

# MEETING NOTICE AND AGENDA

## MANSFIELD PLANNING AND ZONING COMMISSION

Monday, May 4, 2015 ▪ 7:00 PM

Or upon completion of Inland Wetlands Agency Meeting

Audrey P. Beck Municipal Building ▪ 4 South Eagleville Road ▪ Council Chamber

1. Call to Order
2. Roll Call
3. Approval of Minutes
  - a. April 20, 2015 Regular Meeting
4. Zoning Agent's Report
5. Public Hearings
  - 7:10 p.m. (pursuant to neighborhood notification forms)  
Special Permit Application, Commercial Recreation Use with Restaurant, 95 Storrs Road; East Brook F LLC, East Brook T LLC, and East Brook W LLC; PZC File #432-6  
Memos from Director of Planning and Development, Fire Marshal, Assistant Town Engineer
  
  - 7:10 p.m.  
Special Permit Application, Efficiency Unit, 43 Storrs Heights Road; Ray DiCapua, PZC File #1331  
Memo from Zoning Agent
6. Old Business
  - a. Special Permit Application, Commercial Recreation Use with Restaurant, 95 Storrs Road; East Brook F LLC, East Brook T LLC, and East Brook W LLC; PZC File #432-6
  - b. Special Permit Application, Efficiency Unit, 43 Storrs Heights Road; Ray DiCapua, PZC File #1331
  - c. Mansfield Tomorrow: Plan of Conservation and Development (December 2014 Public Hearing Draft)  
Tabled pending a 5/18/15 Public Hearing
  - d. Other
7. New Business
  - a. Special Permit Application, Efficiency Unit, 5 Hillside Circle; Steven Sorrels, PZC File#1332
  - b. Kay Holt's request to a waiver of attendance requirements  
Memo from Director of Planning and Development
  - c. Other
8. Mansfield Tomorrow | Our Plan ▶ Our Future
  - a. Zoning Focus Group Update
  - b. Other

**9. Reports from Officers and Committees**

- a. Chairman's Report
- b. Regional Planning Commission
- c. Regulatory Review Committee
- d. Planning and Development Director's Report
- e. Other

**10. Communications and Bills**

- a. Spring 2015 CTFPZA
- b. 4/14/15 Town/University Relations Committee minutes
- c. ZBA Legal Notice
- d. UConn Enrollment and On-Campus Residency figures
- e. Partnership for Sustainable Communities – 5<sup>th</sup> Anniversary Report
- f. Notice of ZBA Actions

**11. Adjournment**

**DRAFT MINUTES**  
MANSFIELD PLANNING AND ZONING COMMISSION  
Regular Meeting  
Monday April 20, 2015  
Council Chamber, Audrey P. Beck Municipal Building

Members present: J. Goodwin, B. Chandy, R. Hall, G. Lewis, K. Rawn, B. Ryan,  
Members absent: K. Holt, P. Plante, B. Pociask,  
Alternates present: P. Aho, V. Ward,  
Alternates absent: S. Westa  
Staff present: Linda Painter, Director of Planning and Development  
Jennifer Kaufman, Natural Resources and Sustainability Coordinator

Chairman Goodwin called the meeting to order at 7:00 p.m. and appointed alternates Aho and Ward to act and Ryan as Acting Secretary.

**Minutes:**

**04-06-2015 Meeting Minutes** –Chandy MOVED and Ryan seconded, to approve the 04-06-2015 meeting minutes. Ward noted that she listened to the audio of the meeting. MOTION PASSED with all in favor except Hall who disqualified himself.

The report of the April 15, 2015 field trip was noted.

**Zoning Agents Report:**

There were no questions or comments for the Zoning Agent. No monthly report.

**Old Business:**

- a. **Mansfield Tomorrow: Plan of Conservation and Development (December 2014 Public Hearing Draft)**  
Tabled pending a 5/18/15 Public Hearing.
- b. **Special Permit Application, Commercial Recreation Use with Restaurant, 95 Storrs Road; East Brook F LLC, East Brook T LLC, and East Brook W LLC; PZC File #432-6**  
Tabled pending a 5/4/15 Public Hearing.
- c. **Special Permit Application, Efficiency Unit, 43 Storrs Heights Road; Ray DiCapua, PZC File #1331**  
Tabled pending a 5/4/15 Public Hearing.

**New Business:**

- a. **Subdivision Pre-Application, 522 Browns Road, Willard J. Stearns and Sons**  
Alternate Ward disqualified herself. Painter reviewed her 4/16/15 memo containing her preliminary comments on this subdivision proposal; a 4/6/15 letter from Scott Lehman, 532 Browns Road; a 4/14/15 letter from the Open Space Preservation Committee; and the 4/15/15 draft minutes of the Conservation Commission. Painter will provide these communications to the applicant. A field trip to the site will be scheduled once the applicant submits the required yield plan.

**Mansfield Tomorrow:**

Painter reported on the work of the Zoning Focus Group and reviewed the draft zoning regulations prepared to date. PZC members commented as follows:

- Definitions- Legal definitions will be used in the regulations. Each definition should be followed by an indication of the date of the state statute from which the definition comes, and regulations should be updated as legal definitions change.
- When preparing the chart of permitted uses, combine residential and non-residential zones on one page so that all permitted zones for any particular use can be easily illustrated.
- Add Wind Power under Educational, Faith-based, Governmental and Infrastructure
- Keep flexibility for non-conforming uses. An increase in the intensity of a nonconforming use should trigger the need for a permit.

- Update Agricultural Uses. Agriculture should be permitted in all zones.
- Remove Boarding House/Fraternities/Sororities/Dormitories. The existing definition of “family” is sufficient to enforce residency rules for non families residing in single family homes.
- For Adaptive Reuse of Historic Buildings define what uses would be acceptable in various residential zones and change “buildings” to “houses”.
- Provide the Commission with as many relevant sections at one time as possible, including definitional sections, so proposed regulations can be reviewed in context.

Anyone with editorial revisions should send their revisions directly to Linda for consideration.

The next Zoning Focus Group meeting will be held on April 30, 2015 meeting at 1p.m.

**Reports from Officers and Committees:**

No report offered.

**Communications and Bills:**

None.

**Adjournment:**

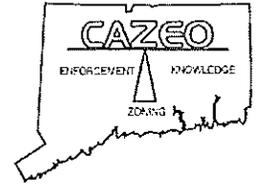
The Chair declared the meeting was adjourned at 9:02 p.m.

Respectfully submitted,

Bonnie Ryan, Acting Secretary



# Town of Mansfield



CURT B. HIRSCH  
ZONING AGENT  
HIRSCHCB@MANSFIELDCT.ORG

AUDREY P. BECK BUILDING  
4 SOUTH EAGLEVILLE ROAD  
MANSFIELD, CT 06268-2599  
(860) 429-3341

Memo to: Planning and Zoning Commission  
From: Curt Hirsch, Zoning Agent  
Date: April 30, 2015

## MONTHLY PERMIT ACTIVITY for April 2015

### ZONING PERMITS

<u>Name</u>	<u>Address</u>	<u>Purpose</u>
DiCapua	43 Storrs Heights Rd.	house addition
Westerberg	51 Meadowbrook La.	12 x 16 shed
Lacy	102 Crane Hill Rd.	home occupation – landscaper
Cavallaro	14 Old School House Rd.	10 x 20 shed
Jones	49 Farrell Rd.	2-car garage

### CERTIFICATES OF COMPLIANCE

Tedford	511 Chaffeeville Rd.	rear deck
OMS Development	1659 Storrs Rd.	site/building renovations
Fazzins	127 Gurleyville Rd.	deck
Rawn	17 Codfish Falls Rd.	shed

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# Department of Planning and Development

**Date:** April 30, 2015  
**To:** Planning and Zoning Commission *gulf*  
**From:** Linda M. Painter, AICP, Director  
**Subject:** East Brook Mall – (File 432-6)  
Special Permit Application for Quester's Way (Commercial Recreation/Restaurant)  
95 Storrs Road

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## Project Overview

**Applicant:** East Brook F LLC, East Brook T LLC, East Brook W LLC  
**Property Location:** 95 Storrs Road  
**Zoning:** PB-1  
**Property Size:** ±27.63 acres  
**Project Description:** The applicant is requesting Special Permit Approval to convert the remainder of the former JC Penney space into a Commercial Recreation Use with restaurant. The proposal includes minor changes to the parking area to the rear of the space and changes to the front and rear facades.

## Background.

Pursuant to the use regulations specified in Article Seven of the Mansfield Zoning Regulations, the proposed use as described by the applicant has been determined to be a Commercial Recreation Use, which requires special permit approval. The East Brook Mall has a variety of uses, including retail, restaurant, personal service and another commercial recreation use (Cardio Express), which was granted special permit approval in 2010.

It should be noted that the approval of the special permit for the Michael's addition in 2012 was appealed by an abutting property owner; the case is currently pending in the Appellate Court. While the existing conditions survey and existing conditions site map submitted as part of this special permit application include site and building improvements that were made as part of the Michael's addition, nothing in this application pertains to that portion of the site. As such, any action taken by the Commission on this special permit request shall not be construed to be approving any improvements related to the Michael's addition that are shown on the existing conditions map.

My initial review of the submitted plans identified several items that either varied from or were not addressed in accordance with the requirements for a site plan established in Article Five, Section A.3.d. After I raised these items with the applicants, their architect indicated that they will be seeking a waiver from the Commission for many of these items as they are not necessary to evaluate the specific request due to the limited area of work. Article Five, Section B.4 provides the authority for the Commission by majority vote to waive the submission of all or part of the information required for a site plan in situations where the information is clearly not needed to determine compliance with the regulations. This section also notes that the waiver provisions are most applicable to expansions of existing buildings and uses and changes in the use of existing buildings, which is the situation for this particular application. The applicant will be submitting a letter to this effect prior to the hearing on May 4<sup>th</sup>.

#### Special Permit Approval Criteria

Article V, Section B(5) of the Mansfield Zoning Regulations requires that the proposed project meet the following criteria in order to be approved:

- *The proposed project will not detrimentally affect the public's health, safety and welfare.*
- *All approval criteria cited in Article V, Section A(5), Site Plan Approval Criteria, of the regulations have been met.*
- *The proposed use is compatible with the Town's Plan of Conservation and Development (POCD).*
- *The location and size of the proposed use and nature and intensity of use in relation to the size of the lot will be in harmony with the orderly development of the town and other existing uses.*
- *Proper consideration has been given to the aesthetic quality of the proposal, including the architectural design, landscaping and proper use of the site's natural features. The kind, size, location and height of structures, the nature and extent of site work, and the nature and intensity of the use shall not hinder or discourage use of the neighboring properties or diminish the value thereof. All applicable standards contained in Article X, Section R shall be incorporated into the plans.*

#### Compliance with Zoning Regulations

The following analysis is organized by five main types of regulations: Use, Design, Environmental, Site Access and Site Development/Performance Standards.

- **Use Regulations.** The applicant is requesting special permit approval to convert the remainder of the former JCPenney retail space (approximately 15,856 square feet) into Questers Way, a Commercial Recreation Use with restaurant. While conversion of retail spaces to restaurants can be permitted without additional PZC approval if certain conditions are met pursuant to Article Seven, Section L.3, the addition of the commercial recreation use requires special permit approval in accordance with Article Seven, Section L.2.f. Since the restaurant is an integral component of the overall use, the two are being considered together.

Given the size and diversity of uses in the mall, the change from retail to commercial recreation is not expected to have any detrimental impacts on the surrounding neighborhood or the public's

health, safety and welfare.

- **Design Regulations.** Article X, Section R contains Architectural and Design Standards that are required for all special permit requests.
  - *Site Layout Standards.* The only changes to the site involve a reconfiguration of a small part of the west façade of the building to replace an existing ramp with a new ramp covered by a canopy and entry doors into the tenant space. A portion of the parking and loading area adjacent to the building would also be modified to reconfigure parking, loading and landscaping areas to allow for the creation of two additional parking spaces. The addition of a loading dock for the Dollar Tree/Dress Barn was approved in 2014 as part of a site modification application.
  - *Building Layout and Design Standards.* The proposed façade changes are consistent with the overall look and design of the mall, including previous façade improvements that have been authorized by the Commission.
  - *Landscaping/Lighting/Site Improvement Standards.* As part of the reconfiguration of the parking and loading area, the applicant is proposing to reduce the size of the existing landscape area by approximately 506 square feet at the corner of the Movie Theater and add a 585 square foot “Zen Garden” landscape area next to the rear (western) entrance; details of the new landscape area would be provided by the tenant at a later date. Review of detailed plans could be performed by staff prior to issuance of a Zoning Permit. The only new lighting proposed are wall packs on the rear (west) façade; relocation of an existing wall fixture on the front (east) façade and recessed downlighting underneath the new canopies. All of the lighting will be screened.

It should be noted that separate from this application, the Zoning Enforcement Agent has been speaking with the applicant about changes that were made to parking lot lighting after receiving a complaint from a nearby property owner. The applicant will need to submit a separate modification application for those changes; nothing in the consideration of this application shall be construed to grant approval for changes to parking lot lighting.

- *Signs and Accessory Structures.* The applicant is proposing a tenant identification sign consisting of internally illuminated channel letters on the front (east) side of the building as part of the façade change to accommodate the new tenant; the Commission is authorized to approve identification signs for tenants that do not have direct pedestrian access to the exterior of the mall under certain conditions identified in Article Ten, Section C.6.m.

The sign appears to be consistent in general design with the overall approach taken toward signage for tenants with frontage along the front of the mall. With regard to size, the note indicates that it will not exceed 68.8 square feet. This type of sign is limited to 1 square foot for each linear foot of frontage; in this case, frontage should be calculated from the mid-point of the two pillars. This would reduce the frontage to approximately 62 square feet. Additionally, the sign as scaled on the plans appears to exceed 120 square feet; as such, a conforming sign in terms of size will be much smaller. Final sign details could be approved by staff prior to

issuance of a sign permit if the Commission concurs.

o **Environmental (Water, Wastewater, Flood Control, Etc.).**

- *Stormwater.* The proposed site modifications are in an area that is already paved. The change in the landscape areas will actually result in a net increase in pervious area, thereby ensuring that there will be no impacts on the stormwater system. The applicant has indicated that nearby catch basins will be protected with silt sacks and hay bales during construction; additional Erosion and Sedimentation Control details in accordance with the requirements of Article Six, Section B.4.s should be submitted prior to issuance of a Zoning Permit.
- *Water and Wastewater.* Windham Water Works and Windham Water Pollution Control have both indicated that there is sufficient capacity to serve the new use. As sewer service is provided by Windham to properties in Mansfield through an agreement with the Town, the Assistant Town Engineer has requested that the applicant provide estimated wastewater usage for the purpose of allocating that capacity from the total capacity committed to Mansfield through the current agreement.

o **Site Access (Vehicular, Pedestrian, Parking, Loading, etc.)**

- *Vehicular Access.* No changes to the existing driveways are proposed.
- *Parking.* Article X, Section D does not identify the required number of parking spaces for “private recreation” uses; the number of required spaces is to be determined by the Commission. Since the proposal does not include any expansion of the building, the main question for the Commission is whether it is expected that the change in use from retail to commercial recreation would result in the demand for additional parking. Under current regulations, 2.5 parking spaces are required for every 1,000 square feet of net floor area for retail, restaurant and personal service uses. If the same parking ratio for recreation uses is used, the total number of required spaces for the mall would be 1,223 before any reductions for shared parking authorized by Article Ten, Section D.7 are applied. With a 20% reduction for shared parking as described below, the number of required spaces is reduced to 978. The applicant is proposing to increase the number of spaces from 976 to 978 to meet this requirement.

Section D.7 allows the Commission to reduce the number of required parking spaces by 20% for shopping centers with over 250,000 square feet and a theater with at least 1,000 seats, provided the reduction is supported by a specific shared parking analysis for the site and uses. The Commission approved a shared parking study and a 20% reduction in required parking for the East Brook Mall in 2004 as part of its approval of the movie theater<sup>1</sup>. As a condition of approval of that application, the Commission required the submission of an updated shared parking analysis for future changes of use that involve new uses, that based on Article Ten, Section D, have different parking requirements, such as changes from a retail store to a restaurant use. In 2010, the Commission approved a commercial recreation use (Cardio

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<sup>1</sup> Since the approval of the shared parking study which indicated a weekday peak demand of 991 spaces, the minimum parking requirements for retail, restaurant and personal service uses in a shopping center over 250,000 square feet have changed, resulting in a lower minimum parking requirement for the mall than existed at the time the shared parking analysis was completed.

Express) without requiring an updated shared parking analysis; the update was not considered mandatory according to the Planning Director's report as there were no specific parking requirements identified in the regulations for a commercial recreation use. As this request is also for a commercial recreation use, an updated shared parking analysis is not necessarily mandated.

In response to questions from staff on parking demand for the proposed use, the applicant was unable to estimate peak demand as it is a new business model for the tenant. However, the applicant has indicated that the allowable occupant loads pursuant to the International Building Code for the proposed use (Assembly/Exercise – 50 square feet per person) will be less than the previous mercantile use of JC Penney (30 square feet per person). The lower occupancy loads would support the use of the same parking ratio used for retail uses. Additionally, the Commission could require, as a condition of approval, the completion of a parking study after the business has been in operation for a year to determine if any additional parking is needed to support the use. The parking study could look at both demand generated by the business as well as actual parking demand at the mall to determine if the construction of additional parking is warranted.

- *Pedestrian/Bicycle/Transit Access.* No changes are proposed; the site is currently served by WRTD.

- **Site Development/Performance Standards**

- *Landscaping/Buffering.* Due to the limited area of work, there will be no impacts on landscape buffers located on the perimeter of the property. As noted previously, there will be a small landscape area added adjacent to rear (west side) of the building.

### Summary and Recommendations

Based on the above analysis, the primary issue that needs to be determined by the Commission is whether the change from retail to a commercial recreation use will result in increased parking demand. Provided the applicants are able to address the issues identified in this report to the Commission's satisfaction, the hearing should not need to be continued. If the Commission finds that the proposal meets the criteria for approval of a special permit, the following items should be considered for inclusion in an approval motion:

- Waiver of site plan requirements pursuant to Article Five, Section B..
- Submission of wastewater estimates.
- Submission of detailed landscape plans for the "Zen Garden" for approval by the Planning Director prior to issuance of a zoning permit.
- Requirement for completion of a parking study after the business has been in operation for a year and construction of additional parking if needed based on the results of that study.
- While depicted on the elevations, signs have not been formally reviewed as part of this special permit request. Sign permits must be obtained; review for compliance with regulations will be completed at that time.
- The approval of the special permit should be limited to the changes proposed as part of this application and specifically exclude any site and building improvements shown on the existing conditions survey that were made as part of the Michael's addition (PZC File #1307).

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## NOTES

- The analysis and recommendations contained in this report are based on the following information submitted by the applicants:
  - Application submitted February 19, 2015 and received by the PZC on March 2, 2015, including:
    - Statement of Use
    - 9-page plan set prepared by New England Design LLC and Karl Norton Architect LLC dated February 16, 2015 including a 2013 survey of existing conditions prepared by Meehan and Goodin
- The following correspondence regarding the proposed development has been received:
  - Letter from Beth Smith, Windham Water Works, dated February 12, 2015
  - Letter from David Garand, Windham Water Pollution Control, dated February 19, 2015
  - Memo from Fran Raiola, Deputy Fire Chief/Fire Marshal dated April 23, 2015
  - Memo from Derek Dilaj, Assistant Town Engineer dated April 30, 2015
- Neighborhood Notification Forms were required to be sent to property owners within 500 feet of the subject property in accordance with Article V, Section B(3)(c) of the Mansfield Zoning Regulations. **Copies of the notice and certified mail receipts (dated April 21, 2015) have been provided to the Planning Office.**
- The Public Hearing on this item will be opened on May 4, 2015 and must be closed by June 8, 2015 unless a written extension is granted by the applicants.
- Before rendering a decision, the Planning and Zoning Commission must consider other referral reports and public hearing testimony. A decision must be made within 65 days of the close of the Public Hearing unless the applicants grant a written extension.



# Town of Mansfield Mansfield Fire Department



**To:** Planning and Zoning Commission

**From:** Fran Raiola, Deputy Chief/Fire Marshal *FR*

**CC:** Linda Painter, Director of Planning

**Date:** April 23, 2015

**Re:** Eastbrook Mall – 95 Storrs Road

PZC File #432-6

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After reviewing the revised plans dated January 5, 2014 for the above referenced project for compliance with the Town of Mansfield Regulations for Fire Lanes and Emergency Vehicle Access, I have the following comments.

1. The submitted plans are for occupying an existing space and appear to comply with the regulations.
2. Any changes to the rear access will need to be reviewed for compliance.
3. The scope of this review is for compliance with The Town of Mansfield Fire Lane Regulations to ensure adequate access for emergency vehicles only. The applicant is required to apply for a building permit and submit plans and specifications to the Building Department and the Office of the Fire Marshal, to determine compliance with Fire and Building codes.



**TOWN OF MANSFIELD**  
DEPARTMENT OF PUBLIC WORKS

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Engineering Division

AUDREY P. BECK BUILDING  
FOUR SOUTH EAGLEVILLE ROAD  
MANSFIELD, CT 06268-2599

From: Derek M. Dilaj, P.E., Assistant Town Engineer  
To: Linda Painter, AICP, Town Planner  
Copy: John Carrington, P.E., Town Engineer  
Date: April 30, 2015  
Date Received: April 14, 2015  
Date Reviewed: April 17, 2015  
Engineering Project #: E-141518  
Re: East Brook F, LLC; East Brook T, LLC, East Brook W, LLC

**Wastewater**

- The Statement of use indicates the addition of a kitchen facility. This addition alters the quantity of wastewater that could be generated from the Mall. The applicant shall provide wastewater estimates for the proposed use.



# Department of Planning and Development

Date: April 30, 2015  
To: Planning and Zoning Commission  
From: Curt Hirsch, Zoning Agent *CH*  
Subject: Special Permit Application  
Efficiency Unit – 43 Storrs heights Road  
File #1331

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The following comments are based on a review of submitted information (undated Statement of Purpose, Site Plan and floor plan prepared by the applicant, and other application submissions), and a review of pertinent zoning regulations, particularly Article X, Section L and Article V, Section B.

## Project Description

The applicant is requesting special permit approval for an efficiency unit in association with an existing single-family home on property located at 43 Storrs heights Road. The proposed efficiency unit will be partially incorporated into an addition that is currently under construction.

## Compliance with Zoning Regulations

The following list summarizes the requirements that must be met before the Commission can approve a special permit pursuant to Article X, Section L.2.a. Compliance with these criteria is indicated by a  and a narrative description. If a requirement has not been met, it is preceded by a .

- Unit Size.** *The unit must contain at least 400 square feet and cannot exceed 35% of the floor area of the single family home in which it is located.*  
The proposed efficiency unit is approximately 664 square feet, which equates to  $\pm 20\%$  of the floor area of the 3,231 square foot home (including the new unit).
- Facilities.** *The unit must include independent living quarters, a distinct kitchen area, and a bathroom with sanitary and bathing facilities.*  
The proposed efficiency unit has a living room, bedroom, kitchen, a full bathroom and an office area.
- Occupancy.** *Either the single-family home or the efficiency unit must be owner-occupied. An affidavit certifying owner occupancy and a statement that the provisions of Article X, Section L have been met must be submitted as part of the application.*  
The applicant indicated in the Statement of Use that he and his wife are the owners of 43 Storrs Heights Road and they will be occupying the main portion of the house. The efficiency apartment

would be occupied by the applicant's mother-in-law. The Statement of Use has been signed and notarized.

- ☒ **Access.** *Interior access between the single-family residence and the efficiency unit is required.*

According to the statement of use, interior access to the efficiency apartment is provided over a stairway between floors. The submitted floor plan also depicts an exterior, walk-out sliding doorway. A walkway connecting the existing front walkway will be extended around the house to the proposed exterior efficiency door.

- ☒ **Off-Street Parking.** *A minimum of 3 spaces with unobstructed access must be provided.*

The property currently has a one-car garage served by a paved driveway with ample room for three vehicles to maneuver with unobstructed access.

- ☒ **Maximum Occupancy.** *Occupancy of the efficiency unit is limited to 2 people.*

Pursuant to the statement of use submitted, the unit will be occupied by one person.

- ☒ **Use and Dimensional Requirements.** *The single-family home must comply with use and dimensional requirements (height, area, yards) for the district in which it is located. No efficiency units are permitted on a lot with less than 40,000 square feet.*

The lot on which the home is located contains 1.8 acres (approx. 78,400 sq. ft.) according to the Town Assessor records. The property was part of a pre-zoning subdivision. The property is now in a RAR-90 zone.

- ☒ **Character.** *The home in which the unit is located must retain its character as a single-family residence.*

The efficiency will be located partially within the basement area of the existing house and partially in the basement of the addition, behind the existing house. It will not be readily visible from the street. The single-family house will not appear any different than its current condition after the efficiency unit is established.

- ☒ **Sanitary System.** *The applicant must demonstrate adequate sewage disposal prior to Commission approval of the special permit.*

According to the applicant, the existing septic system was installed in 2006 and designed for a four bedroom house. The house will contain three bedrooms, including one in the basement that will be incorporated into the efficiency unit. The Eastern Highlands Health District has approved the B100a application for the house addition and efficiency unit.

- ☒ **Flood Hazards.** *Efficiency units are not permitted within Flood Hazard Areas as defined in Article X, Section E of the Zoning Regulations.*

Based on available maps, there are no flood hazard areas in the vicinity of the property.

- ☒ **Street Frontage.** *All efficiency units must be located on a lot with street frontage as defined in the Zoning Regulations.*

At the time the subdivision was created, there were no zoning regulations establishing a minimum street frontage. The subject lot has 128 feet on the street, which is not conforming to the current 200 foot requirement.

- Inland Wetlands Agency.** *IWA approval is required for any proposed improvements within regulated wetland/watercourse areas prior to approval of the special permit.*

No site improvements are proposed within a regulated wetland area. The rear of the property, which is over 600 feet deep, does contain wetlands. It is part of the wetland system associated with a brook running from Tift's Pond in the Moss Sanctuary eastward to the Fenton River.

### Approval Considerations

Pursuant to Article V, Section B.5, the applicant must demonstrate to the satisfaction of the Commission that the proposed development will not detrimentally affect the public's health, welfare and safety and that the development meets the following approval criteria for special permit applications:

- a. That all approval criteria in Article V, Section A.5 (Site Plan Approval Criteria) of these regulations have been met. At this date, the office has not received evidence that the required neighborhood notification requirement has been met.
- b. That the proposed use is compatible with the Town's Plan of Conservation and Development and Article I of the Zoning Regulations (Intent and Purpose).
- c. That the location and size of the proposed use and the nature and intensity of use in relation to the size of the lot will be in harmony with the orderly development of the Town and compatible with other existing uses.
- d. That proper consideration has been given to the aesthetic quality of the proposal, including architectural design, landscaping, and proper use of the site's natural features. The kind, size, location and height of structures, and the nature and extent of site work, and the nature and intensity of the use, shall not hinder or discourage the use of neighboring properties or diminish the value thereof. All applicable standards contained in Article X, Section R shall be incorporated into the plans.

The subject efficiency unit is not expected to detract from the house's overall appearance as a single-family home and it is not expected that the efficiency unit will result in detrimental neighborhood impacts. Public Hearing testimony may provide more information regarding this issue. The applicant has represented that neighborhood notification was completed and he will be submitting the mailing receipts.

### Summary/Recommendation

Subject to any testimony received during the public hearing and verification that the neighborhood notification requirement has been met, the proposal is considered to be in compliance with regulatory provisions and is not expected to cause any detrimental neighborhood impacts. Any approval motion should include a waiver of the site plan information required in Article V, Section A.3 as the information is not needed to determine compliance with the regulations and the following conditions:

1. This approval has been granted for a one-bedroom efficiency unit in association with a single-family home having two additional bedrooms. Any increase in the number of bedrooms on this property shall necessitate subsequent review and approval from the Eastern Highlands Health District and the Planning and Zoning Commission.
2. This approval is conditioned upon continued compliance with Mansfield's Zoning Regulations for efficiency units, which include owner-occupancy requirements, limitations on the number of residents in an efficiency unit and limitations on the number of unrelated individuals that may live in a dwelling unit pursuant to the definition of Family contained in the Zoning Regulations. These limitations apply regardless of the number of bedrooms present in the home. Pursuant to Article X, Section L.2, the applicant shall submit a notarized affidavit certifying owner occupancy and a written statement regarding compliance with efficiency unit regulations every two years, starting on January 1, 2016.
3. This special permit shall not become valid until filed upon the Land Records by the applicant.

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## NOTES

- The analysis and recommendations contained in this report are based on the following information submitted by the applicants:
  - Application submitted March 23, 2015 and received by the PZC on April 6, 2015 including:
    - Statement of Use/Consistency with Efficiency Unit Requirements
    - Floor plan of proposed efficiency unit
    - Site plan
    - Site Plan Checklist and associated waiver requests
    - B100A approval dated April 6, 2015
- The following correspondence regarding the proposed development has been received:
  - Memo from Sherry McGann, Eastern Highlands Health District, dated April 6, 2015
- Neighborhood Notification Forms are required to be sent to property owners within 500 feet of the subject property in accordance with Article V, Section B(3)(c) of the Mansfield Zoning Regulations.
- The Public Hearing on this item will be opened on May 4, 2015 and must be closed by June 3, 2015 unless a written extension is granted by the applicants.
- Before rendering a decision, the Planning and Zoning Commission must consider other referral reports and public hearing testimony. A decision must be made within 65 days of the close of the Public Hearing unless the applicants grant a written extension.



Eastern Highlands Health District

4 South Eagleville Road • Mansfield CT 06268 • Tel: (860) 429-3325 • Fax: (860) 429-3321

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## B100A PLAN APPROVAL

April 6, 2015

Ray DiCapua  
43 Storrs Heights Road  
Mansfield, CT 06268

**Proposed Activity:** 30' x 12' addition for main floor kitchen, and basement efficiency unit for kitchen and storage room, Remodel existing basement efficiency to include a bedroom and bathroom.

**Address:** 43 Storrs Heights Road  
**Town:** Mansfield

Dear Ray DiCapua:

Your application for the above referenced project has been reviewed by the health district for compliance with the requirements of Connecticut Public Health Code section 19-13-B100a.

The application is approved with the following conditions/comments:

1. A code complying area for a future septic system repair sized for a 4 bedroom house has been identified on the property.
2. No upgrade to the existing septic system will be required at this time for this project.
3. Additional soil testing may be needed at the time of any future septic system repair or alteration.
4. No drains may be located within 25' of the existing septic tank and leaching system.

We will notify the local building official of this health district approval, but you should contact the town directly to determine when all other required permits will be approved for your project. Please note that any revisions to the approved plans, whether proposed by you or required by others, must be reviewed by the health district to verify compliance with the Public Health Code.

If you have any questions, please call the health district office at 860-429-3325.

Sincerely,

Sherry McCann  
Sanitarian II

Cc: Michael Nintean, Mansfield Building Official  
Curt Hirsch, Mansfield Zoning Agent

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RECEIPT OF APPLICATION FOR SPECIAL PERMIT, SITE PLAN, (RE)SUBDIVISION:

\_\_\_\_\_, move and \_\_\_\_\_ seconds to receive the SITE PLAN,

SPECIAL PERMIT (re)SUBDIVISION application (file # 1332 )

submitted by Steven Sorrels,

for an Efficiency Unit

(if subdivision, give title) \_\_\_\_\_,

on property located at 5 Hillside Circle,

owned by the Applicant,

as shown on plans dated 4/29/15, revised through \_\_\_\_\_,

and as described in other application submissions, and to refer said application to the staff, Design Review Panel, Committee on the Needs of Persons with Disabilities.

\_\_\_\_\_  
\_\_\_\_\_

(other)  
for review and comments, and to set a Public Hearing (if applicable) for June 1, 2015

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**SPECIAL PERMIT APPLICATION**  
(see Article V, Section B of the Zoning Regulations)

Mansfield Planning and Zoning Commission

File # 1332  
Date April 23, 2015

1. Name of development (where applicable) N/A
2. Proposed use of the property is RESIDENCE & EFFICIENCY APTS  
in accordance with Sec.(s) \_\_\_\_\_ of Article VII (Permitted Use provisions) of the Zoning Regulations
3. Address/location of subject property 5 HILLSIDE CIRCLE  
Assessor's Map 16 Block 32 Lot(s) 20 Vol. 710 Page 154
4. Zone of subject property R90 Acreage of subject property 0.91
5. Acreage of adjacent land in same ownership (if any) N/A
6. APPLICANT STEVEN P. SORRELS [Signature]  
(please PRINT) Signature  
Street Address 5 HILLSIDE CIRCLE Telephone 203-535-4426  
Town STORRS-MANSFIELD Zip Code 06268  
Interest in property: Owner  Optionee \_\_\_\_\_ Lessee \_\_\_\_\_ Other \_\_\_\_\_  
(If "Other", please explain) \_\_\_\_\_
7. OWNER OF RECORD: STEVEN P. SORRELS [Signature]  
(please PRINT) Signature  
(OR attached Purchase Contract \_\_\_\_\_ OR attached letter consenting to application \_\_\_\_\_)  
Street Address 5 HILLSIDE CIRCLE Telephone 203-535-4426  
Town STORRS-MANSFIELD Zip Code 06268
8. AGENTS (if any) representing the applicant who may be directly contacted regarding this application:  
Name N/A Telephone \_\_\_\_\_  
Address \_\_\_\_\_ Zip Code \_\_\_\_\_  
Involvement (legal, engineering, surveying, etc.) \_\_\_\_\_  
Name N/A Telephone \_\_\_\_\_  
Address \_\_\_\_\_ Zip Code \_\_\_\_\_  
Involvement (legal, engineering, surveying, etc.) \_\_\_\_\_

(over)

9. The following items have been submitted as part of this application:

- Application fee in the amount of \$ 360.00 ck # 1357
- Statement of Use further describing the nature and intensity of the proposed use, the extent of proposed site improvements and other important aspects of the proposal. To assist the Commission with its review, applicants are encouraged to be as detailed as possible and to include information justifying the proposed special permit with respect to the approval criteria contained or referenced in Article V, Section B.5.
- Site plan (6 copies) as per Article V, Section B.3.d
- Site plan checklist including any waiver requests
- Sanitation report as per Article V, Section B.3.e
- Acknowledgement that certified notice will be sent to neighboring property-owners, as per the provisions of Article V, Section B.3.c (use Neighborhood Notification Form).
- N/A As applicable for projects within the watershed of the Willimantic Reservoir, acknowledgement that certified notice will be sent to the Windham Water Works, as per the provisions of Article III, Section 1.
- N/A As applicable for projects within State designated aquifer protection areas, acknowledgment that the Commissioner of Public Health will be notified as per the provisions of Article III, Section 1. The State Department of Public Health's on line form ([www.dph.state.ct.us/BRS/Water/Source\\_Protection/PA0653.htm](http://www.dph.state.ct.us/BRS/Water/Source_Protection/PA0653.htm)) shall be used with a copy of the submittal delivered to the Planning Office.
- N/A Other information (see Article V, Section B.3.g). Please list items submitted (if any):  

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10. **ALL APPLICATIONS, INCLUDING MAPS AND OTHER SUBMISSIONS, MUST COMPLY WITH ALL APPLICABLE SECTIONS OF THE ZONING REGULATIONS, INCLUDING, BUT NOT LIMITED TO:**

- Art. X, Sec. E, Flood Hazard Areas, Areas Subject to Flooding
- Art. V, Sec. B, Special Permit Requirements (includes procedure, application requirements, approval criteria, additional conditions and safeguards, conditions of approval, violations of approval, and revisions)
- Art. VI, Sec. A, Prohibited Uses
- Art. VI, Sec. B, Performance Standards
- Art. VI, Sec. C, Bonding
- Art. VII, Permitted Uses
- Art. VIII, Dimensional Requirements/Floor Area Requirements
- Art. X, Sec. A, Special Regulations for Designed Development Districts
- Art. X, Sec. C, Signs
- Art. X, Sec. D, Parking and Loading
- Art. X, Sec. H, Regulations regarding filling and removal of materials
- Art. X, Sec. S, Architectural and Design Standards

## Proposed Efficiency Unit Statement of Use

April 27, 2015

Steven P. Sorrels  
5 Hillside Circle  
Storrs-Mansfield, CT 06268

1. I am proposing to establish an efficiency unit within our single-family residence. The efficiency will be located in a proposed addition to our living room. The efficiency will consist of a living room area, a bedroom, a full bathroom and a complete kitchen. The area of the efficiency is about 500 square feet. This represents about 17.1% of the new 2929 sq. ft. living area (including the efficiency).
2. I am the owner of the property at 5 Hillside Circle, Storrs-Mansfield, CT, 06268 and I will be occupying the main portion of the house as our principal residence. The efficiency will be occupied by students currently attending UConn; rental income to supplement our retirement income. We understand the bi-annual requirement for the submission of a notarized affidavit, attesting to our continuing compliance with the owner-occupancy requirement.
3. Interior access between the main living area and the efficiency will be provided through an existing door to the proposed family room addition. The efficiency will also have a separate door to the outside.
4. My existing driveway has space for 6 cars therefore are of sufficient size as to accommodate the required number of 3 spaces.
5. The efficiency will be occupied by two persons.
6. The property complies with the use requirements for an efficiency unit in a RAR-90 zone. The property lot size is approximately 40,000 square feet.
7. The single-family detached residence will retain its original character as a single-family residence.
8. This house is serviced by UConn sewer and water; therefore no sewage disposal issues exist.
9. This house is at the top of Hillside Circle and therefore is not within a Flood Hazard Area.
10. This lot has approximately 180 feet of frontage on Hillside Circle.
11. This lot is not on a wetland.
12. Attached to this Statement are the proposed building plans showing floor layout, with accompanying documentation of construction materials.

**Proposed Efficiency Unit  
Statement of Use**

State of CONNECTICUT            )  
  )SS: *STORRS*  
County of Tolland                    )

On this, the 27<sup>th</sup> day of April, 2015, before me a notary public, the undersigned officer, personally appeared **Steven P Sorrels**, known to me (or satisfactorily proven) to be the person whose name is subscribed to the within instrument, and acknowledged that he executed the same for the purposes therein contained.

In witness hereof, I hereunto set my hand and official seal.

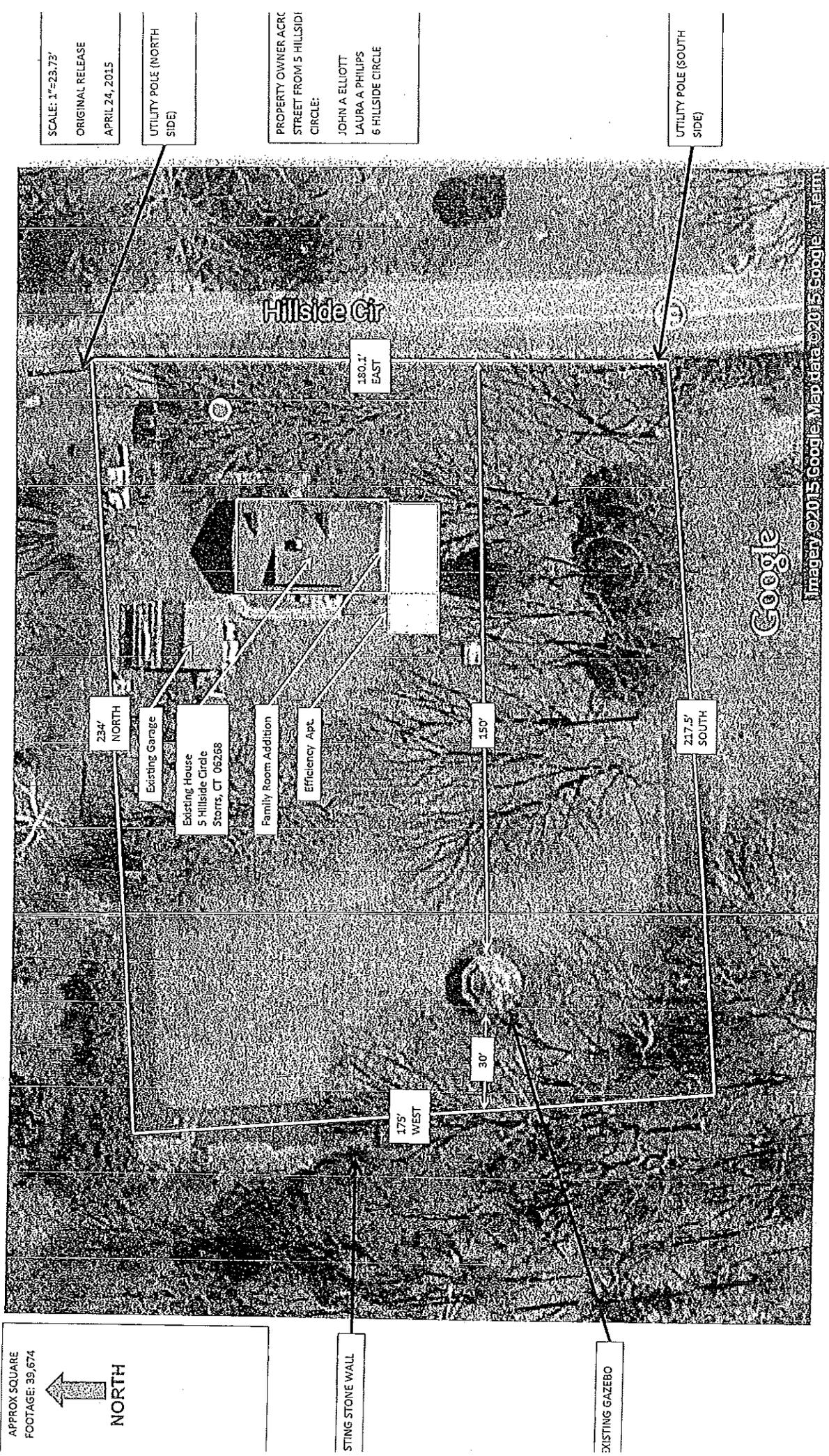
*Shirley A. Coats*  
\_\_\_\_\_  
Notary Public

*My Commission Expires  
May 31, 2019*

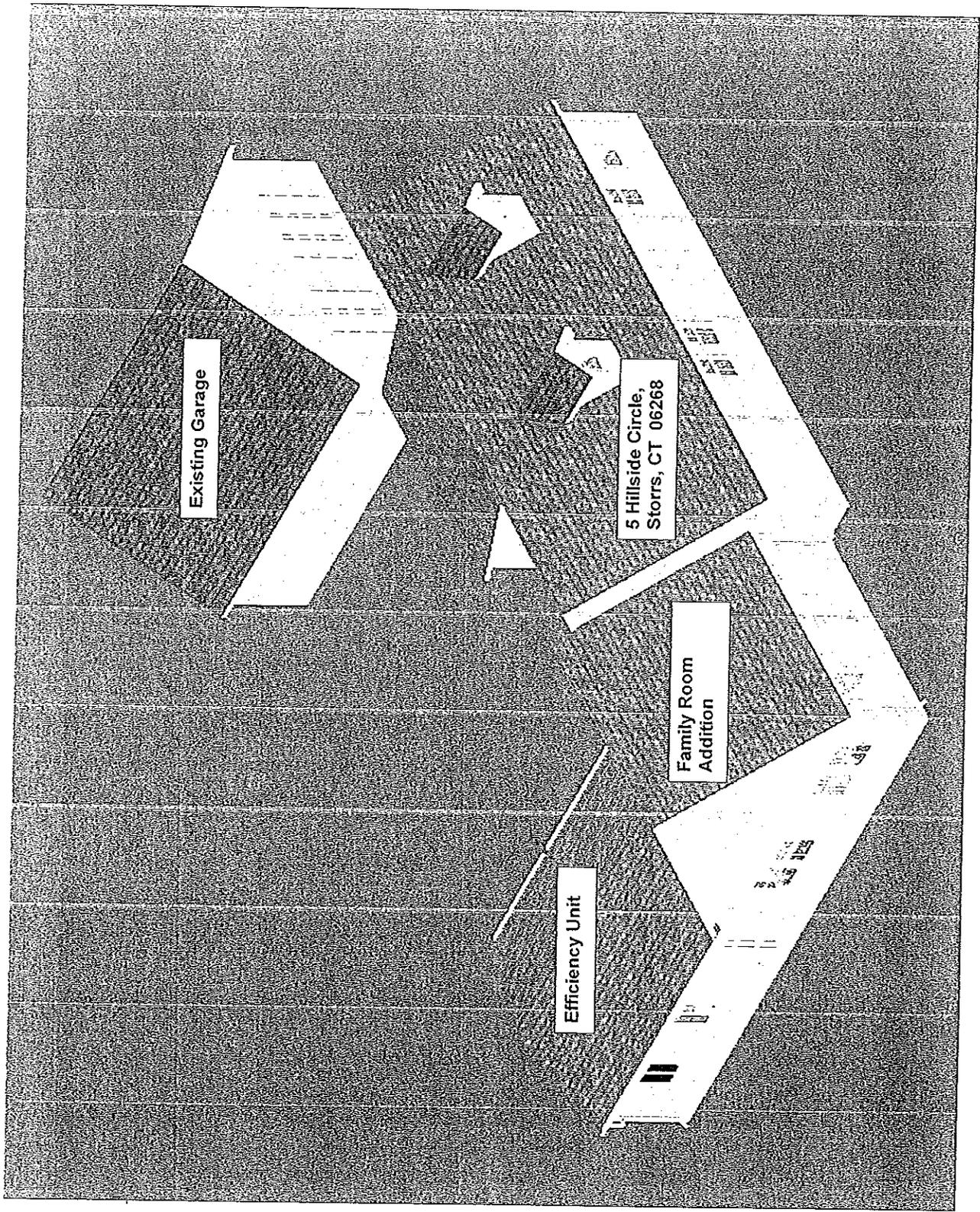
Plot plan including lot lines  
APRIL 24, 2015

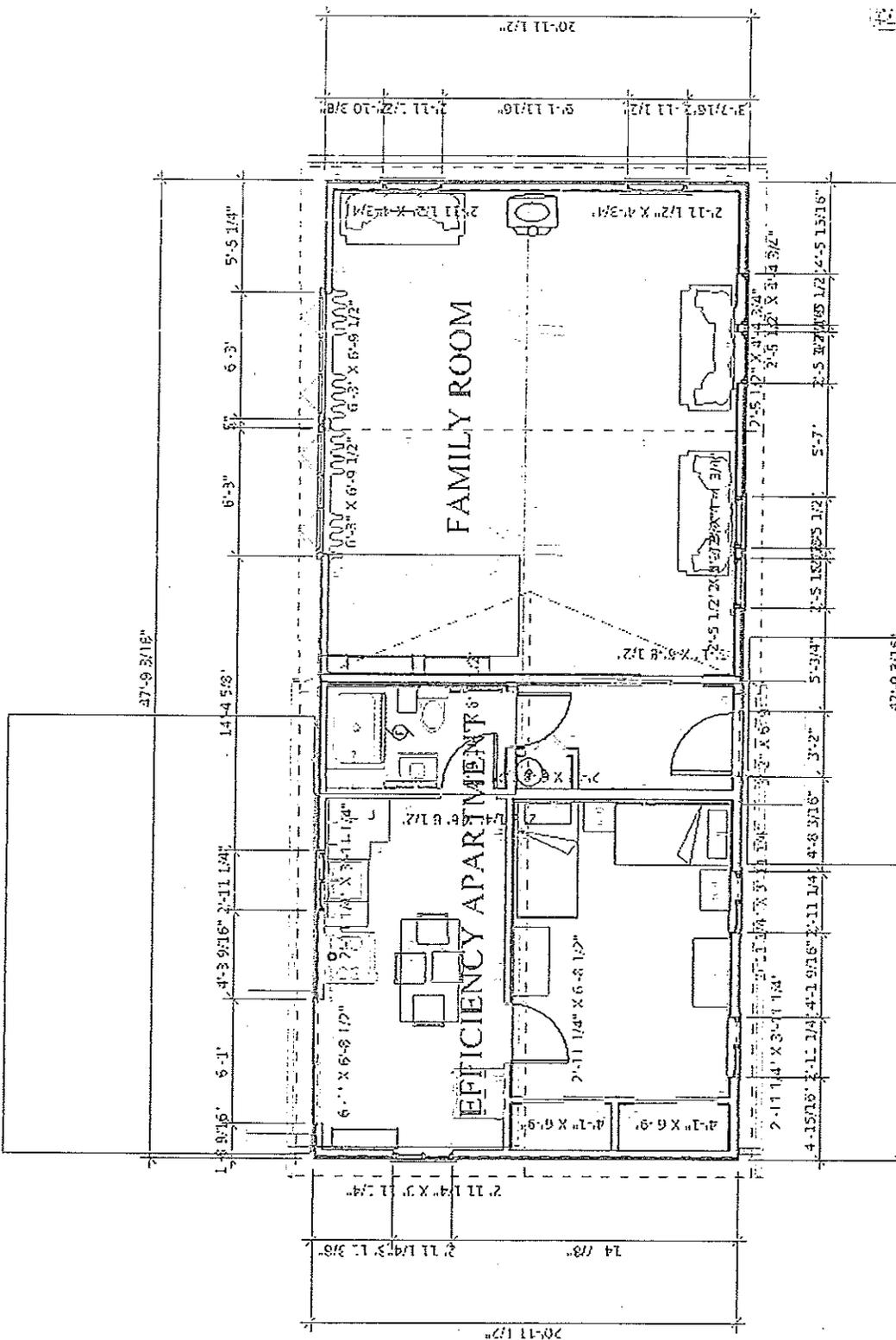
STEVE & CAROL SORRELS FAMILY ROOM ADDITION  
WITH EFFICIENCY APARTMENT

5 HILLSIDE CIRCLE, STORRS, CT 06268



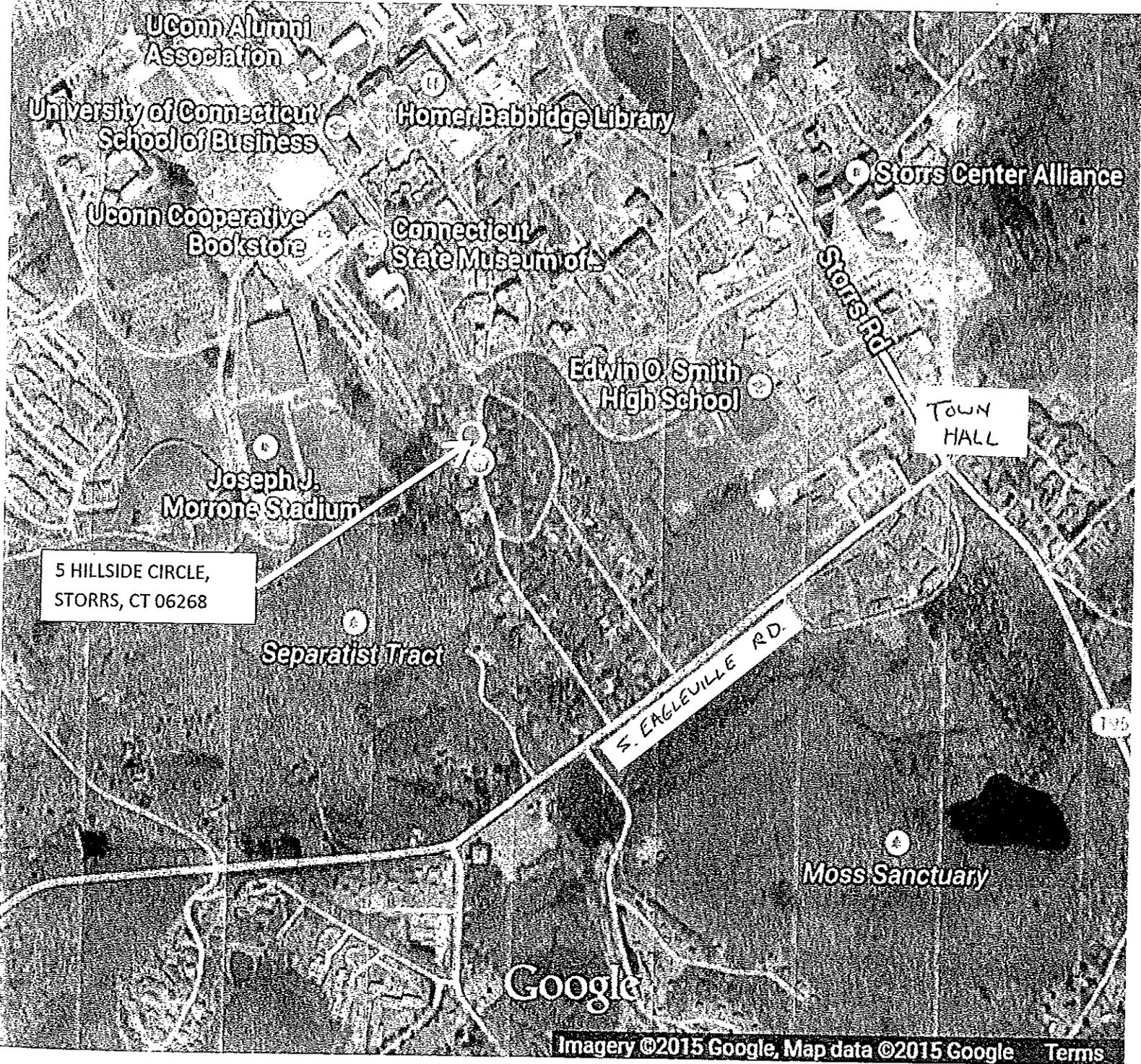
EXISTING NEW ADDITION and EFFICIENCY UNIT to the West  
April 24, 2015





**FLOOR PLAN OF FAMILY ROOM ADDITION  
AND  
EFFICIENCY UNIT**

STEVE & CAROL SORRELS FAMILY ROOM ADDITION  
WITH EFFICIENCY APARTMENT



Location Map 1"=1000'

Parcel ID: 16.36.UC424  
UNIVERSITY OF CONNECTICUT  
HOUSE 72 AKA 25 HILLSIDE CR  
U BOX 3038 FACILITIES MGMT  
STORRS CT 06269

Parcel ID: 16.32.16  
LIU LANBO &  
PU JINGHE  
19 WESTWOOD RD  
STORRS CT 06268

Parcel ID: 16.32.19  
MANNING JOHN J  
7 HILLSIDE CR  
STORRS CT 06268

Parcel ID: 16.32.20  
SORRELS STEVEN P & CAROL S  
5 HILLSIDE CR  
STORRS CT 06268

Parcel ID: 16.32.21  
LAWSON WILLIAM A &  
LAWSON ELIZABETH A  
3 HILLSIDE CR  
MANSFIELD CT 06268

Parcel ID: 16.32.23  
COLOMBO CAROL F  
23 WESTWOOD RD  
STORRS CT 06268

Parcel ID: 16.32.UC314  
UNIVERSITY OF CONNECTICUT  
HOUSE 20-WILKINSON HOUSE  
U BOX 3038 FACILITIES MGMT  
STORRS CT 06269

Parcel ID: 16.34.1  
SOCHOR BARBARA J  
22 HILLSIDE CR  
STORRS CT 06268

Parcel ID: 16.34.2  
20 HILLSIDE CIRCLE LLC  
18 BARNES RD  
HINGHAM MA 02043

Parcel ID: 16.34.4  
BOZADJIAN JAMES &  
FLECK MARGARET F  
394 SO EAGLEVILLE RD  
STORRS CT 06268

Parcel ID: 16.34.6  
ELLIOTT JOHN A &  
PHILIPS LAURA A  
6 HILLSIDE CR  
STORRS CT 06268

Parcel ID: 16.35.1  
LINDSAY MARY DEAN  
15 HILLSIDE CIR  
STORRS CT 06268

Parcel ID: 16.36.2  
PICKERING SAMUEL F JR &  
PICKERING VICTORIA J  
23 HILLSIDE CR  
STORRS CT 06268

Parcel ID: 16.36.3  
HERNANDEZ GASTON E &  
ROJAS ELIANA D  
21 HILLSIDE CIRCLE  
STORRS CT 06268

Parcel ID: 16.36.4  
WATT JAMES &  
WELCH ALICIA  
19 HILLSIDE CR  
STORRS CT 06268

Parcel ID: 16.36.5  
COOLEY JOHN R TRUSTEE OF THE  
JOHN R COOLEY TRUST  
17 HILLSIDE CR  
MANSFIELD CT 06268

Parcel ID: 16.36.6  
FREUDMANN DAVID  
22 EASTWOOD RD  
MANSFIELD CT 06268

Parcel ID: 16.36.7  
SEVILLA ELENA H  
20 EASTWOOD RD  
STORRS CT 06268

Parcel ID: 16.34.5  
HUSKY HOUSING LLC  
402 BROWNS RD  
STORRS CT 06268

Parcel ID: 16.35.20  
ROMEO KATHLEEN P & L MICHAEL JR  
66 DAVIS RD  
STORRS CT 06268

Parcel ID: 16.32.18  
LIPSKY SUE M & LESTER  
9 HILLSIDE CR  
STORRS CT 06268

Parcel ID: 16.34.3  
BECKETT-RINKER MARGARET A  
18 HILLSIDE CR  
STORRS CT 06268

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**TOWN OF MANSFIELD**  
**DEPARTMENT OF PLANNING AND DEVELOPMENT**

LINDA M. PAINTER, AICP, DIRECTOR

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**Memo to:** Inland Wetlands Agency/Planning and Zoning Commission  
**From:** Linda M. Painter, AICP, Director of Planning and Development  
**Date:** April 30, 2015  
**Subject:** Request of Waiver of Attendance Requirements



This office received a voicemail message from PZC/IWA member Katherine Holt requesting that she be excused from meetings for two months or more due to a family illness. Mrs. Holt has also requested that a new secretary be appointed in her absence and for a month following her return to meetings.

Section 67-4 of the Mansfield Code of Ordinances states: "Any member of the Commission who is absent from three (3) consecutive regular meetings and any intervening duly called special meetings shall be considered to have resigned from the Commission, and the vacancy shall be filled as provided by § C206 of the Town Charter, except that the Commission may vote to waive the requirements of this section in each case where illness or other extenuating circumstances make it impossible to meet the attendance requirements of this section."

Article IV, Section 1 of the PZC By-Laws allows the Commission to waive attendance requirements if appropriate notice is provided; the same provisions apply to the IWA. Accordingly, the following motion has been prepared for your consideration:

\_\_\_\_\_ MOVED, \_\_\_\_\_ seconded to waive the attendance requirements specified in Section 67-4 of the Mansfield Code of Ordinances for Katherine Holt due to extenuating circumstances. \_\_\_\_\_ is hereby appointed to serve as Secretary during her absence and for the month following her return.

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# CONNECTICUT FEDERATION OF PLANNING AND ZONING AGENCIES QUARTERLY NEWSLETTER

Spring 2015

Volume XIX, Issue 2

## NOTICE MISTAKES DOOM ZONE AMENDMENT

Approved changes to the zoning map were challenged by owners of property whose properties' zoning designation would be affected. The challenge was successful as the planning and zoning commission had not complied with notice requirements found in Connecticut General Statutes Sec. 8-3.

The first notice error was that the Commission's notice of the zone change application contained only a list of the property addresses affected and a map showing the proposed change. The court ruled that 8-3(a) requires, at a minimum, a metes and bounds description of the property affected. The use of maps and property addresses can be used to supplement the metes and bounds description but are not a substitute for it.

This decision appears to limit itself to the notice that is posted in the town clerk's office and not the published notice. The court also sustained the appeal because the commission failed to post a copy of the approved zone changes in the town clerk's office as required by 8-3(d). *Farmington-Grad LLC v. PZC*, 58 *Conn. L. Rptr.* 861 (2014).

## FEDERATION HOLDS 67<sup>TH</sup> ANNUAL CONFERENCE

For the 67<sup>th</sup> consecutive year, the Federation's annual conference took place. The event was hosted again at the Aqua Turf Restaurant and was well

attended. The Federation greatly appreciates those who attended and recognizes the 16 length of service award recipients and 6 lifetime achievement award winners. Special thanks goes to Simsbury town planner Hiram Peck who moderated the conference and introduced the evening's speaker, David Fink.

David is Policy Director for Home Connecticut and addressed how the use of 'Idea Factories' can be used by land use agencies to build a public consensus before undertaking any amendments to the plan of conservation and development or zoning regulations. His examples focused on how this process can be utilized to amend zoning regulations to include better housing choices for a community. Workshops, websites and public forums are all designed to reach out to the public for their ideas and goals which then guide the agency in its policy decisions and plans. A brief video is available on Home Connecticut's website which explains this process further.

## APPEALS COURT CONFIRMS PERSONAL HARDSHIP DOES NOT JUSTIFY VARIANCE

An owner of shorefront property with an existing two story dwelling on it applied for variances from certain setback requirements. The variances were needed so that the owner could modernize and expand the dwelling. The board granted the variances on the basis that the owner could make a

Written and Edited by

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# CONNECTICUT FEDERATION OF PLANNING AND ZONING AGENCIES QUARTERLY NEWSLETTER

Spring 2015

Volume XIX, Issue 2

reasonable use of the property as it was the opinion of the owner and the board that the existing dwelling was out of date and too small to satisfy today's standards and expectations for a home.

An appeal to court found its way to the Appellate Court. This court found that the owner's desire to expand his existing dwelling so as to make it more comfortable and modern did not constitute the needed hardship for a variance. Personal hardship can never be the basis for granting of a variance. A variance is not a tool of convenience but one of necessity. *Verrillo v. ZBA*, 155 Conn. App. 657 (2015).

## CAMPAIGN STATEMENTS DO NOT LEAD TO DISQUALIFICATION

A planning and zoning commission was considering its own application to amend the zoning regulations. The amendment would impose additional restrictions on a certain area of the town so as to provide better protection to a watershed area. It would effect a significant portion of the town. While the Commission chairman was seen to favor the amendment, a portion of the town citizens were against it. An intervening election resulted in the chairman losing his seat on the commission. His replacement was a vocal opponent of the amendment, and made this clear during the election process.

When the amendment was subsequently defeated, in part due to the efforts of the new member, an appeal

followed. One allegation in the appeal was that the new member should have recused himself from participating in the amendment hearing and vote as he was clearly against it.

In finding that the new member did not need to recuse himself, the court recognized that in acquiring his seat on the commission, the new member was elected and received votes likely due in part to his stand against the amendment.

General concerns or opinions, especially voiced during an election process, should not disqualify a commission member. This is especially true where no personal benefit was proven and the commission member did state that he had an open mind on the amendment's adoption during the hearing process. *Howard v. PZC*, 58 Conn. L. Rptr. 77 (2014).

## VARIANCE POWER RESERVED SOLELY FOR ZBA

An application to use an existing building as a restaurant was approved by a zoning commission. At issue during the approval process was whether the application made provision for the number of required parking spaces. The applicable zoning regulation provided in part that "unless otherwise specifically approved by the zoning commission, required parking facilities shall contain not less than the minimum areas set forth". The applicant as well as the Commission believed that the language "unless otherwise specifically approved" provided the commission with flexibility

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# CONNECTICUT FEDERATION OF PLANNING AND ZONING AGENCIES QUARTERLY NEWSLETTER

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in applying the parking requirements contained in the zoning regulations.

Citing the recent State Appeals Court ruling in *MacKenzie v. Planning & Zoning Commission*, 146 Conn. App. 406 (2014), the court sustained the appeal finding that the parking regulation exceeded the zoning commission's grant of authority under 8-2 of the General Statutes. Only a ZBA has the authority to vary a requirement in the zoning regulations – leaving no room for a planning and zoning commission to be flexible with the requirements in its regulations. *Tsichlas Realty v. ZC*, 58 Conn. L. Rptr. 785 (2014).

## AWARD OF ATTORNEY FEES AT DISCRETION OF COURT

In a case dealing with the enforcement of Historic District regulations but also applicable to planning and zoning enforcement, the Appellate Court reaffirmed that the award of attorney fees and costs in a successful enforcement action is at the discretion of the court.

The statute in question, sec. 7-147h, provides that attorney fees and costs 'shall' be awarded by the court in an action taken to enforce regulations and ordinances of the commission. Relying on a prior decision dealing with sec. 8-12 [enforcement of zoning regulations] the court stated that despite the commanding word 'shall' which appears in both statutes, the award of attorney fees and costs is discretionary

as the purpose of allowing for the award of fees and costs is to compel compliance with the regulations and not to punish the offender.

## ANNOUNCEMENTS

### **Membership Dues**

Notices for this year's annual membership dues were mailed March 1, 2015. The Federation is a nonprofit organization which operates solely on the funds provided by its members. So that we can continue to offer the services you enjoy, please pay promptly. The dues for this year remain at \$90.00 with a planned increase for next year.

### **Workshops**

If your land use agency recently had an influx of new members or could use a refresher course in land use law, contact us to arrange for a workshop to be held at your next meeting. At the price of \$180.00 per session for each agency attending, it is an affordable way for your commission or board to keep informed. The price for these workshops includes a booklet for each agency member.

### ABOUT THE EDITOR

*Steven Byrne is an attorney with an office in Farmington, Connecticut. A principle in the firm of Byrne & Byrne LLC, he maintains a strong focus in the area of land use law and is available for consultation and representation in all land use matters both at the administrative and court levels.*

Written and Edited by

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**BOOK ORDER FORM**

Name of Agency: \_\_\_\_\_

Person Making Order: \_\_\_\_\_

Address: \_\_\_\_\_

Purchase Order No.: \_\_\_\_\_

**"PLANNING AND ZONING IN CONNECTICUT"**

at \$25.00 each for members                      Copies \_\_\_\_\_ \$ \_\_\_\_\_

at \$30.00 each for non-members

**"CONNECTICUT ZONING BOARD OF APPEALS"**

at \$20.00 each for members                      Copies \_\_\_\_\_ \$ \_\_\_\_\_

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(Newly Combined Edition)

Zoning Board of Appeals                      Copies \_\_\_\_\_ \$ \_\_\_\_\_

Inland Wetlands & Watercourses                      Copies \_\_\_\_\_ \$ \_\_\_\_\_

**TOTAL DUE:** \_\_\_\_\_ \$ \_\_\_\_\_

*Please make check payable to:  
Connecticut Federation of Planning & Zoning Agencies*

**CONNECTICUT FEDERATION OF  
PLANNING & ZONING AGENCIES**  
2B Farmington Commons  
790 Farmington Avenue  
Farmington CT 06032



Mansfield Planning & Zoning Commission  
4 South Eagleville Road  
Mansfield, CT 06268



TOWN/UNIVERSITY RELATIONS COMMITTEE  
Tuesday, April 14, 2015  
Council Chambers, Beck Municipal Building

Minutes - DRAFT

**Present:** J. Armstrong, P. Barry, J. Coite, C. Devecchis (4:25 pm), M. Gilbert, S. Kegler, A. Kuegler (4:25 pm), E. Paterson, H. Rynhart, M. Sargeant (4:25 pm), N. Silander

**Staff:** L. Painter, C. van Zelm (*MDP*); B. Wood, E. McHugh; Lt. A. Fournier

Meeting was called to order at 4:03 pm by Paterson.

**1. Meeting Minutes**

a. Coite **MOVED**, Rynhart seconded approval of the March 10, 2015 minutes as presented. The motion **PASSED** unanimously.

**2. Depot Campus Redevelopment**

Beverly Wood, Director of University Planning, presented an overview of a proposed market/feasibility study for redevelopment of the Depot Campus as a "Live-Work-Learn" community. She distributed handouts identifying goals for the Depot Campus, a summary of the proposed RFP and the draft scope for the study. Questions were asked with regard to the type of housing and commercial uses being contemplated, types of non-residential development, the potential extent of building demolition and how the Town would be involved in the market/feasibility study. Wood noted that they are hoping to have the study completed by the fall of 2015.

**3. UConn Spring Weekend.** Spring Weekend is scheduled for April 23 through 25<sup>th</sup> with similar programming to last year. Rynhart distributed a copy of Spring Weekend Policies including parking restrictions and guests in dormitories. Dagon noted that the Town is taking a similar approach to staffing as in 2014 and will be coordinating closely with UConn Police and Fire. Questions were asked with regard to publication/notice of garage parking policies for the weekend.

**4. Updates:**

a. *Mansfield Tomorrow.* Painter updated the committee on the public hearing process and advised the committee of the extension of the public comment period to May 18, 2015.

b. *Mansfield Downtown Partnership.* van Zelm provided an update on completion of the Town Square over the next three weeks; a public ribbon cutting is scheduled for April 29<sup>th</sup> with a concert on the stage. The Oaks is 88% leased for all nine buildings for the next year. Bliss, a vintage clothing store from Willimantic, will be opening a second location in Storrs Center. The public hearing for Phase 3, Main Street Homes, is scheduled for April 14<sup>th</sup> at 7:00 p.m.

c. *USG.* Kuegler updated the committee on UConn's day at the Capitol which included and noted that Devecchis and Sargeant will be graduating in May. Paterson commended them for their participation in the committee and urged that USG continue to actively participate in the future. USG is hosting a family movie night will be shown on the great lawn Saturday, April

18<sup>th</sup> at 7:30 p.m.; the feature movie is *Paddington*. Students are interested in participating in Rid Litter day; however, timing is difficult due to finals week.

d. *MCCP*. Armstrong, Cournoyer and Debus have been doing outreach with all properties that had issues in the fall. Next meeting is Thursday, April 16<sup>th</sup> at 4:00 p.m.

#### **5. Other Business**

Coite updated the committee on the North Hillside Road project. The Route 44 entrance will be gated to ensure no inadvertent traffic prior to official opening; significant construction is expected at the Route 44 intersection over the summer. The road is on schedule for opening in November 2015.

Paterson updated the committee on the initiative to clean up voting rolls, including the submission of ideas from the USG including:

- Legality of purging voters with residence hall addresses after a specified period of time since these are not permanent addresses.
- Adding changing voter registration as part of graduation checklists.
- Including reminder in the registrars system as part of application to graduate.
- Adding a waiver to the student administration system where UConn could contact voter registration to remove from list upon graduation unless otherwise specified.
- Providing a form at time of picking up graduation tickets.
- Potential for providing an on-line form for removal from voter registration lists.

This item will be on the agenda for the next meeting and the voter registrar will be invited to attend.

#### **5. Opportunity for the Public to Address the Committee**

None.

The meeting adjourned at 4:47 p.m.

Respectfully Submitted,  
Linda M. Painter, AICP, Director of Planning and Development  
Town of Mansfield

## Spring Weekend Policies

### Parking

- There will be a ban on on-street parking in effect from 6:00 p.m. on Thursday, April 23, to 6:00 a.m. on Sunday, April 26.
- All parking along North Eagleville Road and North Hillside Road will be prohibited.
- Lots "C," "F," "X" (Farmer Brown's) and "W," will be closed Thursday and Friday nights (6:00 p.m. – 6:00 a.m.) and all day Saturday (will reopen at 6:00 a.m., Sunday). [Jorgensen parking will be accommodated in accordance with our regular event parking plans.]
- The North and South Parking Garages will be open to pre-paid customers only during the following times: 6:00 p.m. – 1:00 a.m., Thursday and Friday and between the hours of 6:00 p.m., Saturday and 5:00 a.m. on Sunday.

### Bus Transportation

- The buses will be running their normal week and weekend routes.

### Wristbands

- Spring Weekend events are open ONLY to UConn students; students will be required to present their UConn IDs and Spring Weekend wristbands in order to enter any Spring Weekend event. Students can pick up their wrist bands at the following times and locations:
  - Thursday, April 23rd from 9am to 5pm on Union Street across from the SU Lobby.
  - Thursday, April 23rd from 5pm till the building closes in Student Union 307.
  - Friday, April 24th from 9am to 5pm on Union Street across from the SU Lobby.
  - Friday, April 24th from 5pm till the building closes in Student Union 307.
  - Saturday, April 25th from 9am till the building closes in Student Union 307.
- Students must swipe their UConn ID in order to receive a wristband. Students will only receive one wristband for the entire weekend.

### Signage & Events

- Students, faculty, and staff are expected to respect and comply with all signs, barricades, and orders from UConn police and other security.
- Alcohol is not allowed at any event.
- Bags / backpacks may be checked at events.

Date	Sponsoring Organization	Event	SW Theme	Date/Time
Thursday, April 23	CMHS	Fresh Check Kick-Off	UConn Learns	12pm-2pm
	Spring Weekend	UConn Speaks	UConn Learns	11am-3pm
	Community Outreach	Veterans Appreciation Campaign	UConn Serves	5pm-8pm
	Cultural Centers	Cultural Center Open House	UConn Learns	5pm-8pm
	Student Athlete Ad. Comm.	Pong Tournament	UConn Cares	5pm-10pm
	Club Sports	Glow Up the Night 5K	UConn Cares	7pm-11pm
	Project Fashion	Project Fashion	UConn Learns	8pm-11pm
	SUBOG	Movie	UConn Cares	9pm-10:30pm
	Community Outreach	Service Projects	UConn Serves	All Day
	Four Arrows	Land Navigation/Teambuilding Activities	UConn Learns	11am-3pm
Friday, April 24	UCTV	UConn's Got Talent	UConn Learns	2pm-5pm
	USG	#LetThemEatCake	UConn Learns	2pm-5pm
	Campus Recreation	Bubble Soccer	UConn Learns	5pm-10pm
	Husky Records	Art Show	UConn Learns	6pm-8pm
	SUBOG	Food Truck Festival	UConn Cares	8pm-12am
	SUBOG	Circus	UConn Cares	8pm-12am
	SUBOG	Movie	UConn Cares	9pm-12am
	Late Night	Late Night	UConn Cares	9pm-1am
	Community Outreach	Service Projects	UConn Serves	All Day
	Sky Dive Club	On Campus Sky Dive (Proposed)	UConn Learns	TBD
Saturday, April 25	Student Alumni Assoc.	OOzeball	UConn Cares	All Day
	RHA	Southapalooza	UConn Cares	11am-4pm
	Japanese Student Assoc.	Cherry Blossom Festival	UConn Learns	11am-5pm
	CMHS	Fresh Check	UConn Cares	1pm-4pm
	WHUS	Local Vibes	UConn Cares	3pm-7pm
	Spring Weekend	Local Eats	UConn Cares	7pm-10pm
	SUBOG	Movie	UConn Cares	9pm-11pm
	Late Night	Late Night	UConn Cares	9pm-1am
	SUBOG	Comedy Show	UConn Learns	10pm-12am

Location	Rain Location
North & South Lobby	
Oak Leaf	
SU 410	
SU 4th Floor	
Gampel Pavilion	
Campus-Wide	
SU Ballroom	
SU Theater	
Off Campus	
SU Mail	
Top of Fairfield Way	SU Theatre
University Seal	SU Ballroom
Turf Field	
SU Ballroom	
Hillside Road	
Fairfield Way	
SU Theater	
Student Union	
Off Campus	
Great Lawn	
South Campus	
South Campus	
SU 304	
Hillside Road	SU Ballroom
SU Terrace	SU Theatre
Hillside Road	North/South Lobby
SU Theater	
Student Union	
Jorgensen Theater	

# Depot Campus Redevelopment Market Analysis and Feasibility Study

Town Gown Relations Committee

April 14, 2015

## Depot Campus Goals

- Remove obsolete buildings
- Replace University space with contemporary, efficient space for multiple uses
- Address historic district design issues and long term use of the buildings and the property
- Remediate hazardous conditions and rebuild infrastructure
- Create a planned, sustainable mixed-use community that supports the needs of the University and becomes an attractive and vital neighborhood in the community
- Create revenue streams that will support campus development

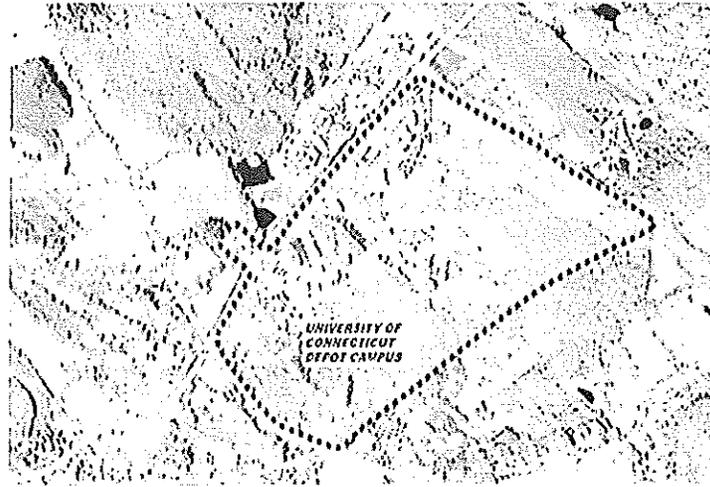
## Request for Proposals

- To assist the University by developing a strategy that meets the stated goals
- To identify the fiscal resources that might be available to implement the strategy, including attracting private investment in the project and other public agency partners
- To identify and interview potential partners - public, private and non-profit – who might be interested in participating in the project(s) to establish interest levels
- To research the regional market, including land use demands, demographics, market segments, etc. and use this information to propose a mix of uses for the property that are self-sustaining

## Process: Scope

- Plan and facilitate a kick-off meeting to review goals, identify existing documentation and resource materials, create stakeholder list and discuss the on-site visit.
- Research the market, the existing plans, the prior history of the properties, the development activity in the area.
- Plan the on-site visit and review with the campus and community
- Manage the on-site visit and stakeholder conversations
- Prepare an outbrief with initial impressions
- Prepare a report that summarizes visit and recommends strategies

## Site

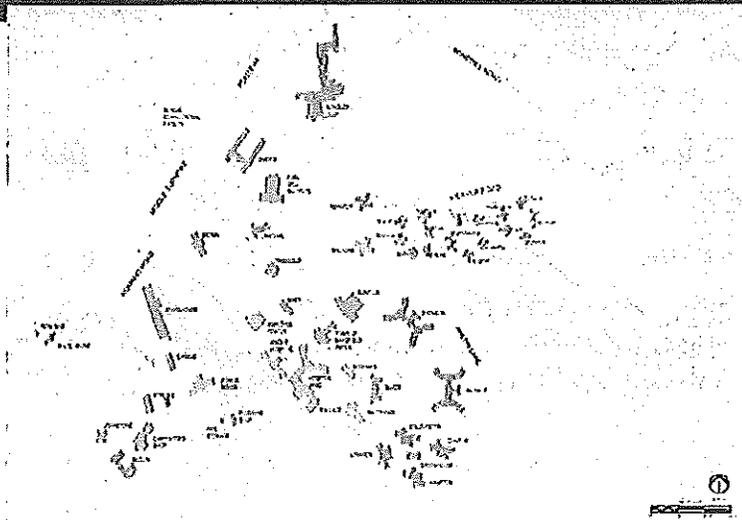


## Preliminary Review

**OBJECTIVES:**  
Identify the purpose and duration of their use and set an appropriate level of investment in the facility based on the intended duration of use.

**DISPOSITION:**  
Secure and mobilize these structures until they can be abated and removed.

**BUILDINGS TO REVIEW:**  
Review proposed improvements to these buildings on a case by case basis. Default to relocate current occupants or uses rather than improving the facilities. Do not continue to occupy substandard buildings with partial renovations. Support the removal of this space as programmed space.



## Process: Limitations

- What this is not....
  - A site planning or development programming exercise – this is a market analysis to understand the economic environment for the development of the Depot Campus and to establish parameters for negotiating future public/private partnership arrangements
  - A developer selection process – the consultant(s) selected for this analysis will be disqualified from future development projects because of the strategic nature of this study
  - A commitment to develop the Depot Campus in a certain way, on a certain time line – this is an exploratory process to see what the potential is for developing the property and the financial resources it will take to do this successfully

## Process: Next Steps

- Funding will identified for this effort
- RFP will be released
- Proposals will be reviewed and a consulting team selected
- Contract will be prepared and executed
- Project will be initiated – anticipate a 3-4 month process
- Outcome – A strategy for the campus to review and pursue further discussions with the Board of Trustees, the Foundation, the State Agencies and the community stakeholders.

Legal Notice:

The Mansfield Zoning Board of Appeals will hold a public hearing on May 13, 2015 at 7:00 p.m. in the Council Chamber of the Audrey P. Beck Municipal Building, 4 South Eagleville Rd, to hear comments on the following application:

7:00 P.M. – Anthony Gioscia for a Special Exception of Art IX, Sec C.2.c. to construct a 24' x 36' addition onto an existing non-conforming structure, reducing the front yard setback from 40' to 34' at 1708 Stafford Rd.

At this public hearing, interested parties may appear and written communications may be received. No information shall be received after the close of the public hearing. Additional information is available in the Mansfield Town Clerk's Office. Dated April 23, 2015.

*Sarah Accorsi*  
*Chairman*

PAGE  
BREAK

**UCONN STUDENTS LIVING ON-CAMPUS AT STORRS, 1995-2015**  
**UPDATED AS OF APRIL, 2015**

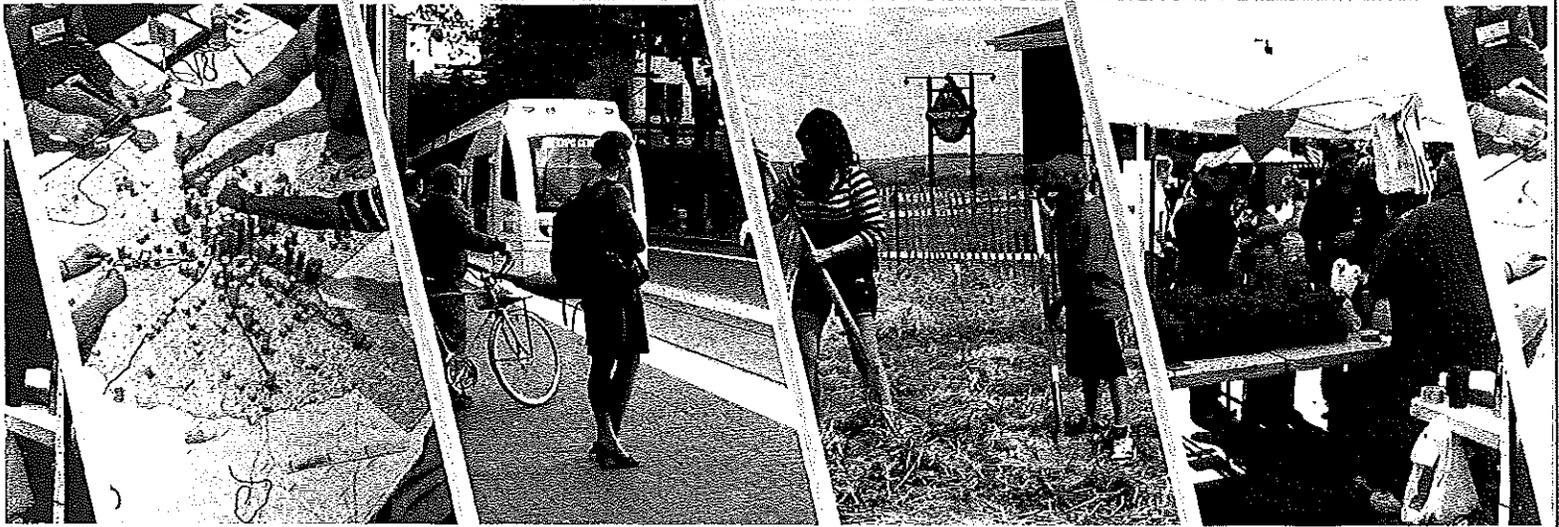
<u>Acad. Year</u>	<u>Undergrad./ Non-Degree</u>	<u>Grad.</u>	<u>Total</u>
Spring, 1995	6,100	414	6,514
Fall, 1995	6,567	390	6,957
Spring, 1996	6,020	410	6,430
Fall, 1996	6,675	414	7,089
Spring, 1997	6,089	372	6,471
Fall, 1997	6,473	418	6,819
Spring, 1998	5,969	378	6,347
Fall, 1998	7,212	414	7,626
Spring, 1999	6,635	417	7,052
Fall, 1999	7,818	430	8,248
Spring, 2000	7,142	411	7,553
Fall, 2000	8,259	440	8,699
Spring, 2001	7,952	421	8,373
Fall, 2001	9,247	543	9,790
Spring, 2002	8223	425	8,648
Fall, 2002	9,868	449	10,317
Spring, 2003	9,409	560	9,969
Fall, 2003	10,567	423	10,990
Spring, 2004	10,257	485	10,742
Fall, 2004	10,658	497	11,155
Spring, 2005	10,323	509	10,832
Fall, 2005	11,010	514	11,524
Spring, 2006	10,731	416	11,147
Fall, 2006	11,135	512	11,647
Spring, 2007	10,749	490	11,239
Fall, 2007	10,751	556	11,307
Spring, 2008	10,322	519	10,841
Fall, 2008	11,427	523	11,970
Spring 2009	11,025	492	11,517
Fall, 2009	11,912	403	12,315
Spring, 2010	11,599	372	11,971
Fall, 2010	12,247	299	12,546
Spring, 2011	11,842	279	12,121
Fall, 2011	12,290	210	12,341
Spring, 2012	12,040	180	12,220
Fall, 2012	12,241	228	12,469
Spring, 2013	11,801	176	11,625
Fall, 2013	12,538	130	12,668
Spring, 2014	12,104	95	12,199
Fall, 2014	12,680	31	12,711
Spring, 2015	12,057	32	12,089

\*\*These numbers include Mansfield Apartments as well as Northwood Apartments, Charter Oak and Hilltop Apartments.  
 Since Fall of 2007 these numbers include all complexes that are part of the Residential Life housing stock.  
 Source: Division of Student Affairs, Housing Services, University of Connecticut

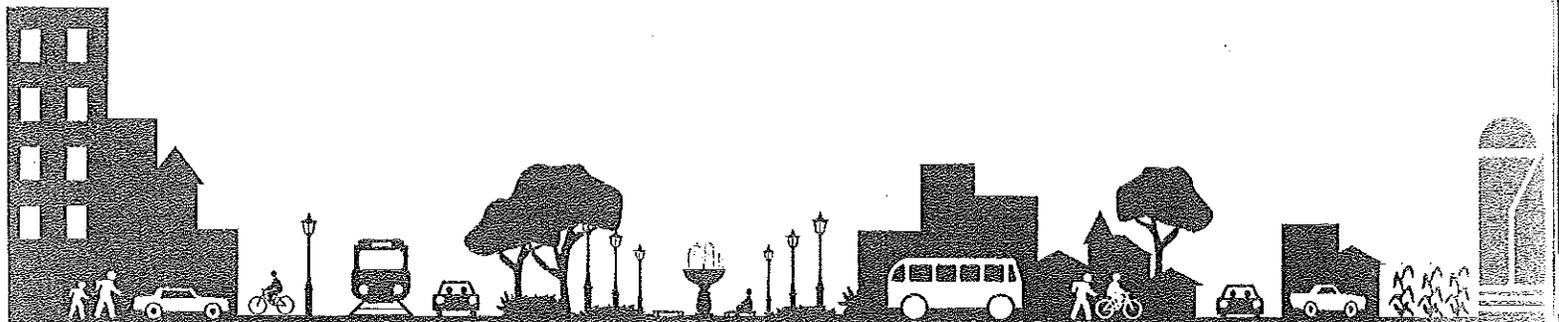
**UCONN STUDENTS ENROLLED AT STORRS CAMPUS, 1995-2015**  
 UPDATED AS OF APRIL, 2015

<u>Academic Year</u>	<u>Undergrad. F/T</u>	<u>Undergrad. P/T</u>	<u>Total Undergrad.</u>	<u>Total Grad.</u>	<u>Total</u>
Fall, 1994	10,328	1,058	11,386	4,503	15,889
Spring, 1995	9,546	1,144	10,690	4,118 (est.)	14,808
Fall, 1995	10,271	1,059	11,330	4,405	15,735
Spring, 1996	9,475	1,184	10,629	4,068	14,697
Fall, 1996	10,271	1,059	11,330	4,405	15,735
Spring, 1997	9,557	1,106	10,663	3,882	14,545
Fall, 1997	10,362	956	11,318	3,863	15,181
Spring, 1998	9,567	1,142	10,709	3,287	14,355
Fall, 1998	10,740	942	11,682	3,646	15,328
Spring, 1999	9,894	732	10,626	3,187	13,813
Fall, 1999	11,411	576	11,987	3,347	15,334
Spring, 2000	10,662	718	11,380	3,152	14,532
Fall, 2000	12,234	728	12,962	3,246	16,708
Spring, 2001	11,309	728	12,037	3,222	15,259
Fall, 2001	13,017	571	13,588	3,367	16,955
Spring, 2002	12,103	928	13,031	2,867	15,898
Fall, 2002	13,688	525	14,213	3,705	17,918
Spring, 2003	13,136	869	14,005	3,539	17,865
Fall, 2003	14,318	845	15,163	3,927	19,090
Spring, 2004	13,642	899	14,541	3,815	18,507
Fall, 2004	14,752	508	15,222	3,692	19,857
Spring, 2005	14,170	937	15,107	3,807	19,073
Fall, 2005	15,277	814	16,091	4,031	20,122
Spring, 2006	14,482	843	15,325	3,851	19,176
Fall, 2006	15,594	745	16,339	3,834	20,173
Spring, 2007	15,027	1,056	16,083	3,408	19,491
Fall, 2007	15,607	733	16,340	3,845	20,185
Spring, 2008	15,693	776	16,469	3,790	20,259
Fall, 2008	16,073	681	16,754	4,009	20,763
Spring, 2009	16,135	785	16,920	3,795	20,715
Fall, 2009	16,325	671	16,996	4,019	21,015
Spring, 2010	15,732	757	16,489	3,830	20,319
Fall, 2010	16,614	717	17,331	4,172	21,503
Spring, 2011	16,028	801	16,829	3,907	20,736
Fall, 2011	17,057	751	17,808	4,202	22,010
Spring, 2012	16,452	832	17,284	3,913	21,197
Fall, 2012	16,727	790	17,517	4,168	21,685
Spring, 2013	16,065	927	16,992	3,941	20,933
Fall, 2013	17,219	807	18,026	4,122	22,148
Spring, 2014	16,698	877	17,575	3,969	21,544
Fall, 2014	17,900	492	18,392	4,191	22,583
Spring, 2015	16,947	803	17,750	4,139	21,889

# Partnership *for* Sustainable Communities



**FIVE YEARS OF LEARNING FROM COMMUNITIES  
AND COORDINATING FEDERAL INVESTMENTS**



**FIFTH ANNIVERSARY REPORT**

### About the Partnership

On June 16, 2009, U.S. Department of Housing and Urban Development (HUD) Secretary Shaun Donovan, U.S. Department of Transportation (DOT) Secretary Ray LaHood, and U.S. Environmental Protection Agency (EPA) Administrator Lisa Jackson announced that they were forming the Partnership for Sustainable Communities. Since then, new leaders—HUD Secretary Julián Castro, DOT Secretary Anthony Foxx, and EPA Administrator Gina McCarthy—have affirmed their agencies' commitment to the Partnership. Using six guiding principles (below), the three agencies continue to coordinate investments and align policies to support communities that want to give Americans more housing choices, make transportation systems more efficient and reliable, reinforce existing investments, protect the environment, and support vibrant and healthy neighborhoods that attract businesses and jobs.

### Partnership Guiding Principles

- Provide more transportation choices.
- Promote equitable, affordable housing.
- Increase economic competitiveness.
- Support existing communities.
- Leverage federal investment.
- Value communities and neighborhoods.



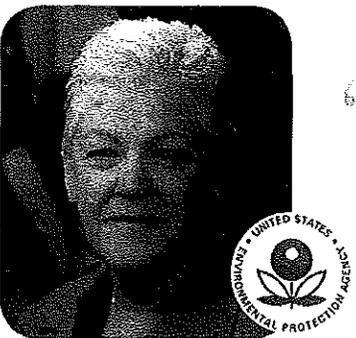
“ The Partnership for Sustainable Communities is about achieving one goal: expanding opportunity for American families. HUD is proud to work with regions to cultivate and connect all the community assets needed to thrive, from jobs to transportation. Working with local leaders, I’m certain that the investments our agencies have made will enhance the health and wealth of communities for decades to come.

**Secretary Julián Castro**  
U.S. Department of Housing and Urban Development



“ The Partnership is helping us align our transportation investments with the goals of providing affordable housing and preserving the environment. Together with HUD and EPA, we are making fundamental changes in how we work together to benefit all Americans and provide new Ladders of Opportunity for many.

**Secretary Anthony Foxx**  
U.S. Department of Transportation



“ Communities know better than anyone else what they need. Through the Partnership for Sustainable Communities, we at the federal level are organizing ourselves to give communities tools to address economic and environmental challenges in the way that works best for them.

**Administrator Gina McCarthy**  
U.S. Environmental Protection Agency

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### WHAT ARE SUSTAINABLE COMMUNITIES?

Sustainable communities have a variety of housing options, with homes near workplaces, schools, parks, stores, and amenities. Having these daily destinations close together allows people to walk, bike, take transit, or drive short distances, which can save them money while reducing pollution from vehicles. In sustainable communities, people can live closer to jobs or have easier access to more jobs in a wider region. This diversity of travel, housing, and employment options helps make communities more affordable, environmentally sustainable, and economically resilient. Rural, suburban, and urban places can all use sustainable communities strategies to create healthy, safe, walkable neighborhoods.

## INTRODUCTION

*Interagency collaboration through the Partnership for Sustainable Communities invests taxpayer money more efficiently and gets better results for communities. By sharing knowledge and coordinating investments in infrastructure, facilities, and services, the U.S. Department of Housing and Urban Development (HUD), U.S. Department of Transportation (DOT), and U.S. Environmental Protection Agency (EPA) can meet multiple economic, environmental, and community objectives with each dollar spent.*

Since 2009, HUD, DOT, and EPA have collaborated to ensure their policies and investments better serve American communities. Through these efforts, more than 1,000 communities in all 50 states, Washington, D.C., and Puerto Rico have received more than \$4 billion in grants and technical assistance to help them grow and improve their quality of life.

This publication summarizes some significant policy changes and collaborations and how they have made a difference in communities over the past five years. The Partnership's work has driven not only HUD, DOT, and EPA, but also other federal agencies to make lasting policy changes that will use resources more effectively and improve how agencies work with communities for years to come. The publication also looks at critical issues

facing our nation in the future and how the Partnership can help communities take advantage of opportunities and overcome challenges.

Many of our communities and housing options, built for a different time, are not what Americans want today. Research from the real estate industry shows that more people want to live in more convenient, walkable neighborhoods (Figure 1). A National Association of Realtors survey showed that half of Americans prefer a neighborhood with a variety of housing types, including multifamily and single-family homes; shops, restaurants, and amenities within walking distance; and nearby public transportation over a neighborhood with only single-family homes and few transportation options besides driving.<sup>1</sup> Walkable communities are particularly important to millennials,<sup>2</sup> who make up the largest percentage of the U.S. population; one research firm estimates that about 70 percent of them see walkability as "important" or "vital" when choosing a home.<sup>3</sup>

<sup>1</sup> National Association of Realtors. "National Community Preference Survey." October 2013. p. 28. [www.realtor.org/sites/default/files/reports/2013/2013-community-preference-analysis-slides.pdf](http://www.realtor.org/sites/default/files/reports/2013/2013-community-preference-analysis-slides.pdf).

<sup>2</sup> Millennials, also known as Generation Y, are those born between 1981 and 1999.

<sup>3</sup> Duggal, Melina. "Design Trends That Capture Generation Y." Presentation of RCLCO research. NAHB International Builders' Show, Jan. 12, 2011.

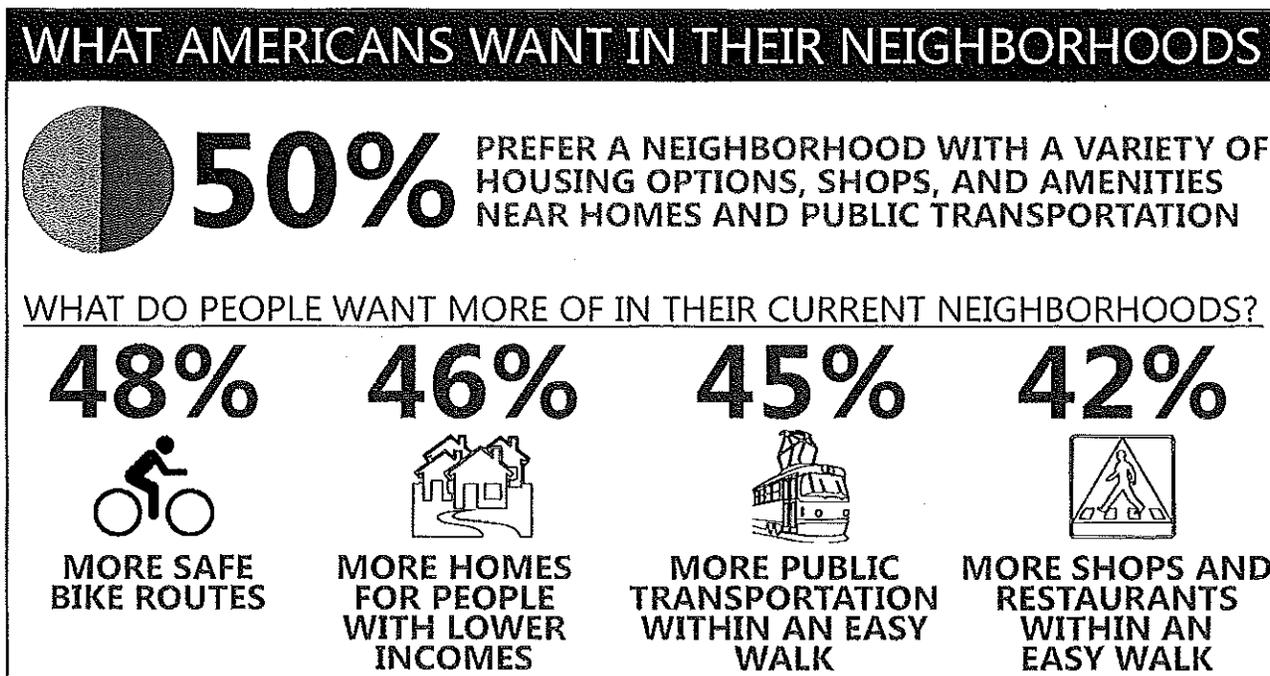


Figure 1: Many Americans prefer to live in more convenient, walkable neighborhoods. Source: National Association of Realtors 2013.

Since 2000, Americans have seen their combined costs for housing and transportation grow faster than household income (Figure 2). This trend disproportionately affects households at or below median income. Housing and transportation costs combined account for nearly half of total income for median-income households and an even greater share for moderate-income (between 50 to 100 percent of median income) households (Figure 3).<sup>4</sup>

The complex challenges in many struggling communities need comprehensive, integrated solutions. Safe, decent, and affordable housing; reliable transportation options; and a clean, healthy environment are fundamental to a person's ability to lift him- or herself into a better life. These resources are rungs on the "ladders of opportunity" that help lower-income Americans reach the middle class. The Partnership's work supports these ladders of opportunity in many ways. Making sure that low-income people have access to reliable and affordable transportation options lets them reach more education and job opportunities and gives businesses a larger pool of workers. Encouraging investment and revitalization in underserved neighborhoods can bring new, affordable homes while creating jobs constructing or repairing

<sup>4</sup> Hickey, Robert, et al. *Losing Ground: The Struggle of Moderate-Income Households to Afford the Rising Costs of Housing and Transportation*. The Center for Housing Policy and the Center for Neighborhood Technology. 2012. [www.nhc.org/media/files/LosingGround\\_10\\_2012.pdf](http://www.nhc.org/media/files/LosingGround_10_2012.pdf).

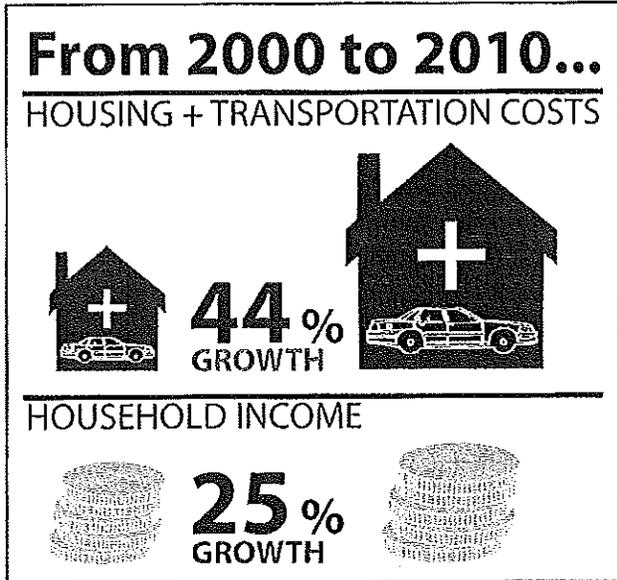


Figure 2: From 2000 to 2010, combined housing and transportation costs rose more than household income. Source: Hickey 2012.

buildings and infrastructure. The community-driven solutions that Partnership investments support can help address environmental justice and social equity issues by giving everyone, including traditionally underrepresented groups, the chance to get involved in identifying environmental, economic, and social challenges; crafting a vision for the future; and implementing fair solutions.

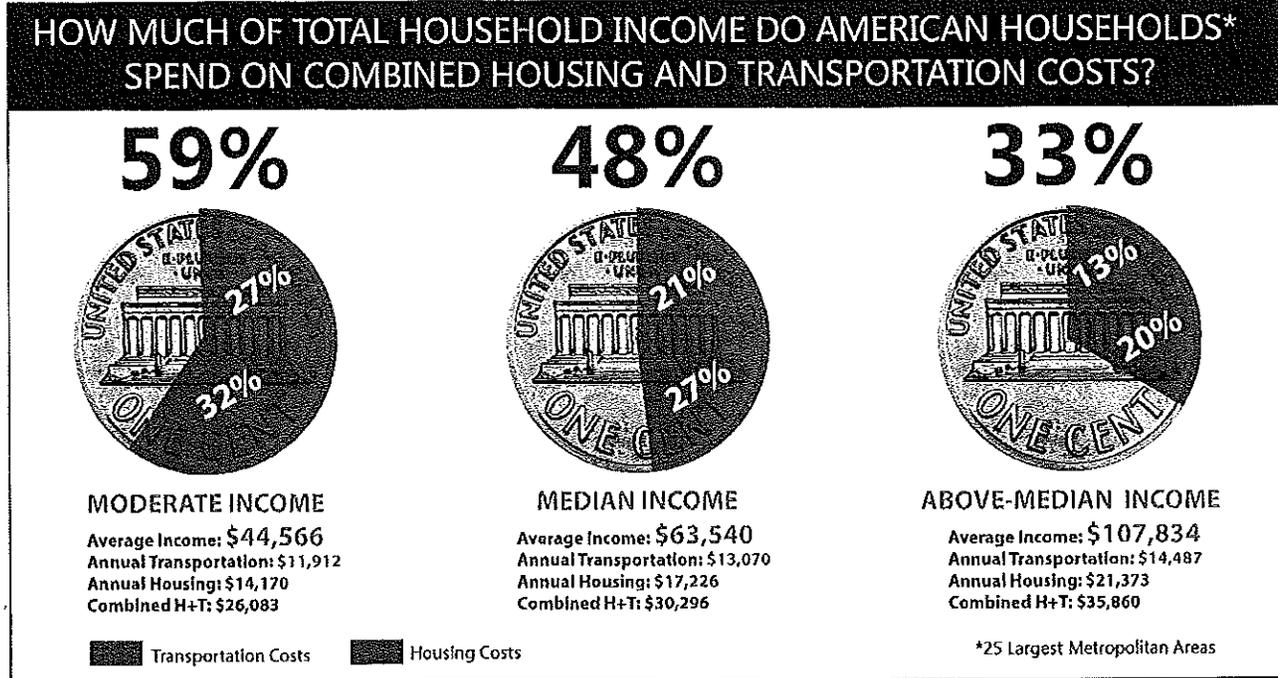


Figure 3: Combined housing and transportation costs make up a larger percentage of household income for lower-income households. Source: Hickey 2012.

Americans want new choices—and both the public and private sectors have roles in meeting this demand. Builders and developers need the freedom to provide the diversity of homes and neighborhoods that Americans want, and communities need more flexibility and support from the federal government. The Partnership is responding by reducing barriers and changing programs to make sure they support what communities want. For example, several agency programs now regularly consult each other before making decisions on place-based grant and technical assistance awards. This coordination helps to align federal investments in housing, transportation, and environmental protection to fund projects identified through community-driven planning processes. It helps to reduce duplication across programs and deliver multiple benefits from single investments. Sharing expertise and information across the three agencies helps the federal government make better-informed decisions, use scarce resources more effectively, and leverage investments across agencies so that taxpayer dollars pay dividends for years to come.

The Partnership has demonstrated the value of collaboration, serving as a model for other interagency efforts that also aim to help communities prosper. Other federal partnerships, such as the Strong Cities, Strong Communities Initiative;<sup>5</sup> the Urban Waters

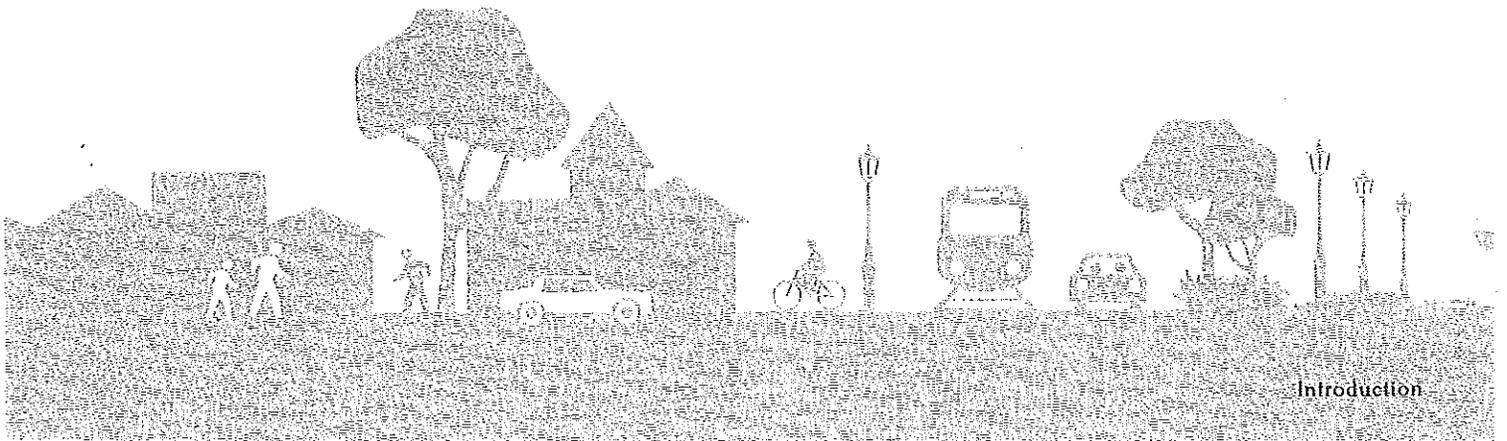
<sup>5</sup> The Strong Cities, Strong Communities Initiative coordinates federal programs and investments to spark economic growth in distressed areas and improve cooperation among community organizations, local leadership, and the federal government. For more information, see: HUD. "Strong Cities, Strong Communities Initiative (SC2)." [www.huduser.org/portal/sc2/home.html](http://www.huduser.org/portal/sc2/home.html). Accessed Jun. 4, 2014.

Federal Partnership;<sup>6</sup> and America's Great Outdoors,<sup>7</sup> share the Partnership's place-based focus and close coordination. All of these efforts are grounded in the belief that taxpayers benefit when federal investments are coordinated, and that federal efforts can be improved through strong stakeholder engagement.

Achieving the meaningful, lasting change that the Partnership strives to attain is challenging, but in times of limited resources, it is critical to eliminate redundancies, make the most of our resources, and ensure federal investments achieve multiple benefits for communities. When the federal government coordinates its efforts and shares its know-how across agencies, everyone wins: households save money; communities can use their limited resources more efficiently and better compete for jobs and talent; and our land, air, and water are better protected and preserved.

<sup>6</sup> The Urban Waters Federal Partnership helps urban communities, particularly those that are overburdened or economically distressed, reconnect with their waterways by improving coordination among federal agencies and collaborating with community-led revitalization efforts. For more information, see: EPA. "Urban Waters Federal Partnership." [www.urbanwaters.gov](http://www.urbanwaters.gov). Accessed Jun. 4, 2014.

<sup>7</sup> America's Great Outdoors supports community-led, grassroots conservation initiatives by reworking inefficient policies and making the federal government a better partner with states, tribes, and local communities. For more information, see: U.S. Department of the Interior. "America's Great Outdoors." [www.doi.gov/americasgreatoutdoors/index.cfm](http://www.doi.gov/americasgreatoutdoors/index.cfm). Accessed Jun. 4, 2014.



*Examples of Competitive Grant and Technical Assistance Programs Developed and Reviewed Jointly by the Partnership Agencies*

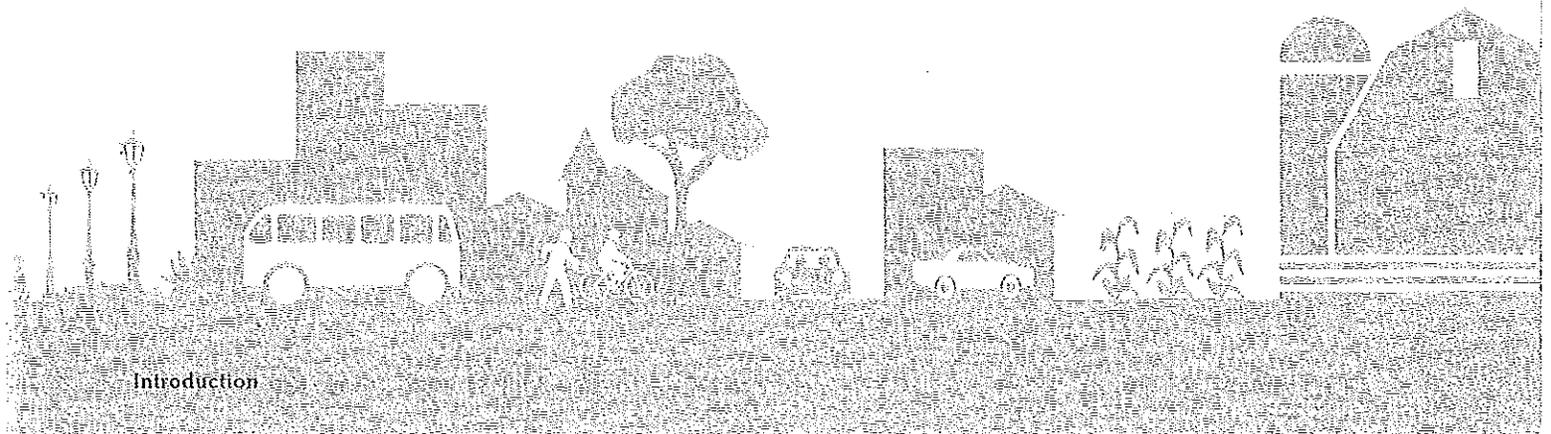
Program	Year	Lead Agency	Number of Applicants	Total Funding Requested	Number Selected	Total Funding Issued
TIGER Capital Grants	2009-2013	DOT	4,605	\$112.6 billion	270	\$3.5 billion
FTA <sup>8</sup> Livability and Alternative Analysis	2010-2011	DOT	722	\$4.3 billion	165	\$494 million
Choice Neighborhoods Implementation Grants	2010-2012	HUD	84	\$860 million	9	\$231.6 million
Sustainable Communities Regional Planning Grants	2010-2011	HUD	416	\$674 million	74	\$165.1 million
HUD Community Challenge / TIGER Planning Grants	2010	HUD & DOT	766	\$1.3 billion <sup>9</sup>	61	\$68 million
Transportation, Community, and System Preservation Program	2011	DOT	715	\$1.4 billion	65	\$56.7 million
Community Challenge Grants	2011	HUD	267	\$408 million	27	\$28.6 million
Choice Neighborhoods Planning Grants	2010-2013	HUD	314	\$75 million	56	\$16.9 million
Brownfields Area-Wide Planning Grants	2010 & 2013	EPA	239	\$42.9 million	43	\$8 million
Building Blocks for Sustainable Communities	2011-2013	EPA	1,029	\$15.4 million	224	\$3.3 million
Smart Growth Implementation Assistance <sup>10</sup>	2009-2013	EPA	542	\$31.5 million	48	\$1.5 million
Greening America's Capitals	2010-2013	EPA	77	\$6.1 million	19	\$1.5 million
Partnership Brownfields Pilots	2012	EPA	25 <sup>11</sup>	\$2.5 million	5	\$0.5 million
<b>Totals</b>			<b>9,801</b>	<b>\$121.7 billion</b>	<b>1,066</b>	<b>\$4.6 billion</b>

8 FTA stands for Federal Transit Administration.

9 This figure represents only funding requested from HUD.

10 The Smart Growth Implementation Assistance Program began in 2005 but became a Partnership program in 2009. The figures here are only for projects conducted under the Partnership. The dollar figures are an estimate of Office of Sustainable Communities funding only and do not include any additional EPA or other federal funds.

11 Projects were nominated by EPA regions.



## LISTENING AND COLLABORATING TO BETTER MEET COMMUNITIES' NEEDS

By working together and listening to the needs of communities, states, regional entities, and tribes, the Partnership agencies have begun to change the way they work to make more efficient and meaningful investments. These changes will let the agencies more effectively help communities grow in ways that support residents, local economies, and regional ecosystems. While some of the changes described below reflect the actions of only one agency, they were informed by the close coordination across agencies made possible by the Partnership. The agency changes fall into three general categories:

- Increasing flexibility and removing barriers.
- Leveraging federal and local know-how.
- Delivering multiple benefits from single investments.

### Increasing Flexibility and Removing Barriers

To make it easier for communities to implement their own visions for growth, the Partnership agencies made programs and guidance more flexible. The agencies also removed barriers that could inhibit developers from investing in communities.

#### Clarifying Bicycle and Pedestrian Guidelines

In addition to promoting physical activity, encouraging walking and biking helps reduce pollution from vehicles and provides inexpensive transportation options that are particularly important for low-income people. Narrow interpretations of national design guidelines prevented communities from implementing connected bicycle and pedestrian networks, despite new design resources that demonstrated their viability and benefits. On August 20, 2013, the Federal Highway Administration (FHWA), part of DOT, signaled the agency's support for a flexible approach to pedestrian and bicycle facility design in a memorandum<sup>12</sup> designating specific resources that can inform the design of safe, comfortable pedestrian and bicycle facilities that fit their community context.<sup>13</sup> The



Photo courtesy of EPA

Figure 4: Separated, clearly marked bike lanes protect bicyclists and can encourage people to bike. A survey found that 80 percent of residents in the neighborhood around this bike lane, on 15th Street, NW, in Washington, D.C., thought it was a "valuable asset."<sup>14</sup>

memorandum also highlights buffered and colored bike lanes (Figure 4) as successful examples of innovative treatments that have been introduced, in part, through the *Manual on Uniform Traffic Control Devices*<sup>15</sup> experimentation process. The endorsement received supportive feedback from the bicycle and pedestrian community, as well as stakeholder groups involved in sustainability work. For instance, the Wisconsin Department of Transportation is incorporating the design flexibility memo in its own guidance. By clarifying its support for well-designed, well-connected bicycle and pedestrian facilities, DOT gave local transportation officials greater certainty and more flexibility to connect bicycle and pedestrian networks and craft plans that meet their communities' goals.

<sup>12</sup> FHWA. "Bicycle and Pedestrian Facility Design Flexibility." Aug. 20, 2013. [www.fhwa.dot.gov/environment/bicycle\\_pedestrian/guidance/design\\_guidance/design\\_flexibility.cfm](http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_flexibility.cfm).

<sup>13</sup> The memo designates the American Association of State Highway Transportation Officials' *Guide for the Planning, Design, and Operation of Pedestrian Facilities* and *Guide for the Development of Bicycle Facilities* as the primary national resources for pedestrian and bicycle facility design and also highlights the National Association of City Transportation Officials' *Urban Bikeway Design Guide* and the Institute of Transportation Engineers' *Designing Urban Walkable Thoroughfares*. Links to all these resources can be found in the FHWA memo in the previous footnote.

<sup>14</sup> Kittelson & Associates, et al. *District Department of Transportation Bicycle Facility Evaluation: Summary of Evaluation and Recommendations*. District Department of Transportation, 2012.

<sup>15</sup> FHWA. *Manual on Uniform Traffic Control Devices*. May 2012. <http://mutcd.fhwa.dot.gov>. The manual, which FHWA has administered since 1971, is a compilation of national standards for all traffic control devices, including road markings, highway signs, and traffic signals.

### ***Making it Easier to Use Hazard Mitigation Funds on Brownfield Sites***

EPA and the Federal Emergency Management Agency (FEMA) worked together to resolve a longstanding obstacle facing communities that wanted to redevelop their brownfield properties. This policy issue first came to light while trying to identify Partnership project opportunities in EPA's Great Lakes region. FEMA's policies had previously been so strict that any contamination would render a property that was otherwise suitable for reuse ineligible for FEMA's Hazard Mitigation Grant Program,<sup>16</sup> even if the state environmental protection agency had already cleared the property through its own cleanup program. EPA and FEMA's different definitions of "clean" created an obstacle

to site reuse and had a chilling effect for state emergency management agencies interested in working on brownfield sites, an issue these state agencies had highlighted for years. EPA's involvement provided the additional support necessary for FEMA to change its contamination policy. FEMA's Hazard Mitigation Assistance Guidance update, released July 12, 2013, includes a new Hazardous Materials policy that aligns FEMA and EPA perspectives on contamination.<sup>17</sup> This FEMA policy update removes a longtime obstacle to brownfield communities accessing FEMA Hazard Mitigation grants and provides more resources to communities seeking to reuse former brownfield properties.

<sup>16</sup> The program "provides grants to states and local governments to implement long-term hazard mitigation measures after a major disaster declaration." See: FEMA, "Hazard Mitigation Grant Program." [www.fema.gov/hazard-mitigation-grant-program](http://www.fema.gov/hazard-mitigation-grant-program). Accessed May 29, 2014.

<sup>17</sup> FEMA. *Addendum to the Hazard Mitigation Assistance Unified Guidance*. 2013. [www.fema.gov/media-library-data/8b1146445c583a6e5ba82cf1071a8f/FINAL\\_Addendum\\_082813\\_508.pdf](http://www.fema.gov/media-library-data/8b1146445c583a6e5ba82cf1071a8f/FINAL_Addendum_082813_508.pdf).

## **WHAT THE PARTNERSHIP MEANS TO US**

***Kallima Rose, Senior Director, PolicyLink Center for Infrastructure Equity, PolicyLink***

*PolicyLink ([www.policylink.org](http://www.policylink.org)), a national research and action institute advancing economic and social equity, provides technical assistance to HUD and EPA grantees under the HUD and EPA Capacity Building for Sustainable Communities Program.*

We help grantees incorporate social equity outcomes into their work. Regional planning organizations are usually not familiar with working with communities of color. We help them work with these communities in authentic ways and include their preferences in plans and implementation. I think providing technical assistance on equity has been a really enhanced aspect of the Partnership that has added a lot of value to the grantees.

For example, the Bay Area in California, the Twin Cities in Minnesota, and others used the funding to do research, public engagement, and design. They did a deep analysis of where the low-income communities are and their access to transit, affordable housing, middle-income jobs, and job training systems. Social equity issues were deeply examined. There is now a plan for implementing changes in these areas. In Eugene, Oregon, and New Orleans, Louisiana, they are developing transit. The bus lines don't run at the hours many low-income shift workers need them to, and the grantees are working to change that.

Having the Partnership agencies work together has been helpful. EPA, HUD, and DOT have been working together wherever possible to remove barriers and make access to the agencies seamless. For example, the HUD regional planning grant requires all grantees to do a fair housing equity assessment that includes data on both transportation and toxic exposure. DOT also requires civil rights assessments that differ from HUD's requirements. HUD and DOT have been talking about how they can combine the two so the grantee can meet both requirements with one submission. Meanwhile, HUD has also discussed with EPA how its environmental expertise and data can augment the toxic exposure analysis.

EPA, HUD, and DOT meet regularly and talk about what they've been learning from the grantees. If they hear a grantee wants to use both HUD and DOT funds on a project to build affordable housing and improve transit options, and HUD and DOT's local hiring rules conflict, DOT and HUD have worked together on waivers to allow the project to proceed.

Regulations often feel overwhelming to many grantees. DOT, EPA, HUD, and the U.S. Department of Agriculture (USDA), which also participates in the Partnership, have sent federal workers to help the grantees figure out regulations. For example, on the Pine Ridge Reservation in South Dakota, they provided hands-on assistance to show the tribe how to access loan guarantees.

### ***Broadening Criteria for Funding Transit Improvements***

Public transit ridership is growing, rising 37 percent between 1995 and 2013, compared to a 20 percent increase in the U.S. population and a 23 percent rise in vehicle miles traveled.<sup>18</sup> As DOT's Federal Transit Administration (FTA) tries to help communities meet this demand, it has incorporated the Partnership's guiding principles into its programs. For example, FTA updated the New Starts program, one of DOT's largest competitive grant programs, to evaluate major transit projects on a broad set of criteria. FTA will take into account EPA's regional air quality designations and the dollar value of the anticipated benefits to human health, energy use, air quality (e.g., changes in total greenhouse gas emissions and other pollutants), and safety (e.g., reductions in accidents and fatalities). The agency will also credit including economic development in local

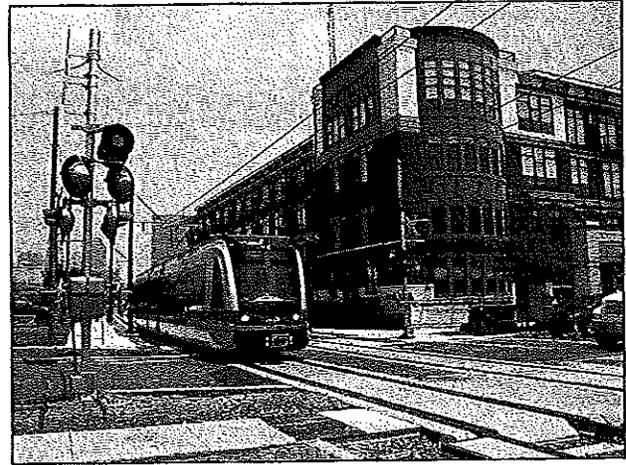


Photo courtesy of City of Charlotte

*Figure 5: The light rail in Charlotte, North Carolina, illustrates the economic benefits that public transit investment can bring. Between its opening in 2007 and 2011, the system's Blue Line saw development in the station areas that included 3,500 housing units, 218,000 square feet of office space, and 218,000 square feet of retail space.<sup>19</sup>*

<sup>18</sup> Press release, "Record 10.7 Billion Trips Taken On U.S. Public Transportation In 2013," American Public Transportation Association, Mar. 10, 2014. [www.apta.com/mediacenter/pressreleases/2014/Pages/140310\\_Ridership.aspx](http://www.apta.com/mediacenter/pressreleases/2014/Pages/140310_Ridership.aspx).

<sup>19</sup> Charlotte Area Transit System, *North Corridor Commuter Rail Project: Land Use and Economic Development Analysis*, 2011.

## **WHAT THE PARTNERSHIP MEANS TO US**

**Megan McConville, Program Manager; Brett Schwartz, Program Manager; and Sara James, Community and Economic Resilience Fellow, National Association of Development Organizations (NADO) Research Foundation**

*The NADO Research Foundation has received funding from HUD and EPA to serve as a capacity-building team supporting HUD and EPA grantees. The foundation has also received grants from FHWA.*

As a membership organization representing the country's regional planning and economic development organizations, NADO's mission is to support economic and community development in rural and small town America. Our members are working to help their regions grow in ways that are sustainable and resilient by capitalizing on local assets and talent, investing in critical infrastructure, supporting regional economic development, and building vibrant communities. We have found that our member organizations who received funding through the Partnership agencies have been able to more effectively and efficiently leverage those resources into cross-cutting regional initiatives that address planning, transportation, workforce development, health services, and other key areas.

The Partnership has provided funding and technical assistance for small towns and rural regions to envision their own futures rather than let outside economic forces define who they are. Partnership-supported planning processes allow these communities to strategically pursue public and private funding instead of chasing dollars for one-off projects that may not advance their long-term goals. The Partnership has also created a peer network of regional and local leaders from rural places around the country who are implementing innovative community and economic development, downtown revitalization, public engagement, project financing, and other strategies. These leaders are strengthening their own work and sharing models with other communities, all while raising the bar for regional and local planning efforts in rural areas and small towns.

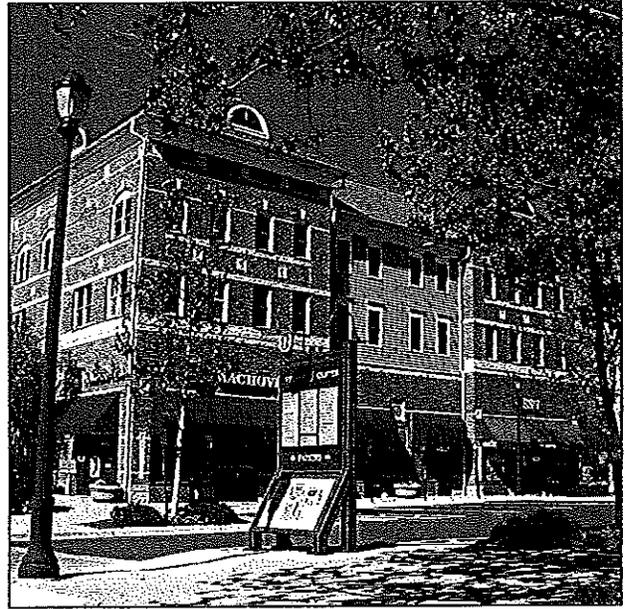
The Partnership has been critical in showing that smart growth strategies are not just for big cities or suburbs. While these strategies are often implemented in different ways in rural areas than in cities, they are improving the quality of life for residents, attracting businesses and families, and protecting the working lands in rural regions by fostering long-term, resilient growth.



plans as part of a New Starts application. Importantly, FTA will also consider the extent to which policies will maintain or increase affordable housing—the issue that initially spurred the collaboration between HUD and DOT that led to creating the Partnership. These significant changes came from more than two years of public outreach and encourage communities to connect proposed transportation improvements to housing, environmental, health, and economic outcomes. As a result, environmentally and economically sustainable projects are more likely to be successful in the competitive award process than projects that deliver only a single transportation-related benefit.

### *Giving Developers More Flexibility to Create Mixed-Use Buildings*

Mixed-use development combines residential and retail uses so that homes are close to workplaces, stores, services, and community amenities. This type of land use creates complete neighborhoods where people can live, work, and play and lets people travel shorter distances to get to their daily activities, which makes walking and biking more appealing. Buildings in these neighborhoods often also contain a mix of uses, such as offices or residences above stores on the ground level (Figure 6). However, insurance, lending, or zoning restrictions can inadvertently (or explicitly) prohibit construction of mixed-use buildings. Partnership efforts led HUD's Federal Housing Administration (FHA) to lower one barrier to this type of construction in 2012 when it revised the percentage of commercial space allowed in primarily residential buildings. FHA raised this percentage cap from 25 percent to 35 percent, which gives developers and builders more flexibility to determine the right mix of commercial and residential



*Figure 6: Increasing the percentage of a building that can have offices and stores will allow more mixed-use buildings to be built, such as this new, traditional-style development in Rockville, Maryland.*

uses for their projects while allowing them to stay eligible for an FHA-insured mortgage. A builder can ask FHA for an exception to raise the cap to a maximum of 50 percent. Before this rule change, developers often had to request a regulatory waiver or “build high to qualify,” meaning they had to propose taller buildings that were out of scale with their settings to achieve a viable amount of commercial space in mixed-use buildings. With the change, developers can set an appropriate height and mix of uses based on the context in which the structure will be built, helping to preserve community character, and communities can more easily get mixed-use buildings that fit with their overall development goals.



## Leveraging Federal and Local Know-how

*The Partnership agencies work with all levels of government, from other federal agencies to municipalities, to share knowledge and tools. This collaboration helped expedite urgent recovery efforts, use federal facility investments to benefit communities, and engage communities with environmental justice concerns.*

### Working Together to Help Sandy Recovery Efforts<sup>20</sup>

When Superstorm Sandy hit in 2012, the planning efforts of two HUD Sustainable Communities Regional Planning grantees, Together North Jersey and the New York-Connecticut Sustainable Communities Consortium, proved vital to the region's recovery. To respond to the recovery challenges and gaps in local communities' capacity, Together North Jersey modified local sub-grant programs to support community-driven recovery efforts in Hoboken, Jersey City, and Ocean County, New Jersey, which had been hit by storm surges of more than 14 feet (Figure 7). The *Hoboken Green Infrastructure Strategic Plan*,<sup>21</sup> created in partnership with Together North Jersey, provides cost-effective, long-term strategies for place-based, sustainable stormwater management and flood control. This plan also addresses the concepts in the Rebuild by Design *Resist, Delay, Store, Discharge* strategy for Hoboken,<sup>22</sup> which builds on EPA-funded technical assistance and other Partnership investments in the region.

Funded through the New York-Connecticut grant, the New York City Department of City Planning completed two climate resilience studies less than a month before Superstorm Sandy's landfall that helped the city respond quickly and strategically to widespread damage. The *Urban Waterfront Adaptive Strategies Study*<sup>23</sup> identified strategies that can make urban coastal areas more resilient to hazards associated with sea level rise, classified the type and magnitude of costs and benefits associated with each strategy, and established a framework through which communities can evaluate the effectiveness and appropriateness of different approaches for particular coastal geographies. This study informed



Photo courtesy of Flickr user accorringo

*Figure 7: Although Superstorm Sandy caused particularly dramatic flooding in Hoboken, New Jersey, the low-lying city also sees its wastewater system overwhelmed by storms on average five times per month. The resilience strategy that the city developed with the help of Together North Jersey should help reduce that regular flooding, as well as help protect against more severe storms.*

*A Stronger, More Resilient New York,*<sup>24</sup> New York City's long-term rebuilding and resilience plan developed in response to Superstorm Sandy. *Designing for Flood Risk*<sup>25</sup> focused on preparing buildings to withstand coastal flooding while ensuring they also support walkable neighborhoods and everyday quality of life.

Had these grantees not been collaborating long before Superstorm Sandy made landfall, recovery would have looked very different. This suite of resources can benefit other communities across the country planning for extreme weather or trying to find more economically and environmentally sustainable ways to rebuild after a disaster.

## SPOTLIGHT ON REBUILD BY DESIGN

Rebuild by Design ([www.rebuildbydesign.org](http://www.rebuildbydesign.org)), initiated by HUD and the Presidential Hurricane Sandy Rebuilding Task Force, aims to connect innovative research and design teams with Sandy-affected communities to help them rebuild in more resilient and economically and environmentally healthy ways.

<sup>20</sup> For a longer version of this story, please see the case study on the Partnership's website at [www.sustainablecommunities.gov/studies.html](http://www.sustainablecommunities.gov/studies.html).

<sup>21</sup> Together North Jersey. *Hoboken Green Infrastructure Strategic Plan*. 2013. <http://togethernorthjersey.com/?grid-portfolio=hoboken-green-infrastructure-strategic-plan>.

<sup>22</sup> OMA et al. "Resist, Delay, Store, Discharge: A Comprehensive Strategy for Hoboken." Rebuild by Design. [www.rebuildbydesign.org/project/oma-final-proposal](http://www.rebuildbydesign.org/project/oma-final-proposal). Accessed Jun. 30, 2014.

<sup>23</sup> NYC Planning. *Urban Waterfront Adaptive Strategies*. 2013. [www.sustainablenyc.org/news/UWIAS\\_Draft\\_Lowres.pdf](http://www.sustainablenyc.org/news/UWIAS_Draft_Lowres.pdf).

<sup>24</sup> City of New York. *A Stronger, More Resilient New York*. 2013. [www.nyc.gov/html/sirr/html/report/report.shtml](http://www.nyc.gov/html/sirr/html/report/report.shtml).

<sup>25</sup> NYC Planning. *Designing for Flood Risk*. 2013. [www.sustainablenyc.org/news/NYDCP\\_DESIGNING%20FOR%20FLOOD%20RISK\\_DRAFT-LOW.pdf](http://www.sustainablenyc.org/news/NYDCP_DESIGNING%20FOR%20FLOOD%20RISK_DRAFT-LOW.pdf).

### *Siting Federal Buildings to Benefit Communities and Workers*

The Partnership has helped the U.S. General Services Administration (GSA), the agency responsible for leasing thousands of federal buildings around the country, better analyze its facility siting decisions. Government buildings can have a tremendous impact on a community. A federal facility located in a walkable, central area with easy access to public transit, jobs, stores, and services allows workers and visitors to drive less, which reduces their emissions of greenhouse gases and other pollutants. It can also provide customers for nearby businesses and spur private investment by demonstrating a public commitment to the neighborhood that can make private investors feel more confident about investing in the area. The Partnership worked with GSA to develop instructions on facility siting that accompanied Executive Order

13514, which requires the federal government to operate "high performance sustainable buildings in sustainable locations."<sup>26</sup> As a result of this engagement, EPA worked with GSA to create a tool for comparing federal facility sites: the Smart Location Index. The index is a composite indicator that helps GSA compare the neighborhood locations of existing or proposed federal facilities based on several criteria that support the Partnership's principles, including the ease of access by public transit, walkability, and proximity to the regional workforce. Evaluating facilities on these criteria helps GSA procure and retain buildings that improve workers' transportation choices and reduce travel-related pollution.

<sup>26</sup> Executive Order 13514—Federal Leadership in Environmental, Energy, and Economic Performance. Federal Register, Vol. 74, No. 194, Oct. 8, 2009. [www.gpo.gov/fdsys/pkg/FR-2009-10-08/pdf/E9-24518.pdf](http://www.gpo.gov/fdsys/pkg/FR-2009-10-08/pdf/E9-24518.pdf)

## WHAT THE PARTNERSHIP MEANS TO US

*Kathy Nothstine, Program Director, National Association of Counties*

*The National Association of Counties (www.naco.org), the only national organization that represents county governments in the United States, has received Partnership funding under the HUD and EPA Capacity Building for Sustainable Communities Program.*

The Partnership has helped communities of all types and sizes—regions, counties, municipalities. I think one of the biggest benefits of the Partnership has been in encouraging and inspiring communities to think about their long-term future and engage in community dialogue around what it is they really like about their community and what they value. What are their assets? Why are they there? Why do they care about this place, and what can be done to improve it? For instance, in the Region 5 Development Commission in Minnesota, HUD grantees heard from middle-aged and elderly people about how they want their region to be a place where their kids can grow up and stay.

I see the benefit of having HUD, DOT, and EPA working together. Although USDA is not an official partner, it was really cool how EPA and USDA worked together and brought in the Appalachian Regional Commission to do training forums and work with communities on technical assistance. It has been a good way to work with some really small, rural communities that would never have known about the Partnership otherwise. As one example, the small town of Brownsville, Pennsylvania, used some of the Partnership's materials to engage in community dialogues on the future of its downtown.

Through the HUD planning grants and challenge grants, so many places across the country have embarked on regional planning efforts. The grantees have brought together so many different partners that might not have gotten together if they hadn't had this impetus. I think communities have begun to see the value of getting the input of everybody at the table. They see when planning and investments are made in a vacuum and know that, without that input, they risk not being as successful. I think communities have seen that when they have not just buy-in, but also meaningful input from the beginning from different parts of the community—people who live there and work there—they will have a better outcome.

One example is the New River Valley District Commission in Virginia. When they first launched their regional planning project, they got a lot of questions and pushback from people who were fearful about the federal government's role and private property rights. They became a success story because the staff running the grant worked so hard to build partnerships and explain to people what their goals were and work with the community to work through their fears.

As part of a larger GSA effort to trim costs and reduce its building footprint by consolidating offices, the agency evaluated its leased facility in Fairfax, Virginia, a suburb with limited transit access about 15 miles west of its headquarters in Crystal City, an inner-suburban neighborhood with several transit options (Figure 8). Running both facilities through the Smart Location Index gave GSA a side-by-side comparison that showed that the headquarters building has much better access to transportation options and is more centrally located for the workforce. The index gives GSA a powerful, quantitative tool that allows the agency to more easily identify opportunities to improve environmental performance and enhance community benefits. GSA can now bring sustainable location factors into the conversation alongside core business considerations.

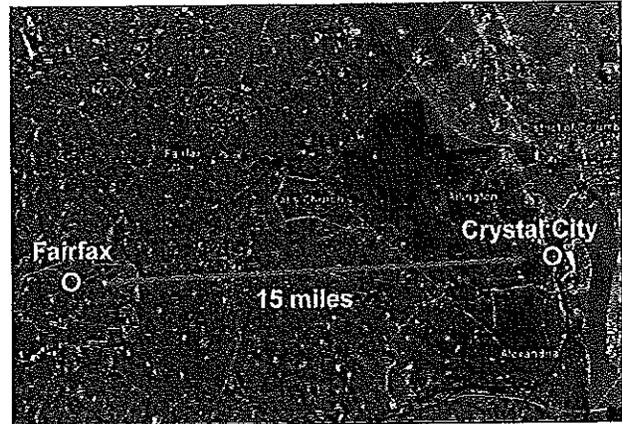


Image courtesy of GSA and Google Maps

Figure 8: The Smart Location Index shows the differences between two sites that might appear similar on paper. At the Crystal City location, 42 percent of employees drive alone and 46 percent take transit, while at the Fairfax location, 89 percent of employees drive alone and 7 percent take transit. Commuters to Fairfax also have commutes that are on average more than 10 miles longer than those going to Crystal City, and they are more likely to run daytime errands using a car. All of these factors give the Fairfax office a higher greenhouse gas emissions rate per employee than the Crystal City office.

## SPOTLIGHT ON REGIONAL ROUNDTABLES

In 2013 and 2014, the Partnership held 21 regional roundtable discussions around the country to share lessons learned by communities and to engage stakeholders to help shape future Partnership efforts. Federal, state, and local officials; tribal representatives; business leaders; nonprofit and philanthropic partners; community representatives; and members of the public came together to discuss how federal policies and programs could best support local efforts to build resilient, prosperous communities. The events strengthened relationships between local and federal officials, increased collaboration among federal agencies, and helped jumpstart local projects.

Roundtable participants emphasized:

- The value of making collaborative, interagency approaches the new way of doing business.
- The many benefits that a single project or investment can achieve.
- Support for federal agencies' efforts to streamline and harmonize their requirements and regulations.
- The need to support projects designed for rural communities.
- The importance of public and private partnerships to catalyze redevelopment, create jobs, and improve transportation choices.
- Communities' needs for better data sources and analytical tools.



Photo courtesy of Township of Toms River

*In Toms River, New Jersey, a roundtable of local, state, and federal representatives discussed impediments to revitalizing the Toms River downtown and how revitalization could spur redevelopment elsewhere in the area. They emphasized that state, county, and federal agencies needed to work together with the township to remove barriers to redevelopment.*

### *Promoting Meaningful Engagement for Communities With Environmental Justice Concerns*

Creating healthy, sustainable, and equitable communities is a federal government priority. Environmental justice plays a key role in an integrated effort that addresses housing, environment, transportation, and health issues together. From the beginning of the Partnership, EPA has worked closely with HUD, DOT, and the Centers for Disease Control and Prevention (CDC) to integrate environmental justice into the Partnership's work and to integrate the Partnership's principles into environmental justice efforts. The agencies developed a one-stop shopping guide for EPA, HUD, DOT, and CDC resources on sustainable communities and environmental justice.<sup>27</sup> The guide has information and links on a variety of topics to help communities with environmental justice concerns learn about their role in addressing long-standing environmental and health challenges and revitalizing neighborhoods.

This guide proved helpful in Grundy County, Tennessee, a rural region where 28 percent of residents live in poverty, including 45 percent of its children (more than twice the national average). More than four out of five children in Grundy County schools are considered economically disadvantaged, and almost half live in single-parent households. Health issues include many of the chronic conditions associated with poverty, including diabetes and obesity. The county's residents wanted to improve their health, environment, sustainability, and resilience. EPA's Office of Environmental Justice convened participants representing local, state, regional, and federal government; community leaders; academic institutions; health care organizations; and more. This effort aligns with the Appalachian Regional Commission's program

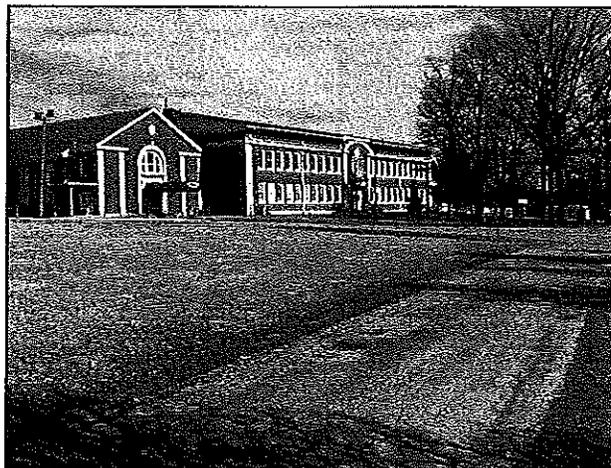


Photo courtesy of Emily C. Pardin

*Figure 9: The former Grundy County High School is being redeveloped into a community education center to improve residents' health, education, and job prospects.*

in Tennessee, which supports Grundy County's community-driven work to develop local solutions to complicated health and economic problems. One result of this convening was new activity, led by a team of community leaders, academic institutions, and nonprofit organizations, to turn the former Grundy County High School building (Figure 9) into the South Cumberland Learning and Development Center. This center will be a hub to serve the region's residents through lifelong learning programs for adults and youth that prepare them for jobs, improve their health, and offer educational opportunities. It will also improve community connections through locally supported activities and partnerships. Connected to this effort is the revitalization of the Mountain Goat Trail, a former railroad line crossing several counties. This walking and biking trail offers not just recreation but a new way to make connections among the Cumberland Plateau communities and a catalyst for economic growth around natural areas.

<sup>27</sup> EPA. "Environmental Justice Equals Healthy, Sustainable, and Equitable Communities." <http://www.epa.gov/environmentaljustice/sustainability/index.html>. Accessed Jun. 18, 2014.

## Delivering Multiple Benefits From Single Investments

*The Partnership helps communities make investments that not only construct buildings and infrastructure, but also bring environmental and economic benefits and engage residents in shaping their community's future. Making sure that every dollar spent brings multiple benefits uses limited funds wisely and effectively.*

### *Helping Communities Create Inclusive and Equitable Places*

In its Sustainable Communities Regional Planning and Community Challenge grant programs, HUD created incentives for authentic and energetic community engagement and inclusive governance processes. Helping grant recipients reach all segments of the population means that the plans will offer a more

comprehensive and holistic vision for growth and encourage deeper and more lasting investment in the plan. To apply for the grant, regional applicants had to put together a consortium representing diverse community interests to share in the project's governance and decision-making. To help communities create open and inclusive planning efforts, HUD required grantees to dedicate 5 to 10 percent of their HUD budgets to engage populations not typically involved in municipal planning. HUD also required all of its regional grantees to complete a framework for communities to evaluate and address regional barriers to housing and jobs. Together, these efforts help set the stage for stakeholders and residents of all income levels to be more involved in local land use decision-making, even after the grant period ends.

For example, the Mid-America Regional Council in the Kansas City region convened a delegation of faith-

## SPOTLIGHT ON TOOLS FOR COMMUNITIES

In partnership with DOT, HUD incorporated transportation data such as Amtrak and transit lines and stations as a map layer in **CPD Maps** (<http://egis.hud.gov/cpdmaps>), a web-based mapping tool that helps states and local governments plan the use of HUD formula block grants, including Community Development Block Grants. It helps communities better visualize how transit access can affect affordable housing locations and other investments. The city of Los Angeles, in releasing its first Transit-Oriented Consolidated Plan, noted that these tools enabled a more collaborative, citizen-driven process rooted in data.<sup>28</sup> As a result, Los Angeles and other communities that use CPD Maps are better positioned to invest in housing and transportation that reduce costs to households and make neighborhoods more economically vibrant. CPD Maps also displays the boundaries of Sustainable Communities Regional Planning Grants, which enhances planning by showing the grantees' locations in the context of other demographic and investment data.

HUD and DOT collaborated to create the **Location Affordability Portal** ([www.locationaffordability.info](http://www.locationaffordability.info)) to help consumers, researchers, and policy-makers better understand how transportation costs affect housing affordability. The portal features two tools—My Transportation Costs Calculator and the Location Affordability Index—as well as downloadable housing and transportation cost data at the neighborhood level, covering 94 percent of the U.S. population. This collaboration marks the first time that robust, standardized data on housing and transportation costs have been available at a national scale to help families make more informed decisions about where to live and work and help policy-makers make more sustainable investments.

The **Sustainable Communities Hot Report** ([http://thedataweb.rm.census.gov/TheDataWeb\\_HotReport2/EPA2/EPA\\_HomePage2.html](http://thedataweb.rm.census.gov/TheDataWeb_HotReport2/EPA2/EPA_HomePage2.html)) uses various data from the U.S. Census Bureau to give community leaders and residents a quick and easy way to determine how well their community is performing on indicators related to transportation, housing, economic development, income, and equity. Users can view charts, tables, and maps showing their community's trends over time and can compare their community's performance to peer communities.

USDA's **Know Your Farmer, Know Your Food Compass** ([www.usda.gov/wps/portal/usda/usdahome?navid=KYF\\_COMPASS](http://www.usda.gov/wps/portal/usda/usdahome?navid=KYF_COMPASS)) is an online resource that provides quick access to information about USDA's programs and investments in local foods. The tool includes a map that notes relevant Partnership investments, such as a TIGER grant for Detroit's Eastern Market; an EPA Brownfields Revolving Loan Fund Grant in Missoula, Montana, to add space for a café and community kitchen; and HUD Regional Planning grantee plans that address local foods.

<sup>28</sup> City of Los Angeles Department of Housing and Community Development. *City of Los Angeles Five-Year Transit-Oriented Consolidated Plan and 39<sup>th</sup> (2013-2014) Program Year Action Plan*. 2013. [http://cdd.lacity.org/home\\_report\\_39ConPlan.html](http://cdd.lacity.org/home_report_39ConPlan.html).



Photo courtesy of Mid-America Regional Council

Figure 10: The Equity Summit for the Kansas City metropolitan area brought together local partners to help the region advance social equity issues. The meeting concluded with a commitment to form a regional equity network.

based organizations, community groups, the Urban League, Hispanic organizations, and others working on social justice and inclusion for its 2010 regional planning effort. This group evolved into a new nonprofit organization, the Kansas City Regional Equity Network, which went on to host an Equity Summit in 2013 (Figure 10) and develop an Equity Profile for the region. The organization and its work help the regional council adjust its policies and processes to ensure that transportation allocations and other funding decisions use criteria that help more people in the area access well-paying jobs, schools, and other opportunities.

## WHAT THE PARTNERSHIP MEANS TO US

*Dexter Muller, Senior Vice President, Community Development, Greater Memphis Chamber*

The area around our airport is about 50 square miles, the size of a pretty good city and 20 percent of the city of Memphis. The airport is the largest economic generator in the state and the largest cargo airport in North America. It has a huge impact on the local economy. One in four jobs in our region is attributed to the airport in one way or another. But we've got a race car as an airport, and a Pinto as the neighborhood around it. The infrastructure and neighborhoods around the airport are aging.

We were always working on problems, but we never created a vision for the area, so we weren't going to make any revolutionary changes. That's what the master plan allowed us to do. HUD provided a \$1.2 million grant, plus an \$800,000 match. The Chamber contributed \$50,000 in cash and 900 volunteer hours from our staff and consultants. The city put in \$300,000 in cash and other in-kind services. This made a community effort out of it. Had it not been for the HUD grant, I don't know that we would have ever been able to come up with the money to do it.

Since we were awarded the grant, there has been over \$300 million in investment in this Airport City area and 4,000 jobs. That didn't all take place because of the plan, but the plan points out opportunities, and it's already beginning to happen. The work we are doing creates jobs and strengthens the economy. The plan and the corporation show people there is opportunity. There is a lot of blight in this area, so people have to be convinced that the government isn't going to step back. There has been a lot of public involvement in the master plan process. With full implementation of the plan, we anticipate creation of 15,000 direct jobs over the first 20 years.

I think the federal partnership helped in numerous ways. We are an incubator for a lot of the principles that the administration is working on. Memphis is a small enough town where you can execute plans and make a difference, and it's big enough to have relevance to the nation. Because of our geographic location and infrastructure and socioeconomic positioning, we are a good test case to try things and then take them to the nation if they work.

The Memphis region got a sustainability grant from HUD for the Greenprint that has advanced the greenways and corridors as well as promoted commercial revitalization and neighborhood development. The Broad Street corridor area (which is in midtown north of Airport City) lay dormant without plans for revitalization. The Shelby County Office of Sustainability, in partnership with the Mayor's Innovation Delivery Team, identified the area for planning. They took back the neighborhood, and they did it with very small amounts of money. Those are good grassroots urban tactics that have a lot of application around the country. The grant helped us put a lot of these things together.

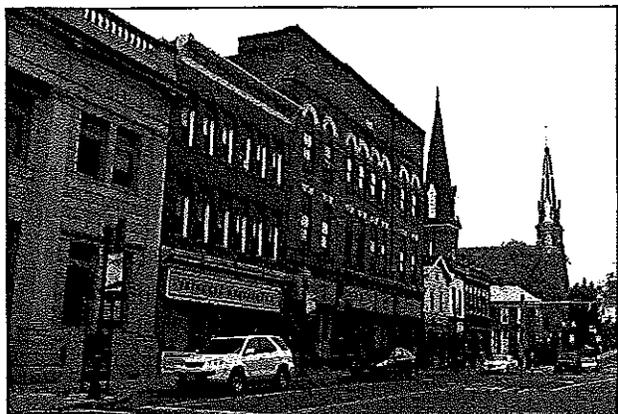
Another component of the Greenprint planning was advanced by a DOT TIGER grant. The Main to Main project will connect downtown Memphis with Arkansas and also construct a bike and pedestrian way across the Harahan Bridge over the Mississippi River. Once it's completed, it will cross the river into Crittenden County.

We certainly are supporters of the Partnership, which is breaking down silos and looking at how things piece together between departments. These issues are important to job creation and building cities. It's not just tree huggers that care about protecting the environment; businesses recognize the importance of the sustainability principles of environment, green initiatives, and urban revitalization.

### ***Encouraging More Sustainable Water Infrastructure Investments***

Since 2010, EPA has worked through two avenues to incorporate the Partnership's guiding principles into programs that implement provisions of the Clean Water Act. On a national scale, EPA has included the Partnership principles in guidance to states on how to implement State Revolving Fund (SRF) Programs—programs established under the Clean Water Act to provide low-cost loans for drinking water and wastewater infrastructure and other projects to improve water quality. As a result, this guidance now emphasizes the importance of funding more sustainable projects, such as those that repair, replace, and upgrade infrastructure serving existing communities rather than expanding infrastructure to accommodate growth.

EPA has also provided technical assistance to states that want to change their water infrastructure (or SRF-funded) programs to be more supportive of projects that help build sustainable communities. In Maryland, for example, EPA worked with state water officials to modify the criteria they use to determine eligibility and rank projects for available funding. As part of this



*Figure 11: Frostburg's Main Street is next to residential neighborhoods and Frostburg State University. The new SRF selection criteria helped the city get funding for a project that will encourage growth nearby, putting new homes within walking distance of jobs, stores, and restaurants.*

assistance, Maryland modified its criteria for ranking projects to be more consistent with the Partnership principles, giving applicants to the program additional points for projects that benefit the needs of existing communities—which includes projects that serve brownfield sites, projects near transit stations, and projects in HUD-designated Community Legacy Areas. Frostburg, Maryland, received these extra points and was awarded a \$1,645,000 low-interest loan to replace storm and sewer lines on Paul Street, three blocks from Frostburg State University and a short walk to Main Street (Figure 11). This project will help Frostburg revitalize its historic downtown, enabling new housing and economic growth along its commercial corridor.

### ***Building Innovation Into Grant Programs***

The Partnership agencies have tried to use common-sense approaches to make several grant and technical assistance programs better respond to communities' needs. For example, many of the three agencies' programs have evolved to consider housing, transportation, and environmental protection comprehensively—mirroring how these elements are linked in communities—and to evaluate proposals based on how well they will achieve multiple benefits from individual investments. Using a competitive process, as DOT's TIGER program does, rather than formula funding spurs creative, comprehensive projects and leads to additional local and private investment.

Grant and technical assistance programs in all three agencies have incorporated language to encourage projects that support the Partnership's guiding principles, align with a local or regional integrated planning process, and engage community residents, including historically underrepresented and overburdened populations, in planning and implementation. This language helps make sure that investments from across the federal government—irrespective of agency—are grounded in and reinforce the common concepts of sustainability, long-term planning, and citizen involvement. Projects that are

Photo courtesy of Flickr user joseph1a

rooted in these concepts are more likely to deliver multiple benefits, consider environmental and fiscal impacts, and reflect residents' needs and desires.

Programs that have used this language include:

- In EPA: Brownfield Area-Wide Planning, Assessment, Revolving Loan Fund, and Cleanup grants; Environmental Justice Collaborative Problem Solving grants; Urban Waters grants; Tribal General Assistance Program (GAP) funds; and the Smart Growth Implementation Assistance, Greening America's Capitals, and Building Blocks for Sustainable Communities technical assistance programs.
- In DOT: TIGER, Urban Circulator, and Bus & Bus Facilities Livability grants.
- In HUD: Sustainable Communities Regional Planning and Community Challenge grants.

These programs have a tremendous impact across the country. For example, nearly 40 percent of Americans live in a community that has benefited from one or more of the HUD Sustainable Communities Regional Planning and Community Challenge grants. These two programs alone represent a \$240 million federal investment in local planning efforts that was matched with \$253 million in private investment and local funds. Over time, this investment will spur many hundreds of millions of dollars in new growth.

In addition to using this language in the Sustainable Communities Regional Planning and Community Challenge grants, HUD incorporates into its core programs sustainable planning principles that emphasize holistic, interdisciplinary planning processes with deep public involvement to help ensure that its investments consider not only housing, but also transportation,

## WHAT THE PARTNERSHIP MEANS TO US

*Nick Tilsen, Executive Director, Thunder Valley Community Development Corporation*

*Thunder Valley Community Development Corporation, a nonprofit organization in the Thunder Valley community of the Porcupine District on the Pine Ridge Indian Reservation in South Dakota, received a HUD Sustainable Communities Regional Planning Grant.*

The Lakota people have always been warriors, "fighting for our future." Thanks to the HUD grant, we have developed a tribally approved regional plan for the Pine Ridge Reservation to define that future. The Oyaté Omniciye Oglala Lakota Planning Project created a consortium of practitioners on the Pine Ridge Reservation to take control of our lives and our future. "Oyate Omniciyé" in the Lakota language means *circle meetings of the people*.

There is extreme poverty on the Pine Ridge Reservation. More than 40,000 people live here, and 50 percent of our residents are under 25 years old. The planning process allowed us to connect and convene with each other, including our children in the process. We created a vision for our future, staying true to our culture and language. The plan was adopted by the tribe in October 2012, thus becoming tribal law.

The plan has already helped bring \$8 million from DOT's TIGER grant program. With this money, we will be able to pave an east-west road connecting communities. This road is also a route to bring supplies into the reservation and take locally made goods out; paving it will save residents time and money.

In 2013, the South Dakota Native Homeownership Coalition was created. The stakeholders include tribal representatives, federal and state agencies, nonprofits, our local community development financial institutions, lenders, housing developers, and the South Dakota governor's office. We are educating our people on the value of becoming a homeowner. This is important, as Thunder Valley Community Development Corporation is now implementing the Model Communities Initiative in our Oglala Lakota Regional Plan. Thunder Valley has embarked on a historic journey to build Pine Ridges, a mixed-income, mixed-use development that will create 31 single-family homes, 24 rental townhomes, and 45 rental apartments. In addition, there will be a youth shelter, a community facility called the Empowerment Center, 30,000 square feet of retail development, a business incubator, a 12,000-square-foot commercial greenhouse, and 30,000 square feet of light industrial space. This project shows what the future of rural Native American communities could look like and could be a model for sustainable affordable housing and poverty reduction. Phase 1 of the development is set to break ground in late 2014 or early 2015. The best part about the Sustainable Communities Regional Planning Grant has been that this is the Oglala Lakota People's plan for our future.

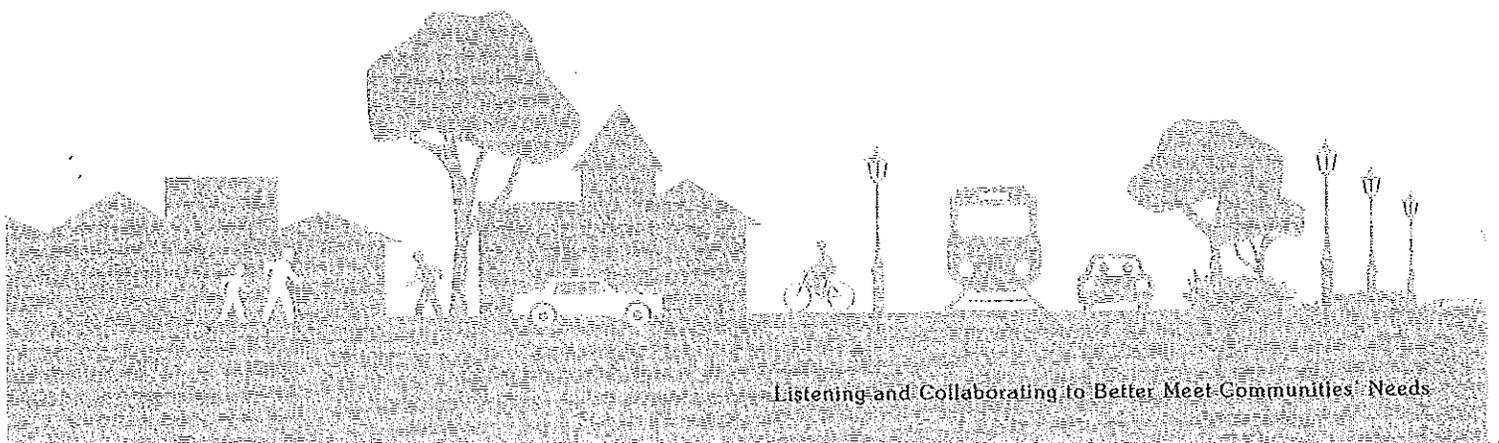
economic development, the environment, and social equity. In fiscal year 2014, HUD included in its document that governs all Notices of Funding Availability for discretionary grant programs<sup>29</sup> bonus points for:

- Pursuing community economic development that creates jobs for low-income people and/or supports small and disadvantaged businesses.
- Including transportation options, reducing transportation costs, and enhancing access to community amenities. To receive this bonus point, HUD grant applicants must demonstrate that grantee activities—e.g., planning, construction, or providing services such as housing counseling—are within easy walking distance of important services and amenities, such as grocery stores, social services, cultural facilities, parks, and schools, and/or are served by conveniently located public transportation with frequent service.
- Energy-efficiency activities.

These bonus points have the potential to influence more than \$500 million in HUD community development and housing funding each year.

Each of the three agencies has designated in at least some grant programs special consideration for applicants that have received a Partnership grant tied to the same project area and can show that the grant for which they are applying will further benefit the area. HUD, for example, calls it “Preferred Sustainability Status” and awards it to HUD Sustainable Communities Regional Planning and Community Challenge grantees and high-scoring applicants. This designation can make it easier for localities and regions to get funding to implement plans funded by previous federal grants, allowing them to build on earlier investments. While EPA and DOT do not use Preferred Sustainability Status, they leverage existing federal investments and programs through the Partnership as appropriate in relevant grant programs.

<sup>29</sup> HUD. “General Section to the Department’s Fiscal Year 2014 NOFAs for Discretionary Programs.” Feb. 2014.  
<http://portal.hud.gov/hudportal/documents/huddoc?id=2014-gensec.pdf>.



## LOOKING TO THE FUTURE

The climate is changing. The economy is changing. The American population is changing. All these changes affect where and how we build our neighborhoods, cities, and regions. Many of these changes—such as new weather extremes, shifting economic bases, and growing demand for walkable places—can present unfamiliar challenges to communities. They need resources, guidance, and innovative solutions to make the most of opportunities and mitigate any harm. The Partnership will continue to help communities find ways to cope with the changing climate, encourage new investment and economic growth that benefits all residents, and support rural areas and local food systems. Every investment, program, and policy can be a chance to make a community more resilient and prepared for whatever the future holds.

We are at a point where it no longer makes sense to make these types of investments in infrastructure and communities without considering how they will affect and be affected by climate change. The President's Climate Action Plan<sup>30</sup> and executive order on preparing the United States for climate change<sup>31</sup> direct federal agencies to ensure their policies support climate-resilient investments by states, communities, and tribes and to develop tools and other assistance for communities. The Partnership's work is helping to achieve these aims in several ways. All of the Partnership's work to support more affordable, less-polluting travel and housing options also helps reduce greenhouse gas emissions that contribute to climate change.

Moreover, Partnership investments in planning increasingly consider strategies to help communities become more resilient to natural disasters and other

impacts of climate change. For example, EPA is working with HUD, DOT, FEMA, and other federal agencies on technical assistance projects that will develop new strategies and tools communities can use to reduce their impact on the climate as well as prepare for the increasing extreme weather we are already seeing. Through the Partnership, DOT and EPA will support HUD's efforts to award nearly \$1 billion to help communities plan and implement resilient disaster recovery approaches. This work will help demonstrate to all American communities how a resilience lens can be applied to public investments and decisions, and how new technologies and design approaches can not only help communities rebuild better, but also help them better withstand major environmental and economic shocks.

HUD, DOT, and EPA will continue to help communities make better informed and more strategic housing, transportation, and infrastructure investments that can provide ladders of opportunity to help residents improve their lives. For example, HUD is finalizing its Affirmatively Furthering Fair Housing Rule, which will ensure that affordable housing opportunities are considered on a regional basis and therefore are closer to regional job centers. DOT will coordinate that rule with its own work to promote connectivity and measure multimodal access in communities, including examining tools to improve the planning process and metrics to track connectivity between centers of employment, education, services, and residences. Together, these activities will help communities determine how their development patterns and transportation networks help or hinder access to affordable housing, job opportunities, and essential services. Other efforts will continue to focus on equipping communities with the tools they need to ensure that investments save households money, increase access to good jobs, and reduce inequity in our communities.

<sup>30</sup> Executive Office of the President. *The President's Climate Action Plan*. 2013. [www.whitehouse.gov/sites/default/files/image/president27scimateactionplan.pdf](http://www.whitehouse.gov/sites/default/files/image/president27scimateactionplan.pdf).

<sup>31</sup> Executive Order 13653—*Preparing the United States for the Impacts of Climate Change*. Federal Register, Vol. 79, No. 215, Nov. 6, 2013. [www.gpo.gov/idsys/pkg/FR-2013-11-06/pdf/2013-26785.pdf](http://www.gpo.gov/idsys/pkg/FR-2013-11-06/pdf/2013-26785.pdf).

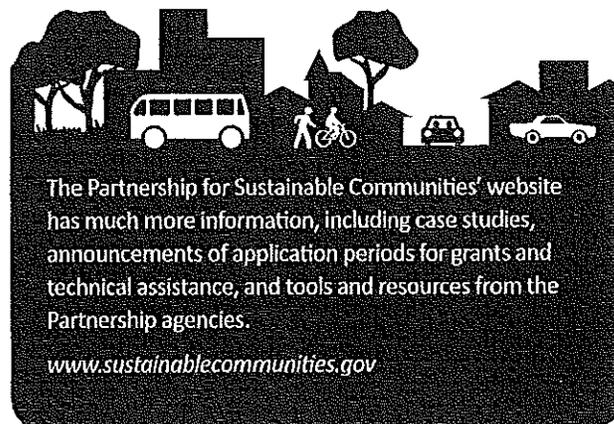


In their various programs working in communities, the Partnership agencies have seen rising interest in promoting local food sources. Many communities want to encourage locally grown food to support farmers, make healthy food more accessible, preserve their agricultural heritage, or spur revitalization. EPA, DOT, and USDA, along with the Appalachian Regional Commission and the Delta Regional Authority, launched the Local Foods, Local Places Program in 2014 to encourage more sustainable communities by promoting local foods. The technical assistance program will help communities create more economic opportunities for local farmers and businesses, make it easier for people to get local food, and use local food enterprises such as farmers' markets or community kitchens to revitalize main streets and downtowns. This program aims to find effective strategies that communities around the country will be able to use to spur local businesses, help people eat healthier, and bring new life to communities.

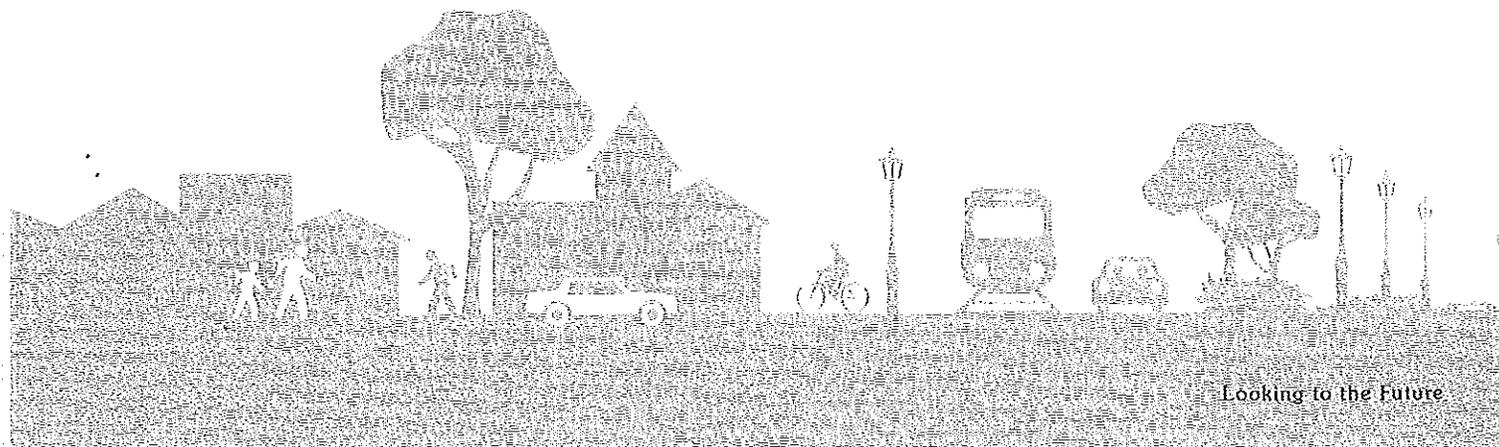
The Partnership is supporting implementation of a section of the 2014 Farm Bill<sup>32</sup> that authorizes USDA to set aside up to 10 percent of funds from certain Rural Development programs to support projects that help implement a region's strategic community and economic development plan. This new authority is consistent with the Partnership's principles and will ensure that federal investments made with this authority are aligned with communities' visions and plans for the future. Programs to which this new authority applies include grants, loans, and loan guarantees to support community

facilities such as hospitals, health clinics, schools, and community centers; to build water and wastewater infrastructure; to support rural business development; and to increase economic development capacity. The Partnership agencies will support USDA by reaching out to communities that have regional plans that would be eligible for funding and by seeking to leverage other Partnership programs as USDA begins implementing this section of the Farm Bill in the coming years.

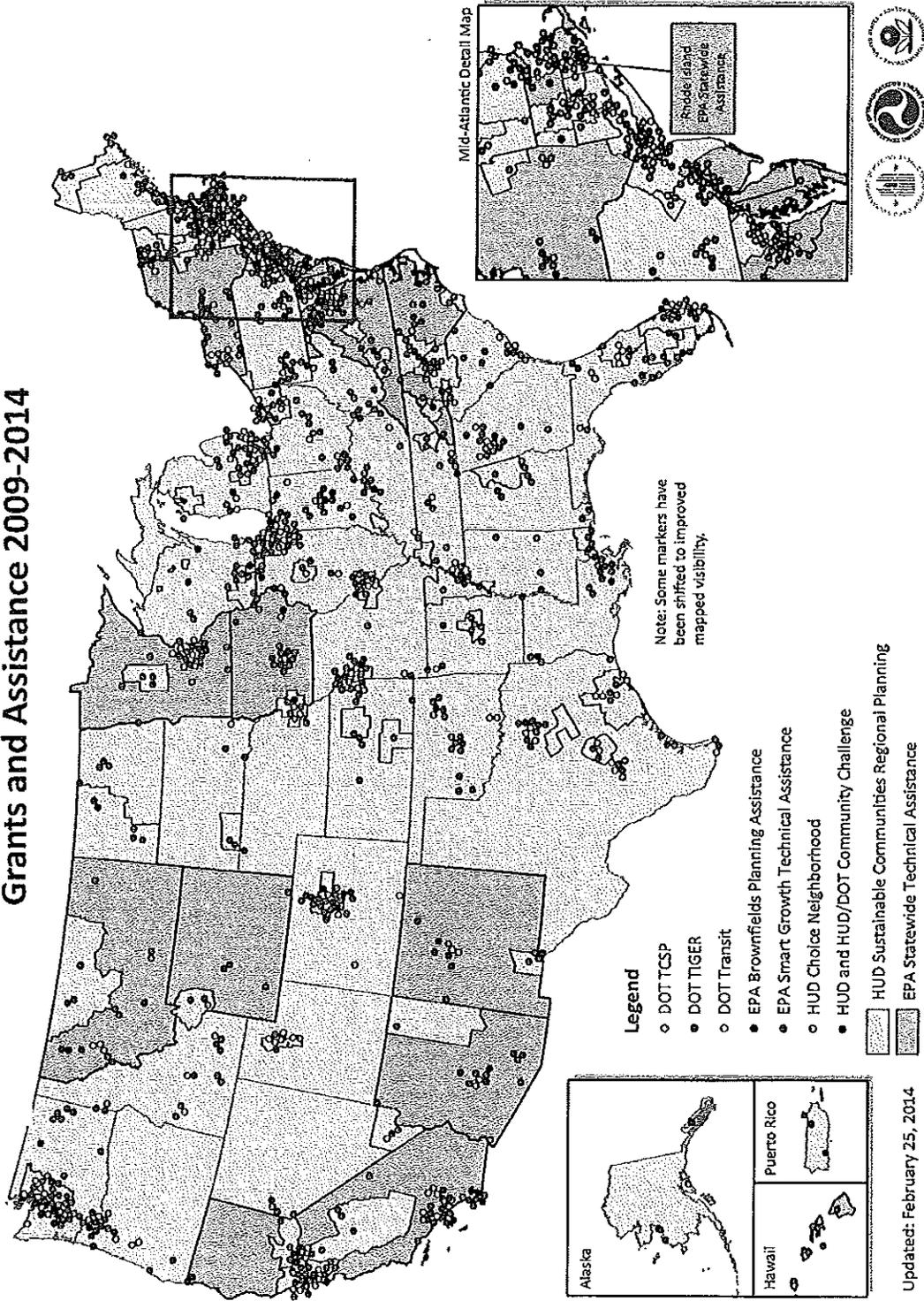
As the Partnership demonstrates, coordinated federal investments can and must deliver multiple benefits. The Partnership will continue to focus on ways to increase flexibility, align federal policies, and reduce barriers to help all communities—large and small, urban and rural—have a healthy and economically vibrant future.



<sup>32</sup> *Agricultural Act of 2014, Section 6025, Signed Feb. 7, 2014.*  
[www.gpo.gov/fdsys/pkg/BILLS-113hr2642enr/pdf/BILLS-113hr2642enr.pdf](http://www.gpo.gov/fdsys/pkg/BILLS-113hr2642enr/pdf/BILLS-113hr2642enr.pdf).



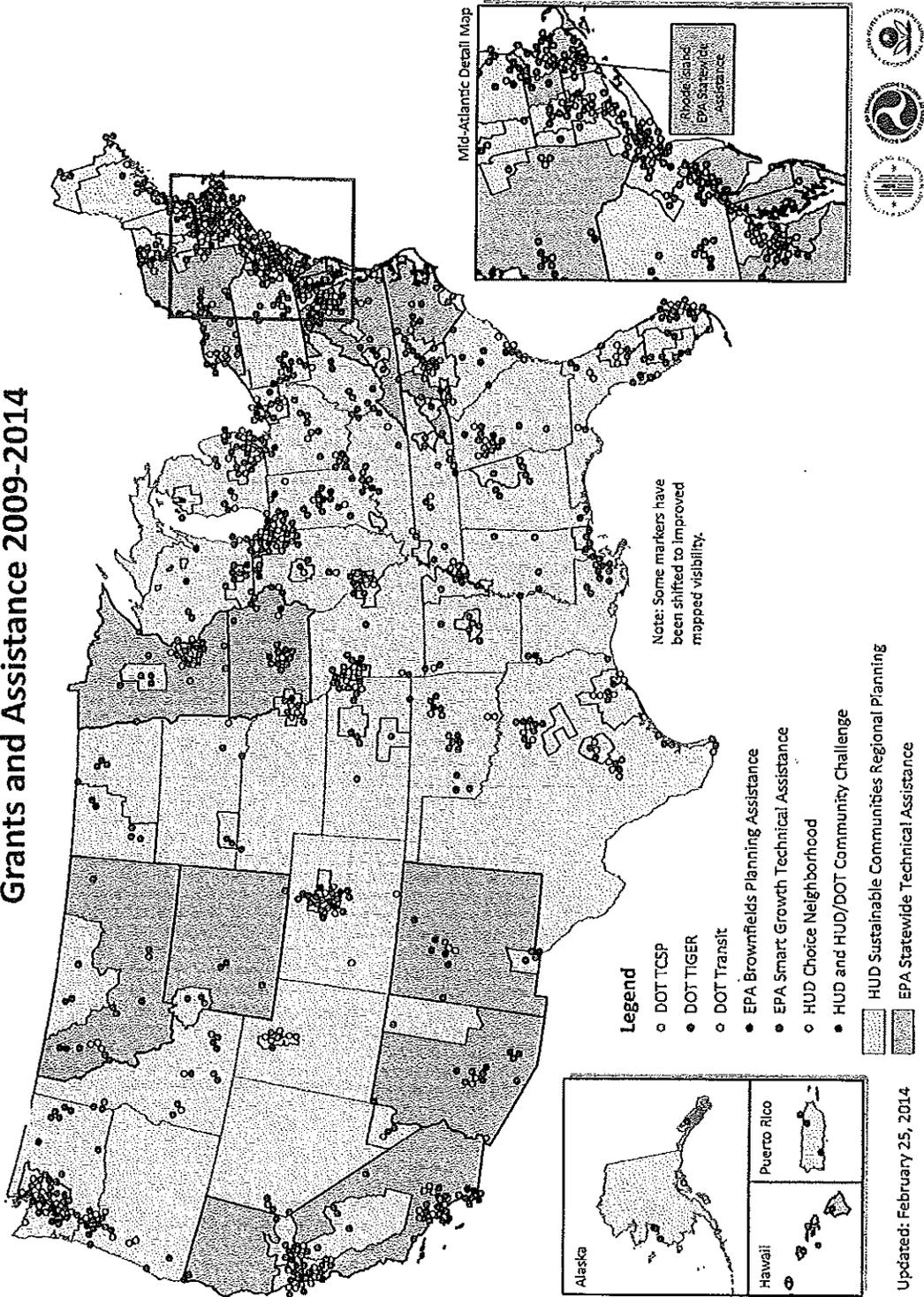
# HUD-DOT-EPA Partnership for Sustainable Communities Grants and Assistance 2009-2014



As of February 2014, the Partnership agencies have received more than 9,800 applications for assistance, requesting almost \$122 billion. The Partnership has been able to fund 1,066 projects in all 50 states, the District of Columbia, and Puerto Rico with approximately \$4.6 billion, representing just over 10 percent of applications.



# HUD-DOT-EPA Partnership for Sustainable Communities Grants and Assistance 2009-2014



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U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
U.S. DEPARTMENT OF TRANSPORTATION  
U.S. ENVIRONMENTAL PROTECTION AGENCY

Office of Sustainable Communities  
EPA 2010-011-001  
www.sustainablecommunities.gov  
APHIS-2010-011



[www.sustainablecommunities.gov](http://www.sustainablecommunities.gov)



Front Cover, Left to Right: Charlotte, NC, photo courtesy of Central National Council of Governments; Portland, OR, photo courtesy of EPA; Thunder Valley, Pine Ridge Indian Reservation, SD, photo courtesy of Thunder Valley Community Development Corporation; Boise, ID, photo courtesy of EPA

Back cover, Left to Right: Denver, CO, photo courtesy of Alexander Malcalm; Normal, IL, photo courtesy of Scott Shigley, Shigley Photo; San Antonio, TX, photo courtesy of Texas Office Hispanic Group; Indianapolis, IN, photo courtesy of EPA

PAGE  
BREAK

On April 8, 2015 the Mansfield Zoning Board of Appeals took the following action:

Approved the application of Larry & Laurie Wasiele for a Special Exception of Art IX, Sec C.2.c to add a 20' x 35' addition to an existing non-conforming residence, reducing the side yard setback from 14' to 5 ½' at 357 Gurleyville Rd, as shown on submitted plan.

In favor of approving application: Accorsi, Katz, Shaiken, Stearns, Welch

Reasons for voting in favor of application:

- Will improve property value and will not negatively affect the health, wealth and safety of town.

Application was approved.

Approved the application of Rich Gagliardi for a Special Exception of Art IX, Sec C.2.c to construct a 12' x 13' mudroom addition onto a non-conforming residence, reducing the rear yard setback from 37' to 25' at 485 North Eagleville Rd, as shown on submitted plan.

In favor of approving application: Accorsi, Katz, Shaiken, Stearns, Welch

Reasons for voting in favor of application:

- Will improve property value and will not negatively affect the health, wealth and safety of town.

Additional information is available in the Town Clerk's Office.

Dated April 9, 2015

***Sarah Accorsi***  
***Chairman***