

# MEETING NOTICE AND AGENDA

## MANSFIELD PLANNING AND ZONING COMMISSION

**Tuesday, January 19, 2016 ■ 6:30 PM**

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

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Minutes**
  - a. January 4, 2016 – Regular Meeting
- 4. Zoning Agent’s Report**
- 5. Old Business**
  - a. **Draft Zoning Regulations**  
Memo from Director of Planning and Development
  - b. **Other**
- 6. New Business**
  - a. **Modification Request to a Gravel Permit, 1090 Stafford Road, PZC File #1258**  
Memo from Zoning Agent
  - b. **NEC Future Project**  
Memo from Director of Planning and Development
  - c. **Consideration of Alternate Appointment: Terry Berthelot**  
Email from Toni Moran, Mansfield Democratic Town Committee Chair
  - d. **Other**
- 7. 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
- 8. Communications and Bills**
  - a. Other
- 9. Executive Session**

Pending Litigation in accordance with CGS§ 1-200(6)(B)
- 10. Adjournment**

**DRAFT MINUTES**  
MANSFIELD PLANNING AND ZONING COMMISSION  
Regular Meeting  
Monday, January 4, 2016  
Council Chamber, Audrey P. Beck Municipal Building

Members present: J. Goodwin, C. Ausburger, B. Chandy, R. Hall, G. Lewis, K. Rawn, B. Ryan,  
V. Ward, S. Westa  
Alternates present: P. Aho, K. Holt  
Staff present: Linda Painter, Director of Planning and Development  
Janell Mullen, Assistant Planner/Zoning Enforcement Officer

Chairman Goodwin called the meeting to order at 6:36 p.m.

**Approval of Minutes:**

- a. December 7, 2015 Regular Meeting: Chandy MOVED, Ryan seconded, to approve the 12-7-15 minutes as presented. MOTION PASSED UNANIMOUSLY.

**Zoning Agent's Report:**

Members discussed what information they would like to see in future Zoning Agent reports. In addition to the information currently provided, members requested information on enforcement activities, including activities of the housing inspectors deputized to enforce occupancy restrictions.

**Old Business:**

**a. The Villages at Freedom Green – Phase IVC, Beaudoin Brothers, LLC. PZC File #636**

Ward MOVED, Chandy seconded to authorize the release of \$60,500 of the funds currently held in escrow to Beaudoin Brothers, LLC. Additionally, the Chair is authorized to release the remaining escrow funds once the landscaping has been stabilized, all construction materials have been removed from the site and all deficiencies related to the Construction Agreement have been addressed to the satisfaction of the Assistant Town Engineer and Zoning Agent. MOTION PASSED with all in favor except Rawn who was opposed.

**b. Draft Zoning Regulations**

Painter summarized the draft regulations included in the packet and the approach proposed to complete revisions and approval. After discussion, members agreed by consensus to refer the following draft amendments to Town advisory committees and commissions: water pipeline overlay; stormwater; live music; architectural and design guidelines; and sustainability requirements for comment prior to the first meeting in March.

Members also discussed proposed revisions to the brewpubs/breweries regulations and suggested that the entire alcoholic liquor section be revised for consistency. Suggestions included deferring to state separation distance requirements and making alcoholic beverage sales an accessory use. Staff will research state requirements and provide an update at the next meeting.

Goodwin requested that draft regulations be forwarded to the Commission as an original word document so members could easily make revisions, in addition to placing hard copies in the binders and that the Commission be given greater lead time to review draft regulations before they are placed on an agenda for discussion.

**New Business:**

**a. Colonial Town House Apartments**

Chandy, Hall seconded, to approve the stormwater and landscape management plans for the Colonial Townhouse project. MOTION PASSED UNANIMOUSLY.

**Reports from Officers and Committees:**

*Chairman's Report.* Goodwin questioned whether minutes are required for field trips; staff will research with the Town Clerk.

*Regional Planning Commission.* Westa noted that the RPC will be meeting this month.

*Director's Report.* Painter reviewed her report and noted that there is an upcoming Freedom of Information Act workshop to which Commission members are invited.

**Communications and Bills:**

Noted.

**Adjournment:**

The Chair declared the meeting adjourned at 8:15 p.m.

Respectfully submitted,

Vera S. Ward, Secretary



# Town of Mansfield

## Department of Planning and Development

Date: January 14, 2016  
To: Planning and Zoning Commission  
From: Linda M. Painter, AICP, Director of Planning and Development  
Subject: Zoning Regulations-Sale of Alcoholic Liquor

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At the January 4, 2016 meeting, the Commission discussed proposed changes to regulations related to alcoholic liquor sales and identified a desire to make more substantial changes than were initially proposed to allow for brew pubs. Other potential changes included:

- *Treating alcoholic beverage sales as an accessory use, not a principal use.* This change would eliminate the need for a separate and distinct special permit for alcohol sales when such sales are associated with a principal use such as a restaurant.
- *Eliminating the specific list of allowable permits and deferring to Town ordinance.* See below for more information.
- *Eliminating separation distances and deferring to state regulations on separation distances.* After further research; staff has learned that there are no minimum separation distances required by the state. In essence, the state defers to local government regulations concerning the types of permits that are allowed and any specific regulations such as separation distances.

### Permit Types

Currently, the following types of alcoholic liquor permits are allowed in Mansfield based on previous votes held in 1966, 1969, and 1983:

- Club;
- Druggist;
- Grocery Beer;
- Hotel;
- Package Store;
- Package Store Beer;
- Restaurant;
- Restaurant Beer;
- Restaurant Wine and Beer, and
- Temporary Special Outing Facility.

Expanding the list of allowable permits to include all or a specific list of permits established by the state will require a change to the Town ordinance. Such change can only be initiated by petition of a minimum of 10% of registered voters. A majority of votes cast is needed for the Town to allow all permits. Votes cast for all or some permits are combined to determine the vote tally for some permits.

**LIQUOR PERMIT APPLICATION FEES (rev. 2012)**

PREFIX AND PERMIT TYPE		ANNUAL	6 MONTH	PREFIX AND PERMIT TYPE		ANNUAL	6 MONTH
LAB	AIRPORT BAR LIQUOR	\$375.00	\$250.00	LIU	UNIVERSITY LIQUOR	\$300.00	\$200.00
LAC	AIRPORT AIRLINE CLUB LIQUOR	\$815.00	\$543.33	LUB	UNIVERSITY BEER	\$300.00	\$200.00
LAT	AIRPORT RESTAURANT LIQUOR	\$1,450.00	\$966.67	LIW	WHOLESALE LIQUOR	\$2,650.00	\$1,766.67
LAP	AMPITHEATER	\$300.00	\$200.00	LMA	MANUFACTURER APPLE BRANDY	\$400.00	\$266.67
LBB	BOWLING ALLEY BEER	\$440.00	\$293.33	LMB	MANUFACTURER BEER	\$1,000.00	\$666.67
LBA	BOWLING ALLEY LIQUOR	\$1,000.00	\$666.67	LMC	MANUFACTURER CIDER-LIQUOR	\$200.00	\$133.33
LBP	BREW PUB LIQUOR	\$300.00	\$200.00	LMI	MILITARY LIQUOR	\$30.00	\$20.00
LBR	BROKER LIQUOR	\$200.00	\$133.33	LML	MANUFACTURER LIQUOR	\$1,850.00	\$1,233.33
LCA	CAFE LIQUOR	\$2,000.00	\$1,333.33	LMP	MANUFACTURER FOR BEER AND BREW PUB	\$1,500.00	\$1,000.00
LCC	COLISEUM CONCESSION BEER	\$1,250.00	\$833.33	LNC	TEMPORARY NON PROFIT CORPORATION LIQUOR	\$25.00	n/a
LCM	COLISEUM LIQUOR	\$2,250.00	\$1,500.00	LOB	SPECIAL OUTING FACILITY BEER	\$300.00	\$200.00
LCN	CASINO LIQUOR	\$2,650.00	\$1,766.67	LOL	SPECIAL OUTING FACILITY LIQUOR	\$1,450.00	\$966.67
LCO	TEMPORARY CHARITABLE ORGANIZATION LIQUOR	\$50.00	n/a	LPA	NON PROFIT PUBLIC ART LIQUOR	\$250.00	\$166.67
LCS	CONCESSION	\$300.00	\$200.00	LPC	NON PROFIT CLUB LIQUOR	\$815.00	\$543.33
LCT	CATERER	\$440.00	\$293.33	LPG	NON PROFIT GOLF TOUR LIQUOR	\$250.00	\$166.67
LFB	SPECIAL SPORTING FACILITY BAR LIQUOR	\$375.00	\$250.00	LRB	RESTAURANT BEER	\$300.00	\$200.00
LFC	SPECIAL SPORTING FACILITY CONCESSION LIQUOR	\$300.00	\$200.00	LRC	RESTAURANT CATERER	\$1,450.00	\$966.67
LFG	SPECIAL SPORTING FACILITY GUEST LIQUOR	\$300.00	\$200.00	LRF	RACQUETBALL FACILITY LIQUOR	\$1,000.00	\$666.67
LFE	SPECIAL SPORTING FACILITY EMPLOYEE RECREATION	\$300.00	\$200.00	LRR	RAILROAD LIQUOR	\$500.00	\$333.33
LFM	FARMER'S MARKET WINE PERMIT	\$250.00	n/a	LRS	RESORT LIQUOR	\$1,450.00	\$966.67
LFR	SPECIAL SPORTING FACILITY RESTAURANT LIQUOR	\$1,450.00	\$966.67	LRW	RESTAURANT WINE & BEER	\$700.00	\$466.67
LFW	FARM WINERY LIQUOR	\$300.00	\$200.00	LSP	TEMPORARY SPECIAL CLUB LIQUOR	\$50.00	n/a
LGB	GROCERY BEER	\$170.00	\$113.33	LTA	TEMPORARY LIQUOR	50/DAY	n/a
LGB-A	GROCERY BEER (\$2 Million Sales or more)	\$1,500.00	\$1,000.00	LTB	TEMPORARY BEER	30/DAY	n/a
LGC	GOLF COUNTRY CLUB LIQUOR	\$1,000.00	\$666.67	LTH	NON PROFIT THEATER LIQUOR	\$250.00	\$166.67
LIA	AIRLINE LIQUOR	\$500.00	\$333.33	LTR	TRANSPORTER LIQUOR	\$1,250.00	n/a
LIB	BOAT LIQUOR	\$500.00	\$333.33	LTV	NON PROFIT TELEVISION LIQUOR	\$50/EVENT	n/a
LIC	CLUB LIQUOR	\$300.00	\$200.00	LUW	UNIVERSITY BEER & WINE	\$700.00	\$466.67
LID	DRUGGIST LIQUOR	\$535.00	\$356.67	LWB	WHOLESALE BEER	\$1,000.00	\$666.67
LHB	HOTEL BEER	\$300.00	\$200.00	LWG	SALE OF WINE WITH GIFT BASKET	\$200.00	\$133.33
LIH	HOTEL LIQUOR (50000 or less population)	\$1,850.00	\$1,233.33	LSB	OUT OF STATE SHIPPER BEER	\$1,250.00	n/a
LIH	HOTEL LIQUOR (50000 or more population)	\$2,650.00	\$1,766.67	LSL	OUT OF STATE SHIPPER LIQUOR	\$1,250.00	n/a
LIH	HOTEL LIQUOR (10000 or less population)	\$1,450.00	\$966.67	LCB	CT OUT OF STATE SHIPPER BEER	\$90.00	n/a
LGS	HOTEL GUEST BAR	\$100.00	\$66.67	LCL	CT OUT OF STATE SHIPPER LIQUOR	\$90.00	n/a
LIP	PACKAGE STORE LIQUOR	\$535.00	\$356.67	LWF	CT WINE FESTIVAL	\$75.00	n/a
LIR	RESTAURANT LIQUOR	\$1,450.00	\$966.67	LWF-O	OUT OF STATE WINE FESTIVAL	\$75.00	n/a
LIS	WHOLESALE SALES MAN	\$50.00	n/a	LWH	WAREHOUSE BOTTLING LIQUOR	\$160.00	n/a
LIT	TAVERN LIQUOR	\$300.00	\$200.00	LWS	WAREHOUSE STORAGE LIQUOR	\$35.00	n/a



# Town of Mansfield

## Department of Planning and Development

Date: January 14, 2016  
To: Planning and Zoning Commission  
From: Janell Mullen, Assistant Planner/Zoning Enforcement Officer  
Subject: Modification to Special Permit  
Green Gravel Removal (File #1258)  
1090 Stafford Road

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### **Background**

In 2009, Karen Green was given special permit approval for gravel removal on property located at 1090 Stafford Road. This permit was subject to annual renewal as well as conditions of approval, which included:

- Revegetation of disturbed areas
- Designated haul route
- Erosion and sedimentation controls
- Setback from wetland/watercourse areas

In June 2015, the Special Permit was modified to include a new excavation area. On December 9, 2015, former Zoning Agent Curt Hirsch wrote a letter to Karen Green stating that the gravel removal operation was in “gross violation” of the special permit approval, noting that the area of excavation had moved more than 500 feet from the PZC approved area. He ordered the operation to halt immediately.

On January 4, 2016, Phil DeSiato submitted the attached application to modify the Special Permit to extend the gravel excavation area.

### **Recommendation**

A field trip with the Commission should be scheduled to observe the extension of the proposed excavation area prior to acting on the requested modification. The next regular field trip date is February 10, 2015; however, the Commission also has the option of scheduling a special field trip.

REQUEST FOR SITE/BUILDING MODIFICATIONS  
(see Article XI, Section D of the Mansfield Zoning Regulations)

APPLICANT/OWNER SECTION

1. Owner(s) KAREN GREEN Telephone 860-487-6432  
(please PRINT)  
Address 1090 STAFFORD ROAD Town STORRS Zip 06268

2. Applicant(s) DE SIATO SAND & GRAVEL Telephone 860-429-6479  
(please PRINT) CORP  
Address 999 STAFFORD ROAD Town STORRS Zip 06268

3. Site Location 1090 STAFFORD ROAD, STORRS

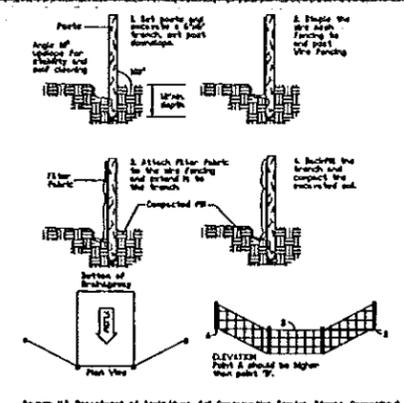
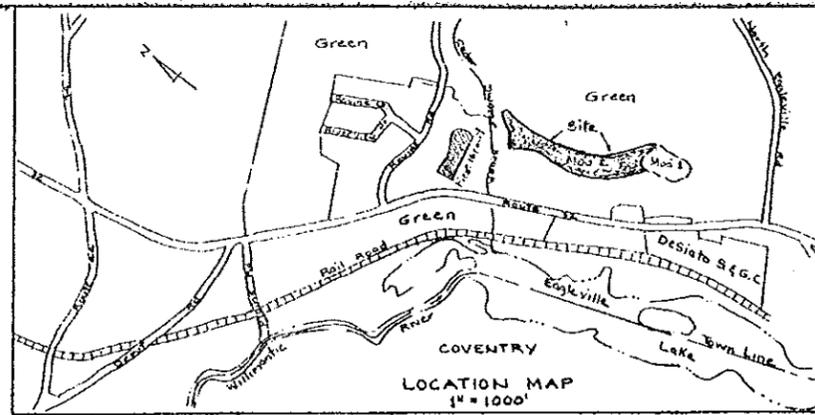
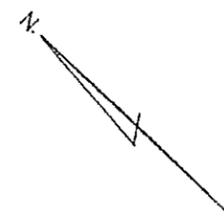
4. Reference any approved map(s) that would be superseded if this request is approved:  
~~817107 used with 101110~~  
~~52812 (per 6/15/15 approval) map~~  
72109 used to 6/15/15 (per 2015 approval motion) map

5. Reference any new map(s) submitted as part of this request:  
JAN 4, 2016

6. Itemize and describe the modification(s) being requested, using separate sheet where necessary. The description must be adequate to determine compliance with all applicable land use regulations: -

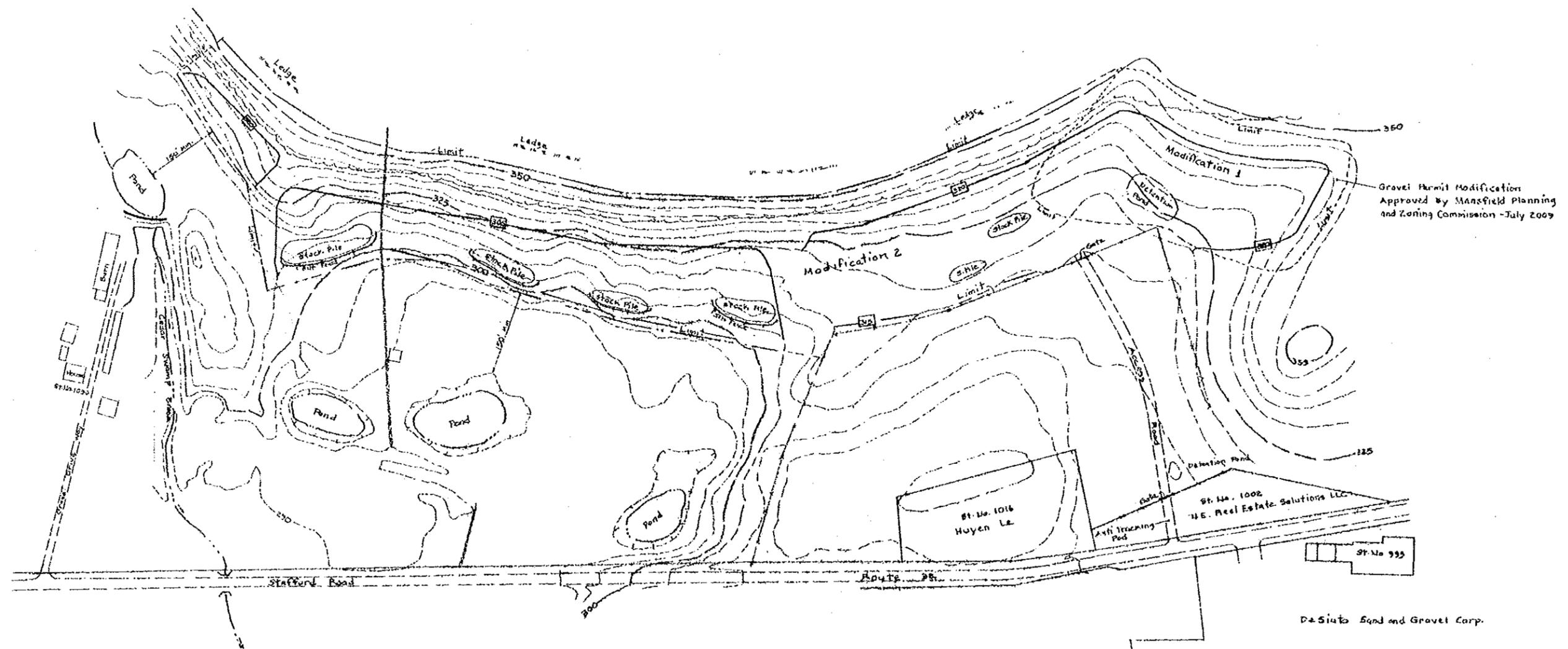
MODIFICATION FOR CONTINUANCE OF REMOVAL  
OF GRAVEL AS SHOWN ON NEW MAPS.

7. [Signature] (please) date 1-8-16  
Applicant's signature



Source: U.S. Department of Agriculture, Soil Conservation Service, Harris, Connecticut.

**SILT FENCE DETAIL**



Gravel Permit Modification  
Approved by Mansfield Planning  
and Zoning Commission - July 2009

St. No. 1016  
Huyen Le

St. No. 1002  
H.E. Real Estate Solutions LLC

De Siato Sand and Gravel Corp.

THIS PLAN WAS COMPILED FROM OTHER MAPS, RECORD RESEARCH OR OTHER SOURCES OF INFORMATION. IT IS NOT TO CONSIDERED AS HAVING BEEN OBTAINED AS THE RESULT OF A FIELD SURVEY, AND IS SUBJECT TO SUCH CHANGE AS AN ACCURATE FIELD SURVEY MAY DISCLOSE. Class "D" Survey

- EXISTING STONEWALL
- o- UTILITY POLE
- o- GUARD RAIL
- SILT FENCE
- EXISTING 5' CONTOUR
- (---) PROPOSED 5' CONTOUR

<b>FILIP ASSOCIATES</b>			
LAND SURVEYING		LAND PLANNING	
56-6 MOREY ROAD, CHAPLIN, CONNECTICUT 06235 (860) 429 - 3658			
<b>BORROW PIT PLAN MODIFICATION</b>			
PREPARED FOR			
<b>KAREN GREEN &amp; DESIATO SAND AND GRAVEL CORP.</b>			
<b>1090 STAFFORD ROAD - ROUTE 32</b>			
<b>MANSFIELD, CONNECTICUT</b>			
SCALE: 1" = 100'		JANUARY 4, 2016	
SHEET 1 OF 1		REV.	REV.
DRAWN BY: SAF	CHECKED BY: LJP	REV.	FILE: DESIATO



# Town of Mansfield

## Department of Planning and Development

Date: January 14, 2016  
To: Planning and Zoning Commission  
From: Linda M. Painter, AICP, Director of Planning and Development  
Subject: NEC Future Project

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As noted in my Director's report at the last meeting, the draft Tier 1 EIS for the NEC Future project includes alternatives that would introduce a new passenger rail connection between Hartford and Providence as part of upgrades to the northeast corridor. The summary brochure attached to that memo provides a high-level overview of the project and alternatives under consideration.

As the No Action Alternative and Alternative 1 do not have any impacts on Mansfield, this memo focuses on Alternatives 2 and 3 as described below. These descriptions are direct quotes from the draft EIS document:

- **“Alternative 2** grows the role of rail, expanding rail service at a rate greater than the proportional growth in regional population and employment. Alternative 2 maximizes capacity of the existing NEC and removes speed restrictions where practical and safe. Alternative 2 would bring the existing NEC to a state of good repair. Alternative 2 provides a new segment between New Haven and Hartford, CT, and Providence, RI, improving performance between New York City and Boston while connecting to new markets in the Connecticut River Valley.”

See attached map for general depiction of Alternative 2 in its entirety.

- **“Alternative 3** transforms the role of rail, supporting trips over longer distances and to places not currently well connected by passenger rail, positioning rail as the dominant mode for interregional travel to urban centers along the NEC. Alternative 3 includes a continuous second spine operating between Washington, D.C., and Boston. The second spine would be separate from the existing NEC, but connected to and integrated with services offered on the existing NEC at designated Major Hub and Hub stations. The second spine would support speeds up to 220 mph between major NEC markets and provide additional capacity for Intercity and Regional rail services throughout the Study Area. Alternative 3 would also include service and infrastructure improvements on the existing NEC to increase capacity, eliminate chokepoints, and bring the existing NEC to a state of good repair.”

The attached map for Alternative 3 includes two different route options for connecting Hartford to Boston; one route would be via Worcester and traverse northern Tolland County and the second would be via Providence, with a similar if not identical alignment to Alternative 2.

### Route Alignment and Stations

The map appendices contain more detailed views of conceptual routes. As shown on the attached maps, the conceptual route traverses Mansfield south of the Storrs area and is depicted as being tunnel construction. Tunnel construction is generally proposed in densely developed areas where surface tracks are not practical; crossings of large bodies of water; and in the case of Mansfield, areas where the topography is too steep to reach design speeds (160-220 mph). The use of tunnels could reduce impacts, particularly visual, noise and vibration.

Both Alternatives 2 and 3 indicate that a station would be located in Tolland County if the Hartford-Providence segment is constructed. According to the summary of station impacts (attached), a hub station is proposed for this area. The EIS describes hub stations as follows:

**“Hub stations** offer Intercity-Express and Intercity-Corridor service, although the Intercity-Express service is more limited than the service levels offered at Major Hub stations. Hub stations include existing smaller, intermediate Amtrak stations such as Newark, DE, and New London, CT, as well as selected key Regional rail stations and new stations proposed to fill connectivity gaps in the existing passenger rail network and serve special trip generators and/or provide important intermodal connections. Specific examples of these stations include T.F. Green Airport, RI, and Secaucus, NJ.”

The estimated station area footprint size for a hub station is 2,000 feet by 900 feet; containing approximately 40 acres in area.

### Environmental Impacts

As a Tier 1 environmental statement, each alternative is evaluated at a programmatic level, without the detail that we are accustomed to seeing in the environmental impact evaluations prepared for specific projects. As such, the report examines a wide range of impacts and identifies the typical types of impacts (land cover, agricultural/timber, hydrology, ecology, economic, etc.) for each state and calls out areas that are likely to see the most significant impacts under different alternatives. With regard to mitigation, the report identifies a range of potential mitigation measures for each type of impact.

Once the FRA selects a preferred alternative, a more detailed (Tier 2) environmental impact statement(s) will be prepared that delves into the detail of specific projects including specific impacts and mitigation measures.

I have attached copies of tables that identify the types of impacts that could be encountered in Tolland County for Alternatives 2 and 3. Not surprisingly, there is the potential for significant impacts to farmland and timberland as well as other environmental impacts.

### Summary/Recommendation

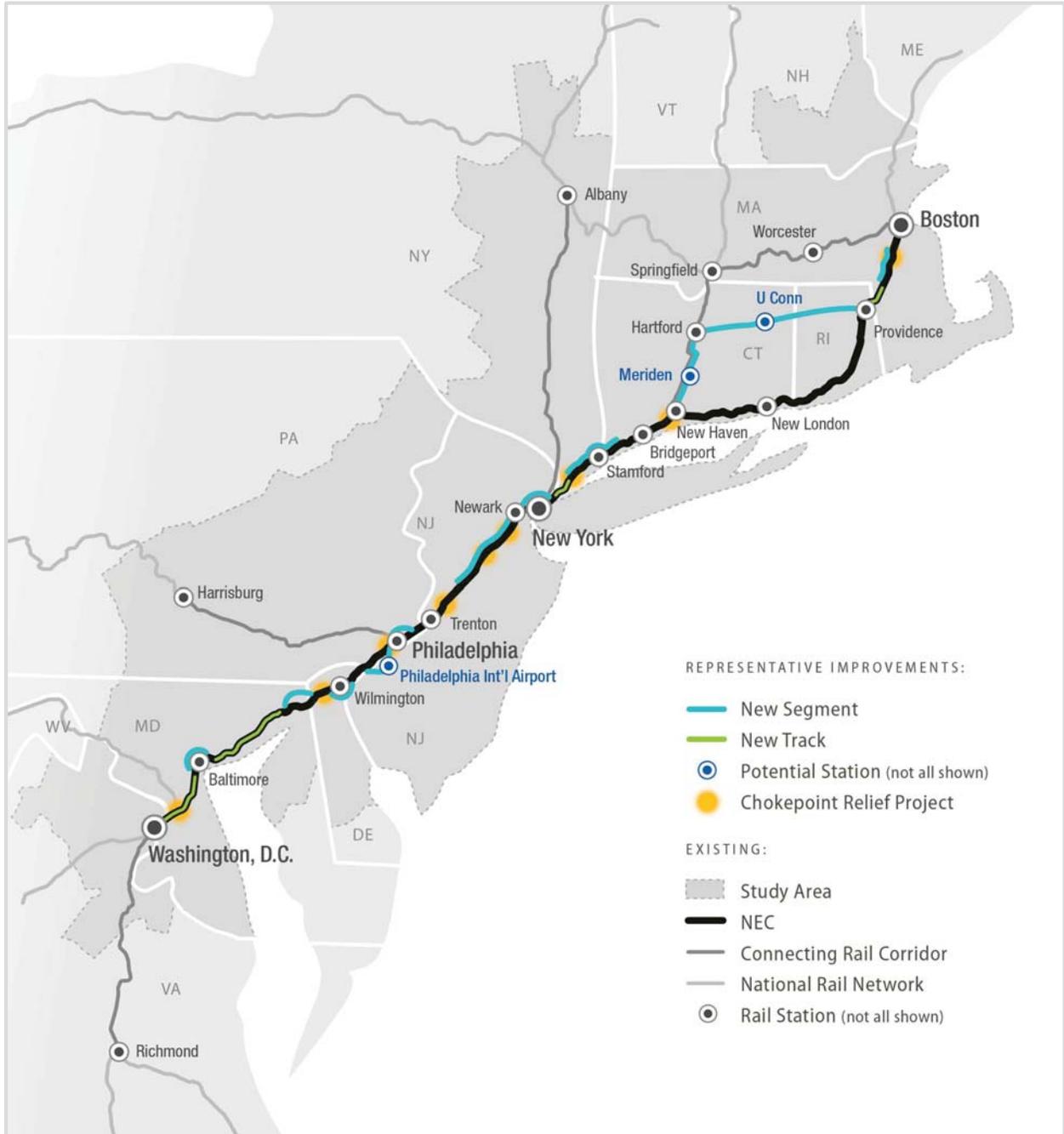
As the deadline for comments is January 30, 2016, staff recommends that the Commission identify comments for submission and authorize the Chair to co-sign a letter with the Mayor that includes both Commission and Council comments.

If the Commission supports the introduction of an east-west passenger rail connection between Hartford and Providence, the following comments are offered for your consideration:

- Statement supporting Alternatives 2 and 3 based on the value of expanded service such as improved access to Hartford, Providence, and Boston and the potential for reducing traffic impact of UConn's growth.
- Acknowledgement that there are likely to be significant concerns that would have to be addressed as part of any Tier 2 EIS, including:
  - Minimizing impacts to environmental resources and the Town's rural character;
  - Locating the route and station in areas designated for Smart Growth that have the infrastructure needed to support transit-oriented development in the future. Examples include a more northerly alignment through Storrs that provides access to UConn or a more southerly alignment that takes advantage of the large Route 6 right-of-way and provides access to both southern Mansfield and Willimantic.
  - Encouraging the FRA to explore potential connections with the existing north/south rail route. While this route is currently limited to freight, there are several communities interested in restoring passenger rail service along this route between New London and Vermont.
  - Conducting broader community outreach within impacted communities to fully vet detailed proposals.

If the Commission is opposed to the introduction of an east-west passenger rail connection between Hartford and Providence, a letter would be drafted indicating support for the No Action Alternative or Alternative 1, which do not include any improvements in the Mansfield area. Such letter could also identify specifically why the Town is opposed to Alternatives 2 and 3.

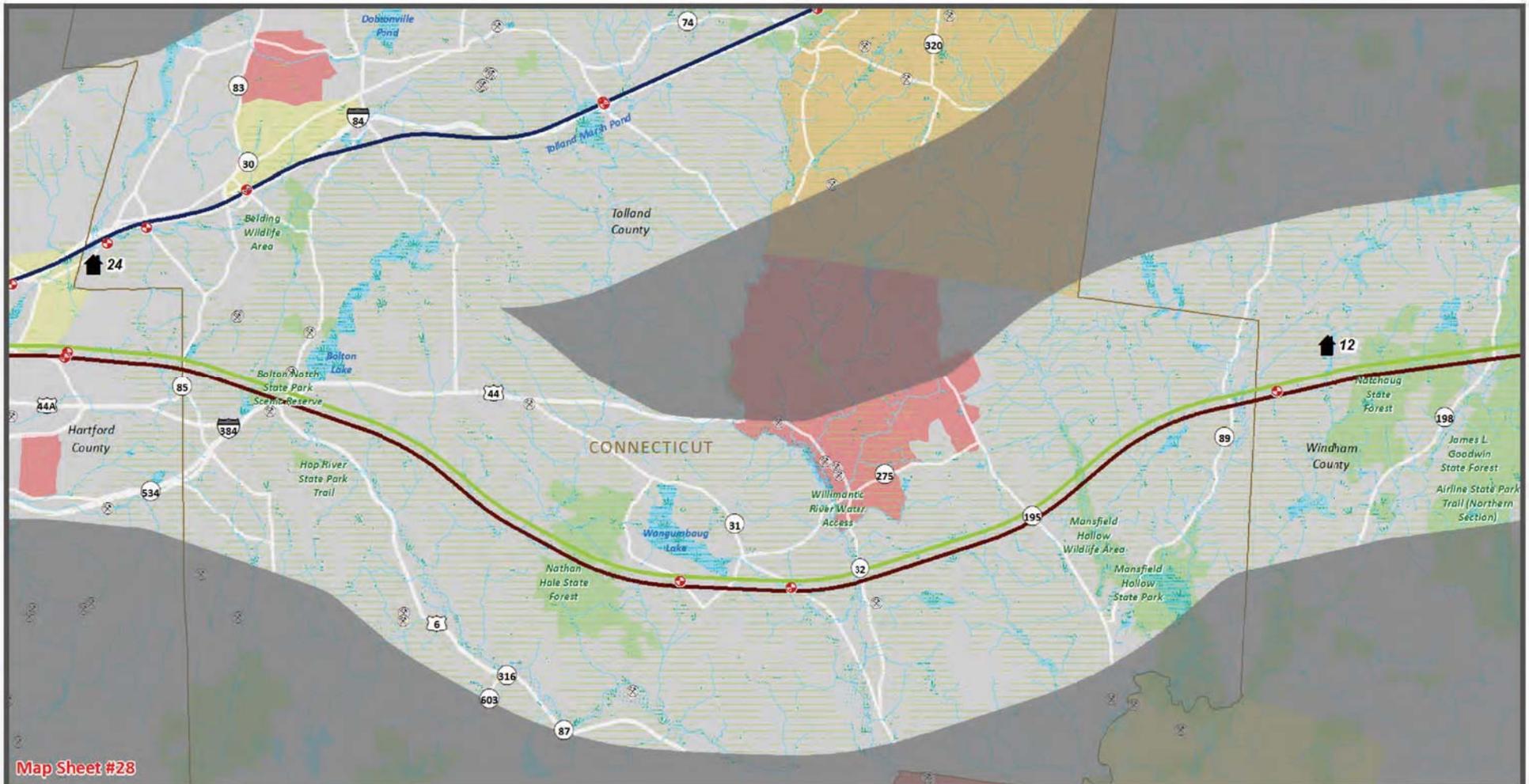
Figure 4-5: Alternative 2 (Chokepoint, New Track, and New Segment Locations)



Source: NEC FUTURE team, 2015

Figure 4-6: Alternative 3 (Chokepoint, New Track, and New Segment Locations)





Map Sheet #28



<ul style="list-style-type: none"> <li>Existing NEC (Present in all Action Alternatives)</li> <li><b>New Segment</b></li> <li>Alternative 1</li> <li>Alternative 2</li> <li>Alternative 3</li> <li>Alternative 3: Washington, D.C. to New York</li> <li>Alternative 3: New York to Hartford via Central Connecticut</li> <li>Alternative 3: New York to Hartford via Long Island</li> <li>Alternative 3: Hartford to Boston via Providence</li> <li>Alternative 3: Hartford to Boston via Worcester</li> <li>Alternative 3: Modifications to Existing NEC</li> </ul>	<ul style="list-style-type: none"> <li>Milepost: Existing NEC</li> <li>Major Hub Station</li> <li>Geologic Resource</li> <li>Cultural Resource (and total)</li> <li>Hazardous Material (H-P)</li> <li>Commuter Rail</li> <li>Stream</li> <li>Wetlands</li> <li>Floodplain</li> <li>Terrestrial ESH</li> <li>Aquatic ESH</li> </ul>	<ul style="list-style-type: none"> <li>Parks and Recreation</li> <li>Water</li> <li>EJ - Minority and Low Income</li> <li>EJ - Minority</li> <li>EJ - Low Income</li> <li>Airport (Large/Medium Hub)</li> <li>Map Inset</li> <li>County Boundary</li> <li>State Boundary</li> </ul>
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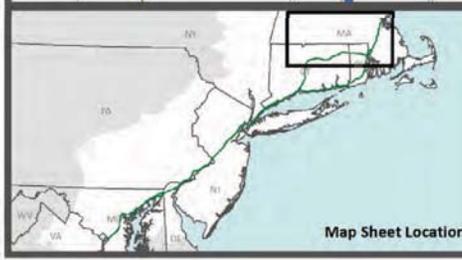
Source of Data: NEC FUTURE, 2014

0 0.5 1 Mile

**RESOURCE CONCENTRATIONS**

**ALTERNATIVES 2, 3**

Tolland County, CT



Tunnel	Major Hub Station	US Highway
Trench	Connecting Corridor	State/County Highway
At-Grade	State Boundary	County Boundary
Embankment	Interstate Highway	
Aerial Structure		
Major Bridge		

Source of Data: NEC FUTURE, 2014

0 4 8 Mile

**REPRESENTATIVE ROUTE**  
ALTERNATIVE 2

Regional Location: Connecticut, Rhode Island, Massachusetts



Alternative 3  
Sheet 5



Tunnel	Major Hub Station	US Highway
Trench	Connecting Corridor	State/County Highway
At-Grade	State Boundary	County Boundary
Embankment	Interstate Highway	
Aerial Structure		
Major Bridge		

Source of Data: NEC FUTURE, 2014

0 4 8 Miles

**REPRESENTATIVE ROUTE**  
**ALTERNATIVE 3**  
Regional Locator: Connecticut, Rhode Island, Massachusetts

**Table 7.1-4: Summary of Environmental Effects by New Segment (Alternative 2) (continued)**

State	County	New Segment	Land Conversions	Displacement/Acquisitions	Prime Farmland	Prime Timberland	Parklands	Wild & Scenic Rivers	Floodplains	Freshwater Wetlands	Saltwater Wetlands	Navigable Waterways	Coastal Zone	ESH	EFH	T&E Species	Geologic Resources	HWCM Sites	Cultural Resources (NHLs)	EJ Populations	Noise (Severe/Moderate)	Vibration	Climate Change area of SLR/Storm Surge
CT	Hartford	New Haven-Hartford-Providence	X	X	X	X	X	—	X	X	—	X	—	X	X	—	X	X	X	X	X	X	X
	Tolland	New Haven-Hartford-Providence	X	X	X	X	X	—	X	X	—	—	—	X	—	—	X	X	X	—	X	X	—
	Windham	New Haven-Hartford-Providence	X	X	X	X	X	—	X	X	—	—	—	X	—	X	—	—	X	—	X	X	—
RI	Providence	New Haven-Hartford-Providence	X	X	X	X	X	—	X	X	X	X	—	X	X	X	—	—	X	X	X	X	X
MA	Bristol	Sharon, MA to Westwood, MA/Route 128	X	X	X	X	—	—	X	X	—	—	—	X	—	X	—	—	X	—	X	—	X
	Suffolk	Sharon, MA to Westwood, MA/Route 128	X	X	—	—	—	—	X	X	—	—	—	—	—	X	X	—	X	X	X	—	—

Source: NEC FUTURE team, 2015

X = Potential for effects identified for new segment under Alternative 2.

**Table 7.1-8: Summary of Environmental Effects by New Segment (Alternative 3 – Hartford to Boston via Providence)**

State	County	Land Conversions	Displacement/Acquisitions	Prime Farmland	Prime Timberland	Parklands	Wild & Scenic Rivers	Floodplains	Freshwater Wetlands	Saltwater Wetlands	Navigable Waterways	Coastal Zone	ESH	EFH	T&E Species	Geologic Resources	HWCM Sites	Cultural Resources (NHLs)	EJ Populations	Noise (Severe/Moderate)	Vibration	Climate Change area of SLR/Storm Surge
CT	Hartford	X	X	X	X	—	—	X	X	—	X	—	X	X	X	X	X	—	X	X	X	X
	Tolland	X	X	X	X	X	—	X	X	—	—	—	X	—	—	—	X	—	—	X	X	—
	Windham	X	X	X	X	X	—	—	X	—	—	—	X	—	X	—	—	—	—	X	X	—
RI	Providence	X	X	X	X	X	—	X	X	—	X	—	X	X	X	—	—	—	X	X	X	—
MA	Bristol	X	X	X	X	—	—	X	X	—	—	—	X	—	X	—	—	—	—	X	X	X
	Norfolk	X	X	X	X	X	—	X	X	—	—	—	X	—	—	X	X	—	—	X	X	—
	Suffolk	X	X	—	—	—	—	X	X	—	—	X	—	—	X	X	X	—	X	X	X	—

Source: NEC FUTURE team, 2015

X = Potential for effects identified for new segment under Alternative 3.

**Table 7.1-10: Summary of Environmental Effects for New Stations by County for Action Alternatives (continued)**

State	County	Station ID	Alt. 1	Alt. 2	Alt. 3	Station Type	Land Conversions	Prime Farmland	Prime Timberland	Parklands	ESH	EFH	T&E Species	Geologic Resources	HWCM Sites	Cultural Resources (NHLs)	Climate Change Inundation Effects Mid-Century		
NY	Westchester	151	—	—	X	Hub	X	X	X										
		152	—	—	X														
CT	Fairfield	94	X	X	X	Major Hub							X		X	X	X		
		106	—	—	X	Hub												X	
		107	X	X	X	Local							X						
		154	—	—	X	Hub	X	X	X		X		X						
	New Haven	112	—	—	X	Major Hub							X				X	X	
		155	—	—	X	Hub	X		X		X		X						X
		156	—	X	X						X		X						
	Middlesex	120	X	—	—	Hub	X	X	X		X		X		X				X
	New London	124	X	—	—	Major Hub	X		X		X						X		
	Hartford	161		X		Local	X		X		X						X	X	
		164	—	X	X	Major Hub								X	X	X	X		
	Tolland	165	—	—	X	Hub	X	X	X		X								
		166	—	X	X		X	X	X	X		X						X	
	RI	Providence	129	—	X	X	Major Hub				X	X		X			X	X	
130			X	X	X	Local							X						
MA	Worcester	175	—	—	X	Hub	X		X		X							X	
	Middlesex	181	—	—	X	Hub	X		X		X								
	Suffolk	142	—	—	X	Major Hub							X		X	X			
		182	—	—	X	Hub													

Source: NEC FUTURE team, 2015

Notes: Land conversions for new stations are inclusive of acquisitions and possible displacements since the FRA assumed that all new station would require acquisitions. There are no wild and scenic rivers or other water resources identified near new stations. EJ populations were identified on a county level and not affiliated with individual station effects.

X = Potential for Effects

— = Not applicable within that alternative/option

Blank Cell = No effects identified for subject resource for listed station for specified alternative.

Due to the nature of noise and vibration impacts, they are not affiliated with individual stations.

**Table 7.20-3: Environmental Consequences: Cumulative Effects – Impact of Action Alternatives on Key Resource Areas**

Environmental Resources	Alternative 1	Alternative 2	Alternative 3
<b>Transportation</b>	<ul style="list-style-type: none"> <li>■ Passenger rail travel between the Washington, D.C., and Boston metropolitan area pair would result in passenger rail trip making occurring more than five times the amount of the No Action Alternative instead of automobile travel.</li> <li>■ Washington Union Station, Penn station New York, and Boston South Station have the greatest increase in daily boardings for Intercity and Regional rail service.</li> <li>■ The largest reductions in travel times for Intercity trips occur between New Haven and Newark Penn Station.</li> <li>■ Newark, DE has the greatest projected percentage growth in regional rail trips.</li> </ul>	<ul style="list-style-type: none"> <li>■ Passenger rail travel between the Washington, D.C., and Boston metropolitan area pair would result in passenger rail trip making occurring more than five times the amount of the No Action Alternative instead of automobile travel.</li> <li>■ Washington Union Station, Penn station New York, and Boston South Station have the greatest increase in daily boardings for Intercity and Regional rail service.</li> <li>■ The largest reductions in travel times for Intercity trips occur between New Haven and Newark Penn Station.</li> <li>■ Newark, DE has the greatest projected percentage growth in regional rail trips.</li> </ul>	<ul style="list-style-type: none"> <li>■ Passenger rail travel between the Washington, D.C., and Boston metropolitan area pair would result in passenger rail trip making occurring more than five times the amount of the No Action Alternative instead of automobile travel.</li> <li>■ Washington Union Station, Penn station New York, and Boston South Station have the greatest increase in daily boardings for Intercity and Regional rail service.</li> <li>■ The largest reductions in travel time for Intercity trips occur between Boston South Station and Penn Station New York.</li> <li>■ Newark, DE has the greatest projected percentage growth in regional rail trips.</li> </ul>
<b>Indirect Effects</b>	<ul style="list-style-type: none"> <li>■ Potential for induced growth spurred by improvements in rail capacity and accessibility is greatest in the Greater Boston Area.</li> <li>■ Potential for induced growth spurred by improvements in travel time and rail capacity to New York City is greatest in the Greater Boston and Greater Providence areas.</li> </ul>	<ul style="list-style-type: none"> <li>■ Potential for induced growth spurred by improvements in rail capacity and accessibility is greatest in the Greater Hartford Area.</li> <li>■ Potential for induced growth spurred by improvements in travel time and rail capacity to New York City is greatest in the New York-North Jersey Area and the Greater Hartford Area.</li> </ul>	<ul style="list-style-type: none"> <li>■ Potential for induced growth spurred by improvements in rail capacity and accessibility is greatest in the Greater Hartford area.</li> <li>■ Potential for induced growth spurred by improvements in travel time and rail capacity to New York City is greatest in the New York-North Jersey Area, as well as to the north in the Greater Hartford, Providence, and Boston areas.</li> </ul>

**Table 7.20-3: Environmental Consequences: Cumulative Effects – Impact of Action Alternatives on Key Resource Areas (continued)**

Environmental Resources	Alternative 1	Alternative 2	Alternative 3
<b>Land Cover</b>	<ul style="list-style-type: none"> <li>■ Most of the potential conversions of undeveloped land cover within the Representative Route of this alternative would occur in Connecticut, where the addition of the Old Saybrook-Kenyon segment is proposed outside the existing NEC through New London County, CT.</li> </ul>	<ul style="list-style-type: none"> <li>■ Most of the potential conversions of undeveloped land cover within the Representative Route of this alternative would occur in Connecticut, where the addition of the New Haven-Hartford-Providence segment outside the existing NEC through New Haven, Hartford, Tolland, and Windham Counties, which include many acres of undeveloped land cover.</li> </ul>	<ul style="list-style-type: none"> <li>■ Most of the potential conversion of undeveloped land cover within the Representative Route of this alternative would occur in Connecticut and Maryland.</li> <li>■ Maryland contains the most acres of potential conversion of undeveloped land cover for this alternative, where the Representative Route outside the existing NEC through Baltimore, Harford, and Cecil counties includes many acres of Forest/Shrub, Grassland/Cultivated, and Wetlands land cover.</li> </ul>
<b>Hydrologic/Water Resources</b>	<ul style="list-style-type: none"> <li>■ The most freshwater wetlands within the Representative Route of this alternative are present in Connecticut and Rhode Island.</li> <li>■ Most saltwater wetlands and Coastal Zone Management Act (CZMA) boundaries are in Connecticut associated with the Long Island Sound.</li> </ul>	<ul style="list-style-type: none"> <li>■ The most freshwater wetlands within the Representative Route of this alternative are present in Connecticut and Rhode Island.</li> <li>■ Most saltwater wetlands and CZMA boundaries are in Connecticut associated with the Long Island Sound.</li> </ul>	<ul style="list-style-type: none"> <li>■ The most freshwater wetlands within the Representative Route of this alternative are present in Maryland.</li> <li>■ Most saltwater wetlands and CZMA boundaries are in Connecticut.</li> </ul>

**Table 7.20-3: Environmental Consequences: Cumulative Effects – Impact of Action Alternatives on Key Resource Areas (continued)**

Environmental Resources	Alternative 1	Alternative 2	Alternative 3
<b>Ecological Resources</b>	<ul style="list-style-type: none"> <li>■ Ecologically Sensitive Habitat (ESH) impacts within the Representative Route of this alternative are concentrated in Connecticut, which would have the most terrestrial and saltwater ESH impacts. Maryland would have the most freshwater ESH impacts.</li> <li>■ Threatened and Endangered (T&amp;E) species and their critical habitats are of particular concern in Connecticut and Maryland.</li> <li>■ Essential Fish Habitat (EFH) crossings are concentrated in New York and Connecticut.</li> </ul>	<ul style="list-style-type: none"> <li>■ ESH impacts within the Representative Route of this alternative are concentrated in Connecticut, which would have the most terrestrial and saltwater ESH impacts. Maryland would have the most freshwater ESH impacts.</li> <li>■ T&amp;E species and their critical habitats are of particular concern in Connecticut and Maryland.</li> <li>■ EFH crossings are concentrated in New York and Connecticut.</li> </ul>	<ul style="list-style-type: none"> <li>■ ESH impacts within the Representative Route of this alternative are concentrated in Connecticut, which would have the most terrestrial and saltwater ESH impacts. Maryland would have the most freshwater ESH impacts.</li> <li>■ T&amp;E species and their critical habitats are of particular concern in Connecticut and Maryland.</li> <li>■ EFH crossings are concentrated in New York and Connecticut.</li> </ul>
<b>Cultural Resources and Historic Properties</b>	<ul style="list-style-type: none"> <li>■ The most cultural resources and historic properties within the Representative Route are concentrated in Connecticut.</li> </ul>	<ul style="list-style-type: none"> <li>■ The most cultural resources and historic properties within the Representative Route are concentrated in Connecticut.</li> </ul>	<ul style="list-style-type: none"> <li>■ The most cultural resources and historic properties within the Representative Route are concentrated in Connecticut.</li> </ul>
<b>Environmental Justice (EJ)</b>	<ul style="list-style-type: none"> <li>■ Greatest potential for negative environmental effects in EJ census tracts in Maryland and Connecticut.</li> <li>■ Benefits of decrease travel time and increase service reliability and improved access, frequency, and mobility for the entire population, including EJ populations, throughout the Study Area.</li> </ul>	<ul style="list-style-type: none"> <li>■ Greatest potential for negative environmental effects in EJ census tracts in Pennsylvania, New Jersey, New York, and Connecticut.</li> <li>■ Benefits of decrease travel time and increase service reliability and improved access, frequency, and mobility for the entire population, including EJ populations, throughout the Study Area.</li> </ul>	<ul style="list-style-type: none"> <li>■ Greatest potential for negative environmental effects in EJ census tracts in Maryland, Pennsylvania, New York, Connecticut, Rhode Island, and Massachusetts.</li> <li>■ Benefits of decrease travel time and increase service reliability and improved access, frequency, and mobility for the entire population, including EJ populations, throughout the Study Area.</li> </ul>

**Table 7.20-3: Environmental Consequences: Cumulative Effects – Impact of Action Alternatives on Key Resource Areas (continued)**

Environmental Resources	Alternative 1	Alternative 2	Alternative 3
<b>Air Quality</b>	<ul style="list-style-type: none"> <li>■ Reduction in criteria pollutants in all states.</li> <li>■ Reduction in mobile source air toxics (MSATs) in all states.</li> <li>■ The net total CO<sub>2</sub> emissions decrease in all states.</li> </ul>	<ul style="list-style-type: none"> <li>■ Reduction in criteria pollutants in all states.</li> <li>■ Reduction in MSATs in all states.</li> <li>■ The net total CO<sub>2</sub> emissions decrease in all states.</li> </ul>	<ul style="list-style-type: none"> <li>■ Reduction in criteria pollutants in all states.</li> <li>■ Reduction in MSATs in all states.</li> <li>■ The net total CO<sub>2</sub> emissions decrease in all states.</li> </ul>
<b>Climate Change</b>	<ul style="list-style-type: none"> <li>■ The projected increase in the number of days per year above 95°F is most dramatic in Maryland, Washington, D.C., Delaware, Pennsylvania, and New Jersey.</li> <li>■ Inundation risk is greatest in four counties in Connecticut (Fairfield, New Haven, Middlesex, and New London Counties).</li> </ul>	<ul style="list-style-type: none"> <li>■ The projected increase in the number of days per year above 95°F is most dramatic in Maryland, Washington, D.C., Delaware, Pennsylvania, and New Jersey.</li> <li>■ Inundation risk is greatest in four counties in Connecticut (Fairfield, New Haven, Middlesex, and New London Counties).</li> </ul>	<ul style="list-style-type: none"> <li>■ The projected increase in the number of days per year above 95°F is most dramatic in Maryland, Washington, D.C., Delaware, Pennsylvania, and New Jersey.</li> <li>■ Inundation risk is greatest in four counties in Connecticut (Fairfield, New Haven, Middlesex, and New London Counties).</li> </ul>

Source: NEC FUTURE team, 2015

## Jessie Richard

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**From:** Toni Moran  
**Sent:** Wednesday, January 13, 2016 10:14 PM  
**To:** Mary L. Stanton; Toni Moran  
**Cc:** Jessie Richard  
**Subject:** RE: PZC Alternate

The Mansfield Democratic Town Committee appointed Terry Berthelot to fill the vacant position of alternate member of the Planning and Zoning Commission at its regular meeting on January 12th, 2016.

We think she will be a very fine addition to PZC.

Toni Moran

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**From:** Mary L. Stanton  
**Sent:** Wednesday, January 13, 2016 1:14 PM  
**To:** Toni Moran; Toni Moran  
**Cc:** Jessie Richard  
**Subject:** PZC Alternate

Hi,

Terry just came in to be sworn in as the PZC Alternate. I took her down to Planning and introduced her to Jessie. If you would be so kind as to send Jessie a quick email verifying her recommendation by the MDTC they can get her on the agenda for next Tuesday.

Thanks

mary



# Town of Mansfield

## Department of Planning and Development

Date: January 19, 2016  
To: Planning and Zoning Commission  
From: Linda M. Painter, AICP, Director of Planning and Development  
Subject: Director's Report

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If there are any other items or questions, I will address them at the January 16<sup>th</sup> meeting.

### Infrastructure and Transportation

- *Four Corners Sanitary Project.*
  - The date of the EIE public hearing has not yet been finalized; we are anticipating that the draft will be published February 2<sup>nd</sup> and a public hearing will be held in mid-March.
  - The Town has submitted a grant application to the Small Town Economic Assistance Program for \$500,000 for the Four Corners Sanitary Sewer Project.
- *Eastwood Road.* The Town submitted an application to the LOTCIP program for \$350,000 to fund sidewalk improvements on Eastwood Road. This road is one of the priority projects identified in Mansfield Tomorrow.
- *Pavement Management Study.* The Town has completed a pavement management study identifying conditions of all roadways in town. This study will have implications on future capital budgets.
- *Complete Streets Policy.* Staff has revised a draft Complete Streets Policy and is presenting to the Transportation Advisory Committee for their input. The final draft will be brought to both the PZC and Council for review.