STATE OF CONNECTICUT

OFFICE OF POLICY AND MANAGEMENT

OFFICE OF THE SECRETARY

TO: Mark W. Alexander, Transportation Assistant Planning Director, Department of Transportation

FROM: Benjamin Barnes, Secretary
Office of Policy and Management

DATE: January 18, 2013

SUBJECT: Environmental Impact Evaluation (EIE) for Stamford Transportation Center Parking and Transit Oriented Development (TOD), Stamford, CT

Based on a review of the subject environmental impact evaluation and related documentation conducted pursuant to C.G.S. 22a-1e, I am herewith advising you of my finding that this evaluation satisfies the requirements of the Connecticut Environmental Policy Act.

Please contact Dimple Desai (418-6412) if there are any questions with regard to this finding.

cc: Paul Potamianos, OPM
Daniel Esty, DEEP
Karl Wagener, CEQ

Phone: (860) 418-6500 Fax: (860) 418-6487
450 Capitol Avenue-MS# 55SEC Hartford, Connecticut 06106-1379

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

RECORD OF DECISION

Prepared in accordance with the Connecticut Environmental Policy Act

Stamford Transportation Center Parking and Transit-Oriented Development

Stamford, Connecticut
State Project No. 0301-0047

DECEMBER 2012

TABLE OF CONTENTS

I. Decision 1
II. Statement of Environmental Impact 1
III. Summary of Consultation with Agencies and Other Persons 1

APPENDICES

Appendix A Notices and Advertisements
Appendix B Early Public Scoping Comments
Appendix C Public Review Comments and Responses
Appendix D EIE Executive Summary

I. Decision

The Connecticut Department of Transportation (CTDOT) intends to continue with implementing the Proposed Action at the Stamford Transportation Center in Stamford, Connecticut. The Proposed Action is to demolish the original 727-space parking garage that was opened in 1987 (Original Garage), and to construct new parking facilities to increase the net supply of commuter parking by a minimum of 273 spaces through a public-private partnership development agreement that also provides the opportunity for Transit-oriented Development (TOD). The project will also provide improvements of vehicular and pedestrian circulation and access along Station Place, improved multimodal commuter amenities at the Stamford Transportation Center, and modernization of the Parking Access and Revenue Control System (PARCS). The detailed project elements and requirements of the Proposed Action are documented in Request for Proposal STOD71312, available on CTDOT's project website at: http://www.ct.gov/dot/cwp/view.asp?a=2288&q=512286.

This decision is based on the Environmental Impact Evaluation (EIE) (Clough Harbour & Associates LLP, August 2012) that was prepared for the Proposed Action and the comments received during the public review period for the EIE, including the public hearing held on September 20, 2012. A copy of the EIE Executive Summary is included in Appendix D.

II. Statement of Environmental Impact

There will be no significant impacts to the environment as a result of the Proposed Action. All practicable means to avoid or minimize environmental harm have been adopted. The mitigation measures identified in the EIE and, where applicable, in the responses to comments have been adopted.

III. Summary of Consultation with Agencies and Other Persons

Early EIE consultation with various agencies and the public began with the initiation of the public scoping process. A Notice of Scoping for the Proposed Action was published in the Council on Environmental Quality (CEQ) *Environmental Monitor* on May 8, 2012 (see Appendix B) and the 30-day public comment period ended on June 8, 2012. A Public Scoping Meeting was held at the Stamford Government Center on May 24, 2012.

Verbal and written comments were provided at the scoping meeting and written comments were received from agencies and the public during the comment period. The following state agencies provided written comments: Connecticut Department of Public Health and Connecticut Department of Energy & Environmental Protection. All comments received during the scoping period are included in Appendix B.

During the preparation of the document, all agencies with regulatory authority over resources within the study area were contacted. Additionally, agencies that maintain data sources of information needed for the documentation were also contacted to obtain the background data.

A notice of the availability of the EIE and announcement of the Public Hearing were published in the *Environmental Monitor* on August 21, 2012. Legal notices were also published in two local newspapers to announce the availability of the EIE and the Public Hearing date. These newspapers included the *Stamford Advocate* (August 21, August 23, and September 9, 2012 publications) and *La Voz,* a Spanish-language newspaper (August 23, August 30, and September 6, 2012 publications). A Public Hearing was held at the Stamford High School (55 Strawberry Hill Avenue, Stamford, Connecticut) on September 20, 2012, and the public review and comment period ended on October 5, 2012. The EIE was available to the public during the review and comment period on the CTDOT website, at three locations in Stamford (City of Stamford clerk's office, South Western Regional Planning Agency office, and Ferguson Public Library); at the Connecticut State Library in Hartford; and at CTDOT Headquarters in Newington.

Oral testimony and written comments were provided at the Public Hearing and numerous written comments were submitted during the EIE public review period. The following public agencies provided written comments:

- Connecticut Department of Energy and Environmental Protection
- Connecticut Department of Public Health: Drinking Water Section
- South Western Regional Planning Agency

Appendix C provides the transcript of the Public Hearing and copies of the written agency and public comments received by CTDOT. This appendix also includes the responses to substantive comments.

APPENDIX A

Notices and Advertisements
for Record of Decision

Stamford Transportation Center Parking and Transit Oriented Development

Stamford, Connecticut

State Project No. 301-047

Prepared for:
Connecticut Department of Transportation

December 2012

Prepared by:
Clough Harbour & Associates LLP

TABLE OF CONTENTS

1. Notice of Scoping – *Environmental Monitor* A-1
2. Notice of Environmental Impact Evaluation – *Environmental Monitor* A-9
3. Legal Notices – *Stamford Advocate* and *La Voz*..... A-17

1. Notice of Scoping – *Environmental Monitor*

As required under the Connecticut Environmental Policy Act (CEPA), a Notice of Scoping was published in the *Environmental Monitor* on May 8, 2012. The notice advertised the Public Scoping Meeting for May 24, 2012 and the close of the comment period on June 8, 2012.

A copy of the May 8, 2012 issue of the *Environmental Monitor* obtained from the Council of Environmental Quality website is provided on the following pages.

ENVIRONMENTAL MONITOR
- Current Issue
- Monitor Archives
- Publication Dates
- What is CEPA?
- CEPA Statutes
- CEPA Regulations
- What is Scoping?
- What to Expect at a Scoping Meeting
- How to Request a Public Scoping Meeting
- Guide to the State Lands Transfer Process

CEQ HOME

Receive Updates by E-mail
Sign -Up for E-alerts

CT Alert
WE CAN'T ALERT YOU... IF WE CAN'T REACH YOU

May 8, 2012

Special Notice

1. **NEW!** State Conservation and Development Policies: A Plan for Connecticut, 2013-2018 (State C & D Plan) - Draft Available

Scoping Notices

1. **REVISED!** 20 North Water Street, Norwalk
2. **NEW!** Quinebaug Regional Technical Park, Putnam
3. **NEW!** Stamford Transportation Center, Stamford

Post-Scoping Notices: Environmental Impact Evaluation Not Required

1. **NEW!** Thames Shipyard Improvements, New London

Environmental Impact Evaluations

1. **NEW!** The Villages, Montville
2. **NEW!** New Haven - Hartford - Springfield Line High Speed Intercity Passenger Rail Project

State Land Transfers

No State Land Transfer Notices have been submitted for publication in this edition.

The next edition of the Environmental Monitor will be published on May 22, 2012.

Subscribe to e-alerts to receive an e-mail when The Environmental Monitor is published.

Special Notice

The following notice is published at the request of the Office of Policy and Management to provide notice of the availability of the revised draft of *Conservation and Development Policies: A Plan for Connecticut, 2013-2018*. There is a strong link between this plan and CEPA.

1. Conservation and Development Policies: A Plan for Connecticut, 2013-2018 (State C & D Plan)

The Office of Policy and Management (OPM) has published a revised draft of *Conservation and Development Policies: A Plan for Connecticut, 2013-2018* (the State C&D Plan), in accordance with CGS Section 16a-28 (b). The Draft State C&D Plan, including the Draft Locational Guide Map, can be viewed at: http://www.ct.gov/opm/cwp/view.asp?a=2990&q=467686.

OPM, in cooperation with Regional Planning Organizations (RPOs), will schedule, publicize, and conduct formal public hearings on the Draft State C&D Plan in each of the state's 14 planning regions between the months of May and September 2012. Written comments from the public are welcomed and will be accepted until the close of business on October 5, 2012.

Written comments from the public are welcome and will be accepted until the close of business on: October 5, 2012.

Written comments should be sent to:

Name: Daniel Morley
Agency: Office of Policy and Management
Address: 450 Capitol Avenue, MS #54ORG
Hartford, CT 06106-1379
Fax: 860-418-6486
E-Mail: Daniel.Morley@ct.gov

Scoping Notices

"Scoping" is for projects in the earliest stages of planning. At the scoping stage, detailed information on a project's design, alternatives, and environmental impacts does not yet exist. Sponsoring agencies are asking for comments from other agencies and from the public as to the scope of alternatives and environmental impacts that should be considered for further study. Send your comments to the contact person listed for the project by the date indicated.

The following Scoping Notices have been submitted for review and comment.

1. Notice of Scoping for 20 North Water Street, Norwalk

Address of Possible Project Location: 20 North Water Street, Norwalk

Project Description: The City of Norwalk in conjunction with North Water Street LLC (c/o Spinnaker Real Estate Partners LLC) is proposing the redevelopment of the former Norwalk Company site located at 20 North Water Street, Norwalk, CT. Redevelopment activities include: environmental assessment, remediation and monitoring of the 1.895 acre site; demolition of the existing 56,720 square foot brick building; and new construction of a 130,000 square foot mixed-use development consisting of 107 residential rental units and 18,000 square feet of ground floor commercial space. State funds are proposed for environmental assessment, remediation, abatement and monitoring.

Project Maps: Click here to view a location map of the project area. Click here to view a USGS Quadrangle map of the project area.

Written comments from the public are welcomed and will be accepted until the close of business on: May 17, 2012

There will be a Public Scoping Meeting for this project at:

DATE: **May 9, 2012**

TIME: 10:00 AM

PLACE: Norwalk City Hall, Room 128 (Community Room), 125 East Avenue, Norwalk, CT 06851

Written comments should be sent to:

Name: Mark Hood
Agency: Department of Economic and Community Development
Address: 505 Hudson Street
Hartford, CT 06106
Fax: 860-270-8157
E-Mail: mark.hood@ct.gov

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name: Mark Hood
Agency: Department of Economic and Community Development
Address: 505 Hudson Street
Hartford, CT 06106
Phone: 860-270-8089
Fax: 860-270-8157
E-Mail: mark.hood@ct.gov

2. Notice of Scoping for the Quinebaug Regional Technical Park

Municipality where proposed project might be located: Putnam

Address of Possible Project Location: Land adjacent to I-395 on the west bank of the Quinebaug River

Project Description: The Town of Putnam, as part of its long-range planning to develop additional land for industrial purposes, has identified land to the west of the Quinebaug River, south of the Town's wastewater treatment plant and north of the Wheelabrator Ash Landfill as a site for key industrial park development. The Quinebaug Regional Tech Park (Park), comprising approximately 230 acres, is envisioned to be developed into approximately 11 separate development lots. Generally, lot sizes will be on the order of 15 acres and support up to 90,000 sf of light industrial, research or technology manufacturing.

The Park will be served by a new upgraded paved central roadway substantially on the foot print of the existing paved road accessing the current land fill. The major change in the access to the park will be the construction of a new two-lane bridge which is currently proposed to tie directly to Interchange 95 off of I-395 and Kennedy Drive. An existing one-lane bridge that currently provides limited access to the site will be retained to provide pedestrian and bicycle access to the site and will tie into the town's existing River Trail.

The first phase of the Park will consist of a 40,000 sf Regional YMCA, which will be constructed on one of the eleven proposed park lots, and development of enhanced access to the wastewater treatment plant to the north. As part of the project it is envisioned that major utilities (water, wastewater, electric and telephone) be incorporated into the proposed access right of way to be immediately available to each proposed development lot.

In 2006, the state Department of Economic and Community Development (DECD) circulated a Stage 1 Environmental Assessment to determine CEPA obligations for the proposed project. Based on this review, a recommendation was made by DECD to conduct an Environmental Impact Evaluation (EIE) Study. Since the overall scope of the project has changed, another scoping notice is being published to seek state agencies and public comments before the scope of services for the EIE is finalized.

Project Map: Click here to view a Location Map of the project area.

Written comments from the public are welcomed and will be accepted until the close of business on: June 8, 2012

Any person can ask the sponsoring agency to hold a Public Scoping Meeting by sending such a request to the address below. If a meeting is requested by 25 or more individuals, or by an association that represents 25 or more members, the sponsoring agency shall schedule a Public Scoping Meeting. Such requests must be made by May 18, 2012.

Written comments and/or requests for a Public Scoping Meeting should be sent to:

Name: Mark Hood
Agency: Department of Economic and Community Development
Address: 505 Hudson Street
Hartford, CT 06106
Fax: 860-270-8157
E-Mail: mark.hood@ct.gov

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name: Mark Hood
Agency: Department of Economic and Community Development
Address: 505 Hudson Street
Hartford, CT 06106
Phone: 860-270-8089
Fax: 860-270-8157
E-Mail: mark.hood@ct.gov

---

3. Notice of Scoping for the Stamford Transportation Center Parking and Transit Oriented Development

Municipality where proposed project might be located: Stamford, CT

Address of Possible Project Location: Stamford CT, within a 1/2 mile radius of the Stamford Transportation Center

Project Description: The Connecticut Department of Transportation (Department) is proposing to replace the Department's original parking garage located at the Stamford Transportation Center in Stamford, CT through a public-private partnership agreement that will include Transit-Oriented Development (TOD). Up to $35 million dollars in bond proceeds are available from the State of Connecticut relative to the replacement garage. The original grarage at the Stamford Transportation Center provides some 727 spaces and was constructed in the 1980's, while a second garage provides an additional 1,200 parking spaces and will

remain. The public-private partnership will include demolition of the original multi-level parking garage and the creation of 1,000 (minimum) commuter parking spaces within a 1/4 mile of the Stamford Transportation Center, possible improvements to the Stamford Transportation Center, improvements to Station Place, and the construction of TOD components within a 1/2 mile of the Stamford Transportation Center. Prior to demolition of the original garage, at least 727 parking spaces will be provided in the vicinity.

Project Maps: Click here to view maps of the project area.

Written comments from the public are welcomed and will be accepted until the close of business on: June 8, 2012

There will be a Public Scoping Meeting for this project at:

DATE: **May 24, 2012**

TIME: 7:00 pm

PLACE: Stamford Government Center, 4th Floor Cafeteria, 888 Washington Boulevard, Stamford, CT

NOTES: The meeting location is accessible to persons with disabilities. Deaf and hearing impaired persons wishing to attend this meeting and requiring an interpreter may make arrangements by contacting the Department's Office of Communication at 860-594-3062 (voice only) at least five days prior to the meeting.

Written comments should be sent to:

Name: Mr. Mark W. Alexander - Transportation Assistant Planning Director
Agency: State of Connecticut Department of Transportation
Address: 2800 Berlin Turnpike, Newington, CT 06131
Fax: 860-594-3028
E-Mail: Mark.W.Alexander@ct.gov

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name: Ms. Jessica DiLuca
Agency: State of Connecticut Department of Transportation
Address: 2800 Berlin Turnpike, Newington, CT 06131
Phone: 860-594-2135
Fax: 860-594-3028
E-Mail: Jessica.DiLuca@ct.gov

The agency expects to release an Environmental Impact Evaluation for this project, for public review and comment, in July/August 2012

Post-Scoping Notices: Environmental Impact Evaluation Not Required

This category is required by the October 2010 revision of the Generic Environmental Classification Document for State Agencies. A notice is published here if the sponsoring agency, after publication of a scoping notice and consideration of comments received, has determined that an Environmental Impact Evaluation (EIE) does not need to be prepared for the proposed project.

The following Post-Scoping Notice has been submitted for publication in this edition.

1. Post-Scoping Notice for the Thames Shipyard Improvements

Municipality where project will be located: New London

CEPA Determination: On November 22, 2011 the Department of Economic and Community Development (DECD) published a Notice of Scoping to solicit public comments for this project in the *Environmental Monitor*. The DECD has taken those comments into consideration and has concluded that the project does not require the preparation of Environmental Impact Evaluation under CEPA. The agency's conclusion is documented in a Memo of Findings and Determination and an Environmental Assessment Checklist.

If you have questions about the project, you can contact the agency at:
Name: Mark Hood
Agency: Department of Economic and Community Development
Address: 505 Hudson Street
Hartford, CT 06106

Phone: 860-270-8089
Fax: 860-270-8157
E-Mail: mark.hood@ct.gov

What happens next: The DECD expects the project to go forward. This is expected to be the final notice of the project to be published in the *Environmental Monitor*.

EIE Notices

After Scoping, an agency that wishes to undertake an action that could significantly affect the environment must produce, for public review and comment, a detailed written evaluation of the expected environmental impacts. This is called an Environmental Impact Evaluation (EIE).

The Following Environmental Impact Evaluation notices have been submitted for review and comment in this edition.

1. Notice of EIE for The Villages

Municipality where project is proposed: Montville

Address of Possible Project Location: Norwich - New London Turnpike (Rte. 32), Montville, CT 06382

Project Description: Mutual Housing Association of South Central Connecticut, Inc. (MHA) proposes to construct a 120-unit apartment community complex ("The Villages") on approximately 12.2 acres of undeveloped wooded land located on the west side of the Norwich New London Turnpike (Route 32) in the Uncasville section of Montville. The proposed project (the Proposed Action) would address the demand for affordable housing and rental housing in Montville and the surrounding communities, as well as provide easy access to and from the Mohegan Sun Casino and surrounding commercial areas, and access to the region's public transportation system.

The Proposed Action consists of the development of affordable housing units and associated infrastructure in Montville, Connecticut. The proposed housing complex consists of twenty multi-story units, providing one-bedroom, two-bedroom and three-bedroom apartments. The garden-style multifamily residential buildings range from two to three stories in height and house four to eight units per building. The proposed development also includes construction of a new access road off Route 32 and infrastructure development, surface, a community building, playscape areas, and a maintenance building.

This combined EIE/EA has been prepared for the Proposed Action on behalf of DECD and HUD, the CEPA sponsoring agency and the Federal lead agency, respectively. This document has been prepared in accordance with CEPA, NEPA, and HUD's implementing regulations at 24 CFR 50. The EIE/EA provides a description of the Proposed Action and its purpose and need, an evaluation of the direct, indirect, and cumulative effects of the No Action Alternative and the Proposed Action, and proposed mitigation measures to eliminate or minimize adverse environmental effects.

Project Map: Click here to view a site map of the project area.

Comments on this EIE will be accepted until the close of business on: **June 22, 2012**

The public can view a copy of this EIE at: The Montville Town Clerk , 310 Norwich-New London Tpke., Uncasville, CT 06382

The Raymond Library, 832 Raymond Hill Rd, Oakdale, CT 06370

There is no public hearing scheduled for this EIE. The agency will hold a public hearing if 25 or more persons or an association that has at least 25 members requests a hearing. A public hearing request must be made no later than May 18, 2012.

To Request a Public Hearing contact:

Name: Nelson Tereso, Project Manager
Agency: Office of Financial & Technical Review
State of Connecticut
Department of Economic & Community Development
Address: 505 Hudson Street
Hartford, CT 06106-7106
E-Mail: nelson.g.tereso@ct.gov

Send your comments about this EIE to:

Name: Mark Hood
Agency: Department of Economic and Community Development
Address: 505 Hudson Street

Hartford, CT 06106
E-Mail: mark.hood@ct.gov

If you have questions about the public hearing, or where you can review this EIE, or similar matters, please contact:

Name: Mark Hood
Agency: Department of Economic and Community Development
Address: 505 Hudson Street, Hartford, CT 06106
E-Mail: mark.hood@ct.gov
Phone: (860) 270-8089

2. Notice of EIE for the New Haven - Hartford - Springfield Line High Speed, Intercity Passenger Rail Project

Municipalities where project is proposed: New Haven, North Haven, Hamden, Wallingford, Meriden, Berlin, Newington, West Hartford, Hartford, Windsor, Windsor Locks, Enfield, and Springfield

Address of Possible Project Location: Rail Corridor from New Haven-Hartford-Springfield

Project Description: The proposed rail service enhancement in the NHHS rail corridor would provide for up to 25 daily round-trip trains (up to 50 one-way trips per day) by 2030. The proposed service plan would provide one-seat or cross-platform transfers on service from Washington, D.C., and New York to Springfield, Boston and the Knowledge Corridor, as well as bi-directional, 30-minute peak-hour service and hourly midday service in the NHHS rail corridor. Related operational improvements include an increase in the capacity of the line to accommodate additional trains, an increase in the maximum train speed to 110 miles per hour (mph), service to future new regional train stations in North Haven, Newington, West Hartford, and Enfield (to be constructed with Federal Transit Administration (FTA) funding) , and reduced scheduled travel times. These operational improvements, in turn, require rail infrastructure improvements. Therefore, Connecticut has proposed the NHHS Rail Program, a program of capital projects to support enhanced passenger rail service in the NHHS rail corridor. The proposed project's infrastructure improvements in the NHHS rail corridor consist of:

- restoration of sections of track;
- construction of new passing sidings;
- construction of a layover and light maintenance facility;
- at-grade crossing upgrades;
- facility-specific bridge and culvert rehabilitations, replacements and removals;
- installation of new crossovers and signal upgrades;
- improvement or relocation of existing passenger rail platforms for Amtrak intercity service, as well as additional station parking and improved station access;
- improvements to platforms, track configuration and sidings in the Springfield Terminal area; and construction of future FTA-funded new regional rail stations in North Haven, Newington, West Hartford, and Enfield.

Project Map: Click here to view a map of the project area.

Comments on this EIE will be accepted until the close of business on: **June 22, 2012**

The public can view a copy of this EIE at: This document is available for public inspection at the Connecticut Department of Transportation, Bureau of Policy and Planning, 2800 Berlin Turnpike, Newington, CT; the City or Town Clerk's Office and the Public Libraries in the affected municipalities along the rail corridor, the South Central Regional Council of Governments, the Central Connecticut Regional Planning Agency, the Capitol Region Council of Governments, and the Pioneer Valley Planning Commission. The document is also available at www.nhhsrail.com.

There are three public hearings scheduled for this EIE on:

DATE: **Thursday, June 7, 2012**

TIME: 7:00 PM

PLACE: Torp Theatre, Davidson Hall, Central Connecticut State University, 1615 Stanley Street, New Britain, CT

DATE: **Wednesday, June 13, 2012**

TIME: 7:00 PM

PLACE: Asuntuck Community College, 170 Elm Street, Enfield, CT

DATE: **Thursday June 14, 2012**

TIME: 7:00 PM

PLACE: North Haven High School, 221 Elm Street, North Haven, CT

NOTES: All hearing locations are accessible to persons with disabilities. Deaf and hearing impaired persons or persons speaking a language other than English wishing to attend a hearing and requiring an interpreter may make arrangements by contacting the Department's Office of Communications at (860) 594-3062 (voice only) at least five days prior to the hearing.

The study team will be available at each hearing from 6:00pm-7:00pm to discuss the proposed improvements. The hearing presentations will begin at 7:00pm.

Additional information about this project can be found online at: www.nhhsrail.com

Send your comments about this EIE to:

Name: Mr. Mark W. Alexander - Transportation Assistant Planning Director
Agency: State of Connecticut Department of Transportation
Address: 2800 Berlin Turnpike, Newington, CT 06131
E-Mail: Mark.W.Alexander@ct.gov

If you have questions about the public hearing, or where you can review this EIE, or similar matters, please contact:

Name: Mr. Stephen V. Delpapa - Transportation Supervising Planner
Agency: State of Connecticut Department of Transportation
Address: 2800 Berlin Turnpike, Newington, CT 06131
E-Mail: Stephen.Delpapa@ct.gov
Phone: 860-594-2941

State Land Transfer Notices

Connecticut General Statutes Section 4b-47 requires public notice of most proposed sales and transfers of state-owned lands. The public has an opportunity to comment on any such proposed transfer. Each notice includes an address where comments should be sent. Read more about the five-step process...

No State Land Transfer Notices have been submitted for publication in this edition.

The Adobe Reader is necessary to view and print Adobe Acrobat documents, including some of the maps and illustrations that are linked to this publication. If you have an outdated version of Adobe Reader, it might cause pictures to display incompletely. To download up-to-date versions of the free software, click on the Get Acrobat button, below. This link will also provide information and instructions for downloading and installing the reader.

Get Acrobat Reader Download the free Acrobat Reader!

Access.Adobe is a tool that allows blind and visually impaired users to read any documents in Adobe PDF format. For more information, read the product overview at Adobe.com .

Copyright 2011, Connecticut Council on Environmental Quality

Content Last Modified on 5/8/2012 1:24:45 PM

Printable Version

79 Elm Street Hartford, CT 06106 / Phone: 860-424-4000

Home | CT.gov Home | Send Feedback | Login | Register
State of Connecticut Disclaimer, Privacy Policy, and Web Site Accessibility Policy. Copyright © 2002-2012 State of Connecticut.

2. Notice of Environmental Impact Evaluation – *Environmental Monitor*

As required under the Connecticut Environmental Policy Act (CEPA), a Notice of Environmental Impact Evaluation was published in the *Environmental Monitor* on August 21, 2012. The notice advertised the Public Hearing for September 20, 2012 and the close of the comment period on October 5, 2012.

A copy of the August 21, 2012 issue of the *Environmental Monitor* obtained from the Council of Environmental Quality website is provided on the following pages.

State of Connecticut | Governor Dannel P. Malloy | Search

COUNCIL ON ENVIRONMENTAL QUALITY

Home | About Us | Programs and Services | Publications | Contact Us

ENVIRONMENTAL MONITOR
- Current Issue
- Monitor Archives
- Publication Dates
- What is CEPA?
- CEPA Statutes
- CEPA Regulations
- What is Scoping?
- What to Expect at a Scoping Meeting
- How to Request a Public Scoping Meeting
- Guide to the State Lands Transfer Process

CEQ HOME

Receive Updates by E-mail
Sign-Up for E-alerts

CT Alert
WE CAN'T ALERT YOU... IF WE CAN'T REACH YOU

Monitor Archives

August 21, 2012

Special Notice

1. State Conservation and Development Policies: A Plan for Connecticut, 2013-2018 (State C & D Plan) - Draft Available

Scoping Notices

1. Mohegan Park Water Tank - Design Phase, Norwich
2. Royal Oaks Project, Norwich
3. Southern Stony Brook Transmission Main Renewal, Montville
4. **NEW!** Suffield Utility Extension, Suffield
5. **NEW!** Putnam Water pollution Control Authority Water Main Replacement, Putnam

Post-Scoping Notices: Environmental Impact Evaluation Not Required

No Post-Scoping Notices have been submitted for publication in this edition.

Environmental Impact Evaluations

1. **NEW!** Stamford Transportation Center Parking and Transit Oriented Development, Stamford

State Land Transfers

No State Land Transfer Notices have been submitted for publication in this edition.

The next edition of the Environmental Monitor will be published on September 4, 2012.

Subscribe to e-alerts to receive an e-mail when The Environmental Monitor is published.

Special Notice

The following notice is published at the request of the Office of Policy and Management to provide notice of the availability of the revised draft of *Conservation and Development Policies: A Plan for Connecticut, 2013-2018*. There is a strong link between this plan and CEPA.

1. Conservation and Development Policies: A Plan for Connecticut, 2013-2018 (State C & D Plan)

The Office of Policy and Management (OPM) has published a revised draft of *Conservation and Development Policies: A Plan for Connecticut, 2013-2018* (the State C&D Plan), in accordance with CGS Section 16a-28 (b). The Draft State C&D Plan, including the Draft Locational Guide Map, can be viewed at: http://www.ct.gov/opm/cwp/view.asp?a=2990&q=467686 .

OPM, in cooperation with Regional Planning Organizations (RPOs), will schedule, publicize, and conduct formal public hearings on the Draft State C&D Plan in each of the state's 14 planning regions between the months of May and September 2012. Written comments from the public are welcomed and will be accepted until the close of business on October 5, 2012.
Written comments from the public are welcome and will be accepted until the close of business

on: October 5, 2012.

Written comments should be sent to:
Name: Daniel Morley
Agency: Office of Policy and Management
Address: 450 Capitol Avenue, MS #54ORG
Hartford, CT 06106-1379
Fax: 860-418-6486
E-Mail: Daniel.Morley@ct.gov

Scoping Notices

"Scoping" is for projects in the earliest stages of planning. At the scoping stage, detailed information on a project's design, alternatives, and environmental impacts does not yet exist. Sponsoring agencies are asking for comments from other agencies and from the public as to the scope of alternatives and environmental impacts that should be considered for further study. Send your comments to the contact person listed for the project by the date indicated.

The following Scoping Notices have been submitted for review and comment.

1. Notice of Scoping for Mohegan Park Water Tank - Design Phase

Municipality where proposed project might be located: Norwich

Address of Possible Project Location: The tank will be constructed in and around Mohegan Park in Norwich in the vicinity of Judd Street and adjacent to the existing tank on land owned by the City of Norwich.

Project Description: The proposed project will construct a new 2.0 million gallon (MG) concrete tank to replace the existing 5.0 MG steel Mohegan tank and also lower the system pressure to customers in the Norwich Public Utilities (NPU) Low Pressure Zone. A Capital Efficiency Plan™ and a System Gradient Study were competed by Tata and Howard, Inc. to evaluate options to improve the distribution system and water quality and provide adequate fire flow protection. The System Gradient Study found that in addition to being located at too low of an elevation, the existing 5.0 MG tank volume was larger than necessary for future maximum day equalization and fire flow needs.

The new 2.0 MG of storage would be constructed with an overflow elevation of approximately 292 USGS. In conjunction with the project, the pressure gradient of the NPU Low Service Zone will be reduced, as it is currently too high. The change in system gradient to the NPU Low Service Zone will aid in significantly improving the water quality to the distribution system. The new water storage tank will also provide adequate storage for fire protection.

Project Map(s): Click here to view a map of the project area.

Written comments from the public are welcomed and will be accepted until the close of business on: Thursday, September 6, 2012

Any person can ask the sponsoring agency to hold a Public Scoping Meeting by sending such a request to the address below. If a meeting is requested by 25 or more individuals, or by an association that represents 25 or more members, the sponsoring agency shall schedule a Public Scoping Meeting. Such requests must be made by Friday, August 17, 2012.

Written comments and/or requests for a Public Scoping Meeting should be sent to:

Name: Mr. Cameron Walden
Agency: Department of Public Health
Drinking Water Section
Address: 410 Capitol Avenue, MS #51WAT
PO Box 340308
Hartford, CT 06134-0308
Fax: 860-509-7359
E-Mail: DPH.CTDWSRF@ct.gov

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name: Mr. Cameron Walden
Agency: Department of Public Health
Drinking Water Section
Address: 410 Capitol Avenue, MS #51WAT
PO Box 340308

Hartford, CT 06134-0308
Phone: 860-509-7333
Fax: 860-509-7359
E-Mail: DPH.CTDWSRF@ct.gov

2. Notice of Scoping for the Royal Oaks Project, Norwich

Municipality where proposed project might be located: Norwich

Address of Possible Project Location: Plain Hill

Project Description: The intent of this project is to improve the reliability of service and distribution system water quality to the existing Royal Oak Pressure Zone by connecting this zone to the existing Norwich Public Utilities (NPU) Industrial Park Tank Service Zone, replacing older unlined cast iron mains, and decommissioning the Royal Oak Pump Station.

Project Map(s): Click here to view a map of the project area.

Written comments from the public are welcomed and will be accepted until the close of business on: Thursday, September 6, 2012.

Any person can ask the sponsoring agency to hold a Public Scoping Meeting by sending such a request to the address below. If a meeting is requested by 25 or more individuals, or by an association that represents 25 or more members, the sponsoring agency shall schedule a Public Scoping Meeting. Such requests must be made by August 17, 2012.

Written comments and/or requests for a Public Scoping Meeting should be sent to:

Name: Mr. Cameron Walden
Agency: Department of Public Health
Drinking Water Section
Address: 410 Capitol Avenue, MS #51WAT
PO Box 340308
Hartford, CT 06134-0308
Fax: 860-509-7359
E-Mail: DPH.CTDWSRF@ct.gov

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name: Mr. Cameron Walden
Agency: Department of Public Health
Drinking Water Section
Address: 410 Capitol Avenue, MS #51WAT
PO Box 340308
Hartford, CT 06134-0308
Phone: 860-509-7333
Fax: 860-509-7359
E-Mail: DPH.CTDWSRF@ct.gov

3. Notice of Scoping for Southern Stony Brook Transmission Main Renewal

Municipality where proposed project might be located: Montville

Address of Possible Project Location: Cherry Lane

Project Description: The purpose of this project is to renew the southern portion of the existing Stony Brook Transmission main. The Capital Efficiency Plan™ conducted by Tata & Howard, Inc. in 2009 determined the 24-inch unlined cast iron transmission main to have a fair to poor condition due to its material, age, history of failures, and water quality concerns.

Project Map(s): Click here to view a map of the project area.

Written comments from the public are welcomed and will be accepted until the close of business on: Thursday, September 6, 2012.

Any person can ask the sponsoring agency to hold a Public Scoping Meeting by sending such a

request to the address below. If a meeting is requested by 25 or more individuals, or by an association that represents 25 or more members, the sponsoring agency shall schedule a Public Scoping Meeting. Such requests must be made by Friday, August 17, 2012.

Written comments and/or requests for a Public Scoping Meeting should be sent to:

Name: Mr. Cameron Walden
Agency: Department of Public Health
Drinking Water Section
Address: 410 Capitol Avenue, MS #51WAT
PO Box 340308
Hartford, CT 06134-0308
Fax: 860-509-7359
E-Mail: DPH.CTDWSRF@ct.gov

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name: Mr. Cameron Walden
Agency: Department of Public Health
Drinking Water Section
Address: 410 Capitol Avenue, MS #51WAT
PO Box 340308
Hartford, CT 06134-0308
Phone: 860-509-7333
Fax: 860-509-7359
E-Mail: DPH.CTDWSRF@ct.gov

4. Notice of Scoping for Suffield Utility Extension

Municipality where proposed project might be located: Suffield

Address of Possible Project Location: Route 75, Suffield, CT

Project Description: The Town of Suffield is proposing to utilize state funding for the extension of approximately 2,970 linear feet of water and 2,780 linear feet of sewer lines along Route 75. The extensions will allow for future development of approximately 80-95 acres of buildable land within the Bradley International Airport Development Zone as well as providing utility access to the current business located along Route 75 which now use well water and septic systems limiting their growth/expansion. These parcels consist of a mix of occupied residential, commercial and industrial properties as well as vacant parcels with projected uses consistent with the local zoning requirements.

The CEPA project study area, totaling 169 acres, is located at the south end of Town and is bounded by the Windsor Locks town line to the south, Bradley International Airport to the west, Marketing Drive to the north and the Little Brook to the east. In 2009, the Town of Suffield prepared a feasibility study to evaluate the potential for extending sewer and water utilities to serve existing parcels located at the south end of Route 75. Projected sewer and water flows for a full development of the study area range from 90,000 and 130,000 gallons per day (GPD).

Project Maps: Click here to view a map of the project area. Click here to view the Feasibility Report for the proposed project.

Written comments from the public are welcomed and will be accepted until the close of business on: September 21, 2012.

Any person can ask the sponsoring agency to hold a Public Scoping Meeting by sending such a request to the address below. If a meeting is requested by 25 or more individuals, or by an association that represents 25 or more members, the sponsoring agency shall schedule a Public Scoping Meeting. Such requests must be made by August 31, 2012.

Written comments and/or requests for a Public Scoping Meeting should be sent to:

Name: Mark Hood
Agency: Department of Economic and Community Development
Address: 505 Hudson Street
Hartford, CT 06106
Fax: 860-270-8157
E-Mail: mark.hood@ct.gov

If you have questions about the public meeting, or other questions about the scoping for this

project, contact:

Name: Nelson Tereso
Agency: Department of Economic and Community Development
Address: 505 Hudson Street
Hartford, CT 06106
Phone: 860-270-8213
Fax: 860-270-8157
E-Mail: nelson.g.tereso@ct.gov

5. Notice of Scoping for Putnam Water Pollution Control Authority (WPCA): Water Main Replacement

Municipality where proposed project might be located: Putnam

Addresses of Possible Project Locations: South Main Street, Walnut Street, Mechanics Street, Pomfret Street, Wilkinson Street and Thompson Street. Work may also occur in adjacent side streets.

Project Description: The proposed project is the replacement and/or rehabilitation of existing water mains within the Putnam WPCA's drinking water distribution system. A hydraulic study was conducted which identified mains that require replacement or rehabilitation to improve the system water quality. The proposed improvements are consistent with recommendations for system maintenance from the most recent Water Supply Plan.

Project Map: Click here to view a map of the project area.

Written comments from the public are welcomed and will be accepted until the close of business on: Thursday, September 20, 2012.

Any person can ask the sponsoring agency to hold a Public Scoping Meeting by sending such a request to the address below. If a meeting is requested by 25 or more individuals, or by an association that represents 25 or more members, the sponsoring agency shall schedule a Public Scoping Meeting. Such requests must be made by Friday, August 31, 2012.

Additional information about the project can be viewed in person at: Town of Putnam Town Hall, 126 Church Street, Putnam, CT 06260

Written comments and/or requests for a Public Scoping Meeting should be sent to:

Name: Mr. Cameron Walden
Agency: Department of Public Health
Drinking Water Section
Address: 410 Capitol Avenue, MS #51WAT
PO Box 340308
Hartford, CT 06134-0308
Fax: 860-509-7359
E-Mail: DPH.CTDWSRF@ct.gov

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name: Mr. Cameron Walden
Agency: Department of Public Health
Drinking Water Section
Address: 410 Capitol Avenue, MS #51WAT
PO Box 340308
Hartford, CT 06134-0308
Phone: 860-509-7333
Fax: 860-509-7359
E-Mail: DPH.CTDWSRF@ct.gov

Post-Scoping Notices: Environmental Impact Evaluation Not Required

This category is required by the October 2010 revision of the Generic Environmental Classification Document for State Agencies. A notice is published here if the sponsoring agency, after publication of a scoping notice and consideration of comments received, has determined that an Environmental Impact Evaluation (EIE) does not need to be prepared for the proposed project.

No Post-Scoping Notice has been submitted for publication in this edition.

EIE Notices

After Scoping, an agency that wishes to undertake an action that could significantly affect the environment must produce, for public review and comment, a detailed written evaluation of the expected environmental impacts. This is called an Environmental Impact Evaluation (EIE).

The following Environmental Impact Evaluation notice has been submitted for review and comment.

1. Notice of Environmental Impact Evaluation for Stamford Transportation Center Parking and Transit Oriented Development

Municipality where project is proposed: Stamford, CT

Project Location: Stamford Transportation Center and vicinity

Project Description: The Connecticut Department of Transportation (CTDOT) is proposing to replace the original 727-space parking garage at the Stamford Transportation Center that was opened in 1987 (Original Garage), and to construct new parking facilities for at least 1,000 spaces to replace the Original Garage spaces plus any additional commuter parking spaces needed to replace spaces lost from CTDOT-owned parking as a result of development, and to increase the commuter parking supply. The project will also provide ancillary improvements for vehicular and pedestrian circulation and access along Station Place as well as provide an opportunity for Transit Oriented Development (TOD).

The garage is a component of the CTDOT Metro-North train station at Stamford, also known as the Stamford Transportation Center. The existing parking complex, which includes the Original Garage and a parking garage that was opened in 2004 (2004 Garage - which will reamin in use), is located immediately south of the train station, and is accessed from the station by pedestrian bridges and surface crosswalks.

The Purpose and Need for the Proposed Action is as follows:

1. Replace the aging Original Garage that services the Stamford Transportation Center with low maintenance, long service life facilities that accommodate the number of parking spaces lost during construction plus adds at least 273 new commuter parking;
2. Expand the availability of parking and improve multimodal traffic and pedestrian flow around the Stamford Transportation Center and Station Place; and
3. Minimize the public costs for construction and ongoing operations and maintenance of the parking facilities serving the Stamford Transportation Center by promoting TOD which leverages and enhances the multimodal public transportation services provided by the Stamford Transportation Center.

A key objective of this project is to maintain the existing supply of commuter parking during construction, within a reasonable walking distance, to ensure that potential impacts to transit ridership will be minimized throughout construction. Consequently, the Proposed Action considers alternatives for providing new and/or temporary parking facilities at other sites that are reasonably accessible to the Stamford Transportation Center in order to provide the same supply of commuter parking supply spaces during construction that currently exist.

Project Maps: Click here to view maps of the project area.

Comments on this EIE will be accepted until the close of business on: **October 5, 2012**

The public can view a copy of this EIE at: This document is available for public inspection at the Connecticut Department of Transportation, Bureau of Policy and Planning (Room 2155), 2800 Berlin Turnpike, Newington, CT; the Ferguson Public Library, 1 Public Library Plaza, Stamford, CT; Stamford Town Clerk's Office, 888 Washington Boulevard (Government Center), Stamford, CT, and the Soutwestern Regional Planning Agency, 888 Washington Boulevard (Government Center), 3rd Floor, Stamford, CT.

This EIE is also available online at: www.ct.gov/environmentaldocuments

There is a public hearing scheduled for this EIE on:

DATE: September 20, 2012

TIME: 7:00 PM

PLACE: Stamford High School, 55 Strawberry Hill Avenue, Stamford, CT

NOTES: The hearing location is accessible to persons with disabilities. Deaf and hearing impaired persons wishing to attend this meeting and requiring an interpreter may make arrangements by contacting the Department's Office of Communication at 860-594-3062 (voice only) at least five days prior to the meeting.

Send your comments about this EIE to:

Name: Mr. Mark W. Alexander, Transportation Assistant Planning Director
Agency: Connecticut Department of Transportation
Address: 2800 Berlin Turnpike
Newington, CT 06131
E-Mail: dot.environmentalplanning@ct.gov

If you have questions about the public hearing, or where you can review this EIE, or similar matters, please contact:

Name: Mr. Stephen V. Delpapa - Transportation Supervising Planner
Agency: Connecticut Department of Transportation
Address: 2800 Berlin Turnpike, Newington, CT 06131
E-Mail: Stephen.Delpapa@ct.gov
Phone: 860-594-2941

Other information:

State Land Transfer Notices

Connecticut General Statutes Section 4b-47 requires public notice of most proposed sales and transfers of state-owned lands. The public has an opportunity to comment on any such proposed transfer. Each notice includes an address where comments should be sent. Read more about the five-step process...

No State Land Transfer Notices have been submitted for publication in this edition.

The Adobe Reader is necessary to view and print Adobe Acrobat documents, including some of the maps and illustrations that are linked to this publication. If you have an outdated version of Adobe Reader, it might cause pictures to display incompletely. To download up-to-date versions of the free software, click on the Get Acrobat button, below. This link will also provide information and instructions for downloading and installing the reader.

Get Acrobat Reader Download the free Acrobat Reader!

Access.Adobe is a tool that allows blind and visually impaired users to read any documents in Adobe PDF format. For more information, read the product overview at Adobe.com.

Copyright 2011, Connecticut Council on Environmental Quality

Content Last Modified on 8/21/2012 4:13:54 PM

Content Last Modified on 9/4/2012 1:49:34 PM

Printable Version

79 Elm Street Hartford, CT 06106 / Phone: 860-424-4000

Home | CT.gov Home | Send Feedback | Login | Register
State of Connecticut Disclaimer, Privacy Policy, and Web Site Accessibility Policy Copyright © 2002-2012 State of Connecticut

3. Legal Notices – *Stamford Advocate* and *La Voz*

In addition to the Notice of Environmental Impact Evaluation (EIE) that was published in the *Environmental Monitor* on August 21, 2012, CTDOT had legal notices published in two local newspapers to announce the availability of the EIE for public review and comment and to advertise the Public Hearing date. The two newspapers and respective publication dates for the legal notices included:

Stamford Advocate:

- August 21, 2012
- August 28, 2012
- September 9, 2012

La Voz (Spanish-language newspaper):

- August 23, 2012
- August 30, 2012
- September 6, 2012

Copies of the legal notices and affidavits of publication in both newspapers are provided on the following pages.

Affidavit of Publication

State of Connecticut
County of Fairfield

I, **Chris Gensur**, a billing representative of Graystone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: Aug. 21, 2012

Ad Title: CT DOT- Legal Notice
Stamford Parking Garage

Appeared in: Stamford Advocate
publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 23rd day of OCTOBER, 2012 before me.

KATHLEEN VITKO
NOTARY PUBLIC
State of Connecticut
My Commission Expires
July 31, 2017

Notary Public
Kathleen Vitko

Sports

KEVIN KALKHOFF PHOTOGRAPHER

Coach Lou Marinelli watches football practice Monday at New Canaan High School. The Rams have lost in the state final the past two seasons after winning four straight.

Rams hunt for 7th final

Continued from B1

least experienced team in years, Marinelli will begin the evaluation process to determine who will earn starting spots.

"You want to find out who you think your players are going to be so you can get a depth chart," Marinelli said. "Get your special teams set up. You try to get as many questions answered before you are pressed for time."

New Canaan ranks with the state's top teams in terms of time spent on 7 on 7 camps during the off-season.

The players last month went on an annual trip to Alabama.

Which is one reason why Dylan Kennedy might have been one of the most excited players at Monday's practice. Kennedy, another returning starter, plays center. During 7 on 7 games, that consists solely of hiking the ball to the quarterback and then watching the action unfold.

"It's not bad because you get to see everybody at their best," Kennedy said.

Still, Monday marked the first time since December that Kennedy got to work on football moves beyond a simple shotgun snap.

He said he has gone two weeks without doing anything football related.

The last time he was inactive for so long? A year ago.

"I look forward to this," Kennedy said. "It's good to have this competition. It makes everybody better."

The start of the season brought a sense of relief for Marinelli, who has had a difficult summer. His daughter Anna was involved in a serious car accident, and Marinelli has spent most of his time in a hospital room as she continues her recovery.

"This is perhaps the best therapy I can have," Marinelli said. "To be back with these kids again and this staff."

For the first time in recent memory, the Rams come into the season as an unknown. Staples, the defending champion, Greenwich, Darien and Ridgefield are considered the preseason favorites in the FCIAC based on last year's success and returning personnel.

The Rams are included on that list, but based more on reputation. With Matt Milano departed, the season begins for the first time in years with uncertainty at the quarterback position, where Nick Cesclone and Teddy Bossidy will contend for the starting spot.

Most fans would be hard-pressed to name three of the team's starters. Marinelli and his players like being something of a mystery.

"It's nice," Hagopian said. "I think we have a ton of potential. In a few weeks I hope people know who we are."

Marinelli agreed.

"We lost a lot last year, but that's kind of fun," he said. "We will see who is going to step up. We just had our first meeting and you can see that they are all eager.

"You could tell by their faces they are looking to get going again."

The Rams were 11-2 last season. A regular-season loss to Stamford cost them a chance at their first conference title since 2008. They lost to Daniel Hand, 39-10, for their second successive loss in a state final after four straight wins.

Despite all the uncertainty heading into the year, Marinelli said he was comforted by one constant.

"One of the things I can say is I've really been blessed to be at a place like New Canaan," Marinelli said. "We always have great kids."

dreyruden@ctnlocal.com
Twitter: @DaveRuden

Darien aims high in 2012

Continued from B1

Naturally, Trifone is excited to have three of his most important offensive players back in the fold for one more run at an FCIAC title.

"It's very nice because as a high school coach you're always linked to who graduates and who doesn't. You go through cycles. We've had groups who don't have the experience, but this is an experienced group," Trifone said. "We've had position battles going on even through the offseason."

One position where Darien appeared to get hit relatively hard by graduation was receiver. After Gesuski, Darien's top returning pass catchers from last season are Vanderhorn (four receptions for 103 yards) and Bognar (four receptions for 28 yards).

Some of Darien's signature wins from last season included a 34-21 win on the road against Danbury and a thrilling 35-34 double overtime victory at home against Wilton, but for the Blue Wave, it was the 42-23 loss to Staples, as well as a 42-21 loss at the hands of New Canaan which may stick out the most.

The silver lining of those two tough defeats may be that the returning players have continued to use those setbacks as motivation heading into 2012-13.

"It's definitely exciting to be back out here and get everything started again. We've been working hard over the summer," Darien captain and linebacker/guard Andrew Maley said. "I think about the loss to Staples a lot, and I know that a lot of other players who played in that game think about it all the time. It's extra motivation and it gets you to do those extra reps and keep working hard when you know you're tired."

As for the defensive side of the ball, Darien returns seven of 11 starters, including defensive tackle Will Lochtefeld, who posted a team-high seven sacks last season. Other key returnees are leading tacklers Maley and defensive tackle Matthew D'Andrea, who racked up 74 and 64 tackles in 2011-12, first and third on the team, respectively.

"We feel good because we return seven starters and we also have some nice depth with the younger guys who will help us as well," Trifone said.

Darien also lost kicker Chris Smith to graduation, and he will be replaced by C.J. Raia.

Darien was admittedly a bit "rusty" on its first day of practice, but according to Maley, there were still a lot of positives to take out of it.

"We started pretty well. It's a typical first day. We're a little rusty, but everyone's getting back in shape and getting the plays down, so it's a good start," Maley said. "Seeing the position battles is definitely a good thing because it gets everyone going. Just having that little extra motivation gets everyone working hard and it basically helps the whole team."

Darien kicks off its regular season on Friday, Sept. 14 when it takes to the road for a clash with Fairfield Ludlowe. Darien scored a 38-13 home victory over Ludlowe when the teams met at Darien High School during Week 1 of last season.

And while Darien has taken the "one game at a time mentality," a few marquee games include a trip to Wilton on Oct. 19 at 6 p.m., a home tilt with Staples on Oct. 27 at 1:30 p.m. and the annual Thanksgiving clash with New Canaan on Nov. 22 at Darien High School at 10:30 a.m.

"You've got to stay disciplined and run every play the way that it's supposed to be done, and we'll be a great team," Vanderhorn said.

jshih@hearstnewspapers

BLUEFISH 1ST TEST FOR ROCKET

Clemens back in baseball

By Jerome Solomon

Hold up, people are complaining about this?

If you have a problem with Roger Clemens pitching again you probably should consider visiting your therapist more often.

Roger Clemens is a baseball player.

Roger Clemens is a pitcher.

Roger Clemens turned 50 two weeks ago.

The 50-year-old baseball playing pitcher will take to the mound for the Sugar Land (Texas) Skeeters on Saturday against the visiting Bridgeport Bluefish in an Atlantic League game.

Why?

Did you miss the part about Clemens being a baseball player?

That's what he has been for most of his life. Pitching is what he likes to do and the thing that he has always done better than anything else he has ever tried.

If you have ever seen his intensity when he pitched to minor league players who will never become major leaguers, you might get it.

If you would have heard the excitement in his voice recently when he described the thrill he got from throwing batting practice to some Houston Astros suite holders a few months ago, you might better understand.

But you don't need to understand.

I have no problem with him pitching again. And neither should you.

He isn't going to hurt anyone. (Except maybe some rookie who foolishly tries to crowd the plate.) You don't even have to have ever been a Clemens fan to enjoy watching him work.

I never was, but I always admired the focus, the passion, the will to win.

More important, you don't have to be a Clemens fan to ignore watching him work this Saturday.

If you aren't interested don't pay any attention. Let the rest of us have all the fun.

And yes, if Clemens — who won a record seven Cy Young Awards in a 24-year Major League Baseball career tainted by allegations of steroid use — manages to find a miracle spark that leads to him joining a major league roster for the stretch run, that'll be even more fun for those of us who love sports.

A 50-year-old legend on the mound in the playoffs? Sign me up.

Satchel Paige started a MLB game when he was 59 years old.

Paige went three innings and allowed only one hit. You think the people at that game were upset that the old man was still bringing it?

Would you rather see the Rocket or those scrubs parading around in Astros uniforms?

I'll be in that long line.

Jerome Solomon is a columnist for Hearst Newspapers

Wozniacki wins opener

Continued from B1

Evert — have won the same tournament more than four years in a row. But Wozniacki also hasn't won on tour since she won here last year.

Her defense started off fine. Wozniacki is 4-0 against Makarova on the WTA Tour, though she said they know each other well from junior tennis.

In those eight sets, Makarova, a quarter-finalist at this year's Australian Open, has never been closer than 6-4. She had a chance to make both sets close Monday.

Makarova opened the match with a break, in fact, before Wozniacki reeled off the next five games to take charge.

"She made some good returns in that first game," Wozniacki said. "I hit a few not-so-good shots. ... I started feeling more comfortable."

Attendance was 3,515 for the night session, 4,101 for the day session.

Fairfield LL wins

By Pat Pickens

SOUTH WILLIAMSPORT, Pa. — Considering he hadn't started a game since July 25, Fairfield American pitcher Will Lucas was pretty good on Monday night.

Lucas, who struck out 13, pitched the 50th no-hitter in Little League World Series history, shutting out New Castle, Ind., 4-0.

Lucas was 1-for-3 with two RBIs. American will now face Petaluma, Calif., on Tuesday night.

The ADVOCATE
Classified
SOUTHERNCTJOBS.com
monster
Toll-Free: 877-542-5620
classified@scnl.com
Hours: 8:30 a.m. – 5:30 p.m. M-F
Major Credit Cards Accepted

PUBLIC NOTICES

LEGAL NOTICE

The Connecticut Department of Transportation will hold a public hearing for Stamford Parking Garage and Transit-Oriented Development (TOD) in Stamford, Connecticut
State Project Number 301-0047

The hearing concerns the Connecticut Environmental Impact Evaluation Document for the referenced project
Prepared pursuant to the Regulations of Connecticut State Agencies, Sections 22a-1a-1 to 1-2, inclusive.

The public hearing will be held on:
Thursday, September 20, 2012 at 7:00 p.m.
at Stamford High School
66 Strawberry Hill Avenue, Stamford, CT 06902

Residents, commuters, business owners and other interested individuals are encouraged to take advantage of this opportunity to discuss the proposed project.

The document is available for public inspection at:

Stamford Town Clerk's Office
888 Washington Boulevard
Stamford, CT 06901

Ferguson Public Library
One Public Library Plaza
Stamford, CT 06904

Southwestern Regional Planning Agency
888 Washington Boulevard, 3rd Floor
Stamford, CT 06901

The Connecticut Department of Transportation
2800 Berlin Turnpike
Room 2135
Newington, CT 06131

The document is also available online at:
www.ct.gov/environmentaldocuments

Written comments may be submitted either at the public hearing or may be mailed, delivered, or emailed to dot.environmental@ct.gov on or before October 8, 2012 to the attention of:

Mr. Mark W. Alexander, Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Such written statements or exhibits must be reproducible in black and white and on paper not to exceed 8 1/2" X 11" in size. These written statements or exhibits will be made a part of the public hearing record and will be considered in the same way as oral statements.

The hearing location is accessible to persons with disabilities. Deaf and hearing impaired persons wishing to attend this hearing and requiring an interpreter must make arrangements by contacting the Department of Transportation's Office of Communications (voice only) at (860) 594-3002 at least five working days prior to the hearing.

PUBLIC NOTICES

TOWN OF NEW CANAAN
INLAND WETLANDS
COMMISSION

Notice is hereby given that the Wetlands Agent has approved the following application:

License Number 12-43-A Issued to Douglas G. and Adele M. Shaw at 23 Llewellyn Drive. Abandon existing septic tank, field and dywells. Install new septic tank, pump chamber within upland review area.

TOWN OF NEW CANAAN
INLAND WETLANDS
COMMISSION

Notice is hereby given that the Wetlands Agent has approved the following application:

License Number 12-45-A Issued to Grace Farms Foundation, Inc. at Lot 47B Lakes Wood Road. Install 119' x 18' wide gravel driveway from Pudding Hill Road to provide truck access to dry hydrant for Fire Department use. Install gate at entrance to gravel driveway. Grade, topsoil and seed all disturbed areas.

GENERAL HELP WANTED

Automotive-
FRIENDLINESS MANAGER-
Immediate Opening. Fairfield City GM dealer, looking for a experienced F&I manager. Candidate must have F&I experience, GM experience a plus, knowledge of all facets of the business office and knowledge of F&I system. Employer offers a solid loyal customer base, a high paced but productive working environment and the strong possibility of long term employment. Employer offers competitive wage compensation, 401k, medical & dental insurance. Candidate needs to carry themselves in a professional manner and must always strive to exceed the customers expectations. Candidates can send resume to amoley@autoliquidators.com

CAREGIVERS: Make a difference in the lives of the elderly by providing non-medical companion, homemaker & CNA services. F/T, P/T, days, nights, weeks. Must drive & have vehicle. 203 853 0600

LEGAL NOTICE

The Connecticut Department of Transportation will hold a public hearing for Stamford Parking Garage and Transit-Oriented Development (TOD) in Stamford, Connecticut
State Project Number 301-0047

The hearing concerns the
Connecticut Environmental Impact Evaluation Document
for the referenced project
Prepared pursuant to the Regulations of Connecticut State Agencies, Sections 22a-1a-1 to 12, inclusive.

The public hearing will be held on:
Thursday, September 20, 2012 at 7:00 p.m.
at Stamford High School
55 Strawberry Hill Avenue, Stamford, CT 06902

Residents, commuters, business owners and other interested individuals are encouraged to take advantage of this opportunity to discuss the proposed project.

The document is available for public inspection at:

Stamford Town Clerk's Office
888 Washington Boulevard
Stamford, CT 06901

Ferguson Public Library
One Public Library Plaza
Stamford, CT 06904

Southwestern Regional Planning Agency
888 Washington Boulevard, 3rd Floor
Stamford, CT 06901

The Connecticut Department of Transportation
2800 Berlin Turnpike
Room 2155
Newington, CT 06131

The document is also available online at:
www.ct.gov/environmentaldocuments

Written comments may be submitted either at the public hearing or may be mailed, delivered,
or emailed to dot.environmentalplanning@ct.gov on or before October 5, 2012 to the attention of:

Mr. Mark W. Alexander, Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Such written statements or exhibits must be reproducible in black and white and on paper not to exceed 8 1/2" X 11" in size. These written statements or exhibits will be made a part of the public hearing record and will be considered in the same way as oral statements.

The hearing location is accessible to persons with disabilities. Deaf and hearing impaired persons wishing to attend this hearing and requiring an interpreter must make arrangements by contacting the Department of Transportation's Office of Communications (Voice only) at (860) 594-3062 at least five working days prior to the hearing.

Affidavit of Publication

State of Connecticut
County of Fairfield

I, **Chris Gensur**, a billing representative of Graystone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: Aug. 28, 2012

Ad Title: CT DOT - Legal Notice Stamford Parking Garage

Appeared in: Stamford Advocate

publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 23rd day of OCTOBER, 2012 before me.

KATHLEEN VITKO
NOTARY PUBLIC
State of Connecticut
My Commission Expires
July 31, 2017

Notary Public
Kathleen Vitko

B4 | The Advocate | Tuesday, August 28, 2012

Sports

Blake wins at Open

Continued from B1

championship at Flushing Meadows, the first American to do so since Andy Roddick 10 years earlier.

"I think for some reason here in New York at the Open, the last couple years I played here, I played well here overall, pretty consistently," he said.

"I always served pretty well."

Blake struggled early in 2012 after right knee surgery but had started to play better in the American hard-court tournaments leading into the Open.

"I think I was kidding myself earlier in the year thinking I was able to move at this level, and I really wasn't after the knee surgery," he said. "I think I more wanted it to be OK than it really was OK."

Now, his knee hasn't felt this good since 2008 or '09. Blake, who became a father in June, is talking about playing through at least next year.

"That's been exciting for me, the last, I'd say, three or four weeks during the summer where I actually feel like I can move the way I used to or the way I need to to compete here," he said.

Seeking that elusive first Grand Slam title, Andy Murray began his U.S. Open campaign Monday with a straight-set victory over Alex Bogomolov Jr. that included some hairy moments.

The Olympic gold medalist overcame early breaks in the first two sets of a 6-2, 6-4, 6-1 win.

Back at the site of her greatest victory, Samantha Stosur looked like a champion again, with a dominant win.

Jets make tackle trade

NEW YORK (AP) — The New York Jets have accepted Jason Smith from the St. Louis Rams for Wayne Hunter in a swap of disappointing right tackles.

Kenny Zuckerman, Hunter's agent, confirmed the deal Monday night, telling The Associated Press it was pending physicals on Tuesday.

Smith was the No. 2 overall pick by the Rams in the 2009 draft, but failed to live up to lofty expectations. Barry Richardson has started at right tackle all preseason ahead of Smith, who has been plagued by concussion problems throughout his career.

Hunter was demoted by the Jets (No. 17) and replaced by Austin Howard last week after struggling in the first two games.

Jets sputter on offense

Continued from B1

They have a new offensive coordinator in Tony Sparano, who was going to re-energize the Jets' offense with a run-first approach, with which they thrived under Brian Schottenheimer a few years ago. They also brought in Tebow who is supposed to be their do-it-all backup quarterback, making defenses worry about how New York will use him from week to week.

So far, it's been a lot of nothing. The Jets (No. 17 in the AP Poll) have gone 12 quarters, 35 drives and 174 plays this summer without scoring a touchdown. The 1977 Atlanta Falcons were the last NFL team to not reach the end zone in the first three preseason games, and those guys finished 2-7.

"When Week 1 comes around, all bets are off," wide receiver Santonio Holmes said, "and the guns are firing."

Rarely do NFL teams empty their playbooks during the preseason, opting to keep some things under wraps so that they don't reveal all of their secrets before the games count. That's why the Jets haven't shown the wildcat so far, and keeping it a sneaky secret makes sense.

But that was supposed to be just an added wrinkle to the offense, not the catalyst to getting the Jets' offense off the ground.

"I think when the season gets here and we're game planning and show more stuff," Tebow said, "I think it'll be a pretty good offense."

Sanchez was without two of his top receivers in the first two preseason games as Santonio Holmes and Jeremy Kerley were out with injuries. They were back on Sunday night, but Sanchez got no help from his receivers — even though the rebuilt offensive line, with new starting right tackle Austin Howard, gave him lots of time to throw.

The Jets got the ball at the Panthers 12 in the second quarter after Quinton Coples forced a fumble on Cam Newton. An illegal contact penalty on Captain Munnerlyn on first down put the ball on the 7. The Jets just had to score now, right?

— First-and-goal from the 7: Shonn Greene loses 2 yards on a run off left tackle.

— Second-and-goal from the 9: Stephen Hill can't handle a throw that was slightly high.

"I think I misjudged my jump," Hill said.

"Tonight, we just have to hang onto the football," Sanchez said.

— Third-and-goal from the 9: Sanchez screen loses for 5 yards.

— Fourth-and-goal from the 4: Rather than try to punch it in, Ryan has Nick Folk kick a 22-yard field goal.

On New York's next possession, Holmes couldn't corral a pass that he normally would've had. Then, Hill had a throw bounce off his hands and right to Munnerlyn. Five plays later, Newton got the Panthers into the end zone with a 3-yard touchdown toss that put Carolina up 10-9.

"Well, we just feel like there's good stuff right around the corner," Sanchez said. "We're steadily improving and now we'll need to make a big jump for this Buffalo game coming up, but we've got some time."

Tebow nearly got the Jets into the end zone on the last drive of the game — something he was so used to pulling off in Denver.

But after moving New York from its own 15 to Carolina's 27, Tebow threw four straight incomplete passes, including a desperation toss in the back of the end zone to former rugby player Hayden Smith.

"I felt like we had it the whole time," Tebow said. "I still feel like we should have had it. I feel like we just came up one or two plays short."

Sanchez and Tebow won't play in the preseason finale at Philadelphia on Thursday night, meaning it'll be up to third-stringer Greg McElroy and fourth-stringer Matt Simms, the son of former Giants star Phil Simms, to get New York into the end zone.

The next time Sanchez and Tebow will have a chance to get that elusive touchdown will be when the games really count.

McCombs turns into star

Continued from B1

said offensive coordinator George DeLeone. "He's a tremendously competitive individual. He's the kind of guy you want to have in your huddle with you when you have to fight a war because he's the guy that will have your back. What I love about him is that he does the dirty work. He blocks, he knows the pass protections. He makes (audibles) calls. He's not what I call a ball-carrying specialist. He's a team player."

That was evident right off the bat when McCombs rushed for 141 yards in his very first game against Fordham, a game he didn't even know he was starting until about an hour before when Pasquloci tapped him during the team's pre-game stretch and told him after it was discovered that D.J. Shoemate was a no-good with a sprained ankle.

So, McCombs, all 5-foot-8, 170 pounds of him, went out and raced through the Fordham defense for four touchdowns en route to a 35-3 win.

All that playbook studying had paid off.

"All that spring I was just itching to get back on the field and show what I could do and I finally got my shot," he said. "Coach Pasquloci says it all the time it's a 'Show Me' game. So, all I did every practice was try and show him that I was ready to play. He saw it and named me the starter and I took off from there."

Against Vanderbilt, McCombs rushed for 118 yards. Against Western Michigan, he gained 136 yards. He added 130 against South Florida, 124 against Pitt and 152 against Syracuse, a three-game swing where he averaged 17 carries. In all, McCombs carried the ball 275 times, an average of 22.9 per game.

"He's a pretty tough kid," said DeLeone.

Added Pasquloci: "He wants to stay in the game, which is a great attribute for a back to have. I think backs today think it's cool to come out of the game but I'm old fashioned, I'll take you out when I want to take you out."

And if that means another 275-carry season for more, McCombs is ready for the challenge.

"Absolutely, I'm excited for what our team as a whole is going to do this season," he said. "I just want to be a part of our team's success." Obviously, so does Pasquloci.

"The expectations for Lyle are pretty high," the head coach said. "We have to be very careful of a sophomore slump kind of thing because he ran the ball so well last year and was such a dependable guy for us. Lyle has to make sure that he's really paying attention every day, which he does. To his credit, Lyle's one of those guys that when he goes out there and doesn't take anything for granted."

edsherry@stpost.com
http#/twitter.com/edsherry

The ADVOCATE Classified

SOUTHERNCTJOBS.com
monster

Toll-Free: 877-542-5620
classified@scni.com
Hours: 8:30 a.m. – 5:30 p.m., M-F
Major Credit Cards Accepted

PUBLIC NOTICES

LEGAL NOTICE

The Connecticut Department of Transportation will hold a public hearing for Stamford Parking Garage and Transit-Oriented Development (TOD) in Stamford, Connecticut
State Project Number 50-1047

The hearing concerns the Connecticut Environmental Impact Evaluation Document for the referenced project
Prepared pursuant to the Regulations of Connecticut State Agencies, Sections 22a-1a-1 to 12, inclusive.

The public hearing will be held on
Thursday, September 20, 2012 at 7:00 p.m.
at Stamford High School
55 Strawberry Hill Avenue, Stamford, CT 06902

Residents, commuters, business owners and other interested individuals are encouraged to take advantage of this opportunity to discuss the proposed project.

The document is available for public inspection at:

Stamford Town Clerk's Office
888 Washington Boulevard
Stamford, CT 06901

Ferguson Public Library
One Public Library Plaza
Stamford, CT 06904

Southwestern Regional Planning Agency
888 Washington Boulevard, 3rd Floor
Stamford, CT 06901

The Connecticut Department of Transportation
2800 Berlin Turnpike
Room 2199
Newington, CT 06131

The document is also available online at:
www.ct.gov/environmentaldocuments

Written comments may be submitted either at the public hearing or may be mailed, delivered, or emailed to dot.environmentalhearing@ct.gov on or before October 5, 2012 to the attention of:

Mr. Mark W. Alexander, Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Such written statements or exhibits must be reproducible in black and white and on paper not to exceed 8 1/2" X 11" in size. These written statements or exhibits will be made a part of the public hearing record and will be considered in the same way as oral statements.

The hearing location is accessible to persons with disabilities. Deaf and hearing impaired persons wishing to attend this hearing and requiring an interpreter must make arrangements by contacting the Department of Transportation's Office of Communications (Voice only) at (860) 594-3052 at least five working days prior to the hearing.

REQUEST FOR PROPOSALS
STRATEGIC CONSULTING SERVICES

The Housing Authority of the City of Stamford (Authority) d/b/a Charter Oak Communities (COC), requests proposals from experienced consulting firms (Consultant) to assist it in implementing the Vista North and Midtown District (Project). The Scope of Services serves as a general description of the consulting services that will create and help realize the Project. As such, it is not intended to list the range of services that will be provided by the Consultant. The scope is subject to change as the project evolves through its planning and implementation phases.

By this announcement, Charter Oak Communities is seeking proposals from qualified consultants to provide Strategic Consulting Services, as described in the Request for Proposals (RFP). Responses are to be received no later than by 2:00 p.m. on Wednesday, September 5, 2012

Before submitting its response, the respondent shall examine the entire RFP. The submission of a response will be construed as evidence that such an examination has been made. Requests for the full Request for Proposals should be addressed to:

Housing Authority of the City of Stamford
D/B/A Charter Oak Communities
22 Clinton Avenue
Stamford, CT 06901

Vincent J. Tufo, Executive Director and CEO
Telephone: (203) 977-1400 Ext. 3305
vtufo@charteroakcommunities.org

All procurement decisions shall be at the sole discretion of Charter Oak Communities. Charter Oak Communities is an Affirmative Action/Equal Opportunity Employer. Prior to being awarded a contract for consulting services, the Consultant shall provide COC with an acceptable Affirmative Action/Equal Opportunity Employment Plan that documents all necessary and required steps to ensure equal opportunity under the law and applicable regulations.

GENERAL HELP WANTED

ACCOUNTS PAYABLE CLERK PT
Stamford-based co. seeks AP Clerk for max 20hr per week. Bachelor's degree req'd, 1-3 yrs. exp. with some AS & phs. MS Office req'd. MAS 200 a.s. Email cover letter & resume to 06901as mail@gmail.com

AUTO BODY Tech. Own tools & exp. only need apply in person at 333 Riverside Ave Westport, CT. Call 203-227-2852

AUTO BODY TECH. Own tools & exp. only need apply in person at 64 Fort Point St., Norwalk, CT or call Norwalk Auto Craft 203-866-1815

AUTO BODY TECHS & PAINTERS
We've expanded our operation & need talented body tech's & painters. Great working environment in modern, well equipped shop. Benefits include health insurance & retirement plan. Send info to cityradiator@yahoo.com

AUTO MECHANIC
Busy New Canaan Auto Repair Shop looking for exp'd Mechanic. Must be a team player & motivated. Please call 203-966-2028

AUTOMOTIVE SALESPERSON
Exp New and preowned Nissan Cars and Trucks at DASilva Nissan in Shelton! Salary, commission, available medical, 401K. Excellent work environment! Nissan auto experience preferred. Apply in person Mon-Friday, 11-4, ask sal for Paul or Andre, or email resume to steve@dasilvaNissan.com

BOOKKEEPING/ACCOUNTANT
STAMFORD, CT - to do data entry, pay bills, payroll for several clients. Send resume to PO BOX 2013, Glenbrook Station, Stamford, CT 06906-2013

DELIVERY DRIVER / BOOKKEEPER/COORDINATOR
SUV/Van/Truck, Small Truck with liftgate, and Car need reliable vehicle for same day deliveries. Call 800-818-7258

GENERAL HELP WANTED

DIGITAL SALES SPECIALIST

Hearst Media Services has an immediate need for outstanding digital sales talent to join our sales team in Fairfield County. Our digital marketing professionals make the time for local business owners by managing the complexity of digital marketing. We develop and execute strategies designed for our advertisers that send potential customers to their door. In short, we help our business partners get discovered and grow their business. Our partnership with the biggest names in digital and social media, search engineering, website development and mobile solutions mean our product set is unrivalled in the industry.

Do you understand these products inside and out, and can you help a team of multimedia sales consultants achieve their digital goals? If you are goal-driven, excel at prospecting and new business development, have one to two years of outside sales experience in digital media and a strong understanding of search engine marketing, then we want to talk to you. We offer a competitive base salary with unlimited commission potential, paid vacation, full medical benefits and a 401K with company match.

We have sales offices in Bridgeport, Danbury and Stamford.

To apply, email your resume to employment@hearstmail.com and cite Digital reference Advertising Sales in the subject line.

GA TECH - 2nd Shift
Food Indl Eqp prof. Monitor Food Safety QUALITY Dual Tracks. Temp to Perm. Interviews: 203-882-0700

RECEPTIONIST
Kingsway Senior Housing seeks a part-time, enthusiastic and friendly individual for its busy management office. A working knowledge of MS Office a must as well as strong attention to detail, excellent ability to multitask with a proven record of successful employment in a vibrant business environment. Salaried with a plus; competitive salary.
Forward resume and cover letter by:
Mail/Fax/Email, or mail to
Kingsway Apartments
150 Westport Avenue
Norwalk, CT 06851
No phone calls or walk-ins.

RESTAURANT
ASST. MANAGER & WAITSTAFF
Apply in person @ MINETTO'S - 285 Long Ridge Road Stamford or Call Jorge 203-964-6822

RESTAURANT PIZZA MAN exp. needed for pizzeria in Greenwich, CT. 1730 Am. Str. 203-661-8666

SHIFT SUPERVISOR
KS Grp & Ayre food mfg prod exp req'd. Knowledge of Ms Access helpful. 203-862-6722

ELECTRICAL APPRENTICE -
2nd, 3rd, 4th yr & E/E's for Westport contractor. Call 203-454-3111 or call to resume to
electricians@bodaline.net

GENERAL HELP WANTED

FULL TIME & Permanent positions. Start immed. Local mail, outlet is looking to fill 15-25 positions this week. Positions avail in Customer Svc, Asst. Setters, Display Makers, Mgr. Trainees. No exp. needed. $500/wk to start. Call today for interviews. 203-313-2051

GAS ATTENDANT
Full Time - weekdays.
Call Frank 203-622-2985

GAS ATTENDANT -
Full Time - weekdays.
Call Frank 203-622-2985

GENERAL PROJECT MANAGER
Will work Mechanical/Electrical/Plumbing background preferred. Please send resumes to: HR@SCITechnologies.com

GENERAL MANAGER
For small aerospace company. See details www.sportmotorsoftware/jobposting.pdf

GROOMER needed, exp required & KENNEL ATTENDANT needed exp preferred. Email resume to groomer@kennelpalace.com or fax to 203-733-5408
GROOMER KENNEL, Derby CT

Hardware/Paint Sales Associate
Experienced, Weed & Dunn Home Center, in New Canaan is looking for a full time Experienced Hardware/Paint Sales Associate. Candidate is to have strong work ethic and the desire to use skills in building the business. Product experience with knowledge of hardware, paint and builder's hardware important. Weekends a must. Full benefits available and salary is commensurate with experience. Contact Barry at 203-966-3573

HOSPITALITY GOLF CLUB
Pound Ridge Golf Club, a premier golf course has employment opportunities for:
• Bartender
• Beverage Cart
• Marshall/Ranger
Immediate employment
Please Call 914-764-5711
to arrange for an appointment

HOUSEKEEPER
Full time - Married in Greenwich
Please call 203-305-5298

INSURANCE PERSONAL CSR
Min 5 yrs exp. Est. Greenwich Agency, North Fairfield, Comp Salary w/bonus plan. Fax resume to 203-691-8437.

MEDIA SALES CONSULTANTS

Hearst Media Services is looking for talented, highly motivated sales professionals with an interest in multimedia advertising to join our team of digital media consultants.

If you love to sell and are knowledgeable about digital media, then we have the perfect opportunity for you to join us and help our customers to grow their businesses.

In addition to our 11 newspapers in greater Fairfield and Litchfield Counties, and 13 web sites, we have partnerships with the biggest names in digital and social media.

With all this we can offer our advertisers unrivalled reach and targeting capabilities – from the very local to the national scale.

Hearst Media Services prides itself on simplifying the marketing process for our customers, while helping advertisers track the impact of their campaigns and understand their advertising options.

In short, we help our customers grow their business! Do you have experience creating and executing monthly sales goals, anticipating challenges and uncovering new opportunities to overcome them and continually finding new customers?

If you are goal-driven with one to two years of outside sales experience, especially in digital or print media, then we want to talk to you. We offer a competitive base salary with unlimited commission potential, paid vacation, full medical benefits and a 401K with company match.

We have sales offices in Bridgeport, Danbury and Stamford.

To apply, email your resume to employment@hearstmail.com and cite Media reference Advertising Sales in the subject line.

LEGAL NOTICE

The Connecticut Department of Transportation will hold a public hearing for Stamford Parking Garage and Transit-Oriented Development (TOD) in Stamford, Connecticut
State Project Number 301-0047

The hearing concerns the
Connecticut Environmental Impact Evaluation Document
for the referenced project
Prepared pursuant to the Regulations of Connecticut State Agencies, Sections 22a-1a-1 to 12, inclusive.

The public hearing will be held on:
Thursday, September 20, 2012 at 7:00 p.m.
at Stamford High School
55 Strawberry Hill Avenue, Stamford, CT 06902

Residents, commuters, business owners and other interested individuals are encouraged to take advantage of this opportunity to discuss the proposed project.

The document is available for public inspection at:

Stamford Town Clerk's Office
888 Washington Boulevard
Stamford, CT 06901

Ferguson Public Library
One Public Library Plaza
Stamford, CT 06904

Southwestern Regional Planning Agency
888 Washington Boulevard, 3rd Floor
Stamford, CT 06901

The Connecticut Department of Transportation
2800 Berlin Turnpike
Room 2155
Newington, CT 06131

The document is also available online at:
www.ct.gov/environmentaldocuments

Written comments may be submitted either at the public hearing or may be mailed, delivered,
or emailed to **dot.environmentalplanning@ct.gov** on or before October 5, 2012 to the attention of:

Mr. Mark W. Alexander, Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Such written statements or exhibits must be reproducible in black and white and on paper not to exceed 8 1/2" X 11" in size. These written statements or exhibits will be made a part of the public hearing record and will be considered in the same way as oral statements.

The hearing location is accessible to persons with disabilities. Deaf and hearing impaired persons wishing to attend this hearing and requiring an interpreter must make arrangements by contacting the Department of Transportation's Office of Communications (Voice only) at (860) 594-3062 at least five working days prior to the hearing.

Affidavit of Publication

State of Connecticut
County of Fairfield

I, **Chris Gensur**, a billing representative of Graystone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: Sat, Sept. 8, 2012 (Early Sun., Sept. 9, 2012)

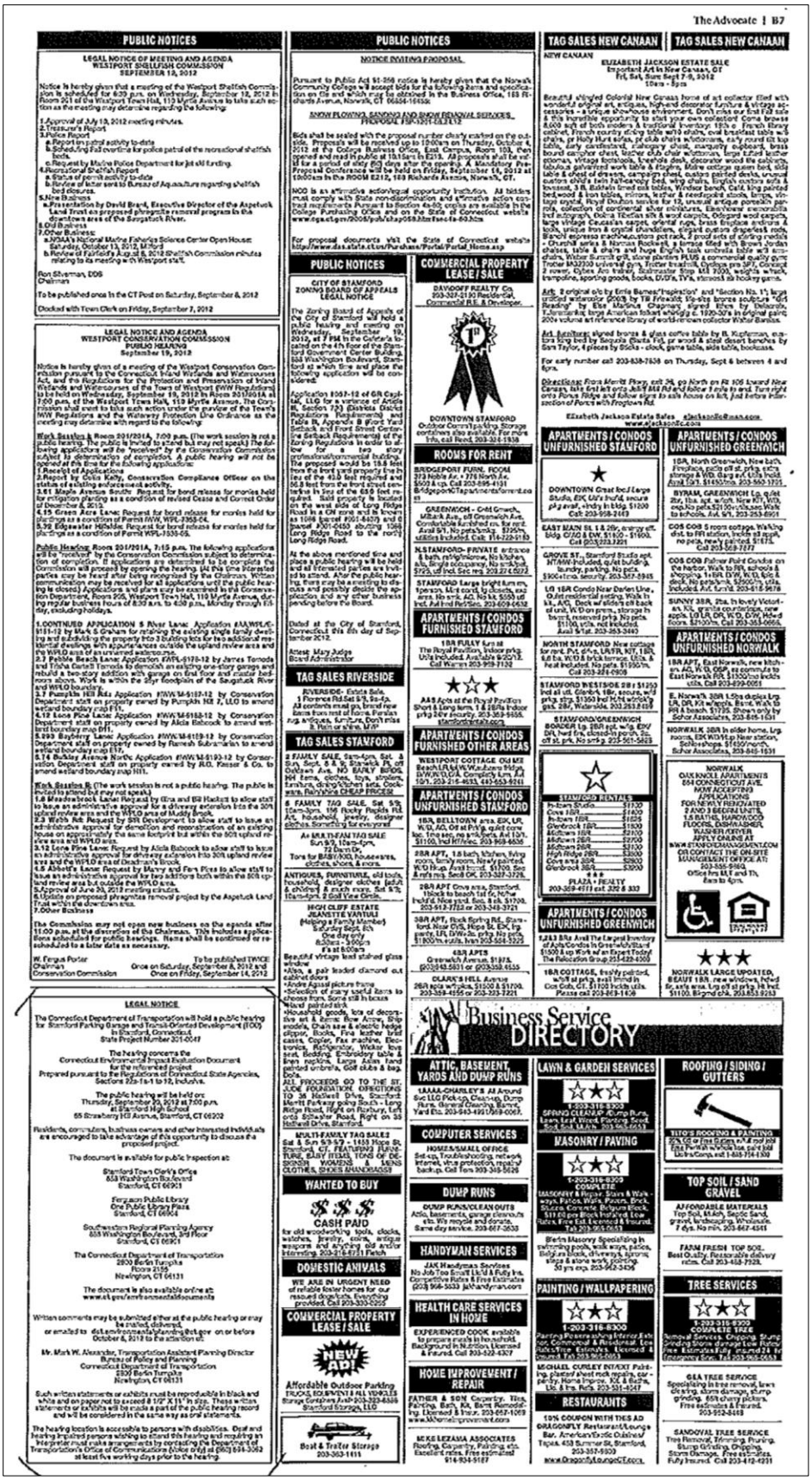
Ad Title: CT DOT - Legal Notice
Stamford Parking Garage

Appeared in: Stamford Advocate
publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 23rd day of OCTOBER, 2012 before me.

KATHLEEN VITKO
NOTARY PUBLIC
State of Connecticut
My Commission Expires
July 31, 2017

Notary Public
Kathleen Vitko



The Advocate | B7

PUBLIC NOTICES

LEGAL NOTICE OF MEETING AND AGENDA
WESTPORT SHELLFISH COMMISSION
SEPTEMBER 13, 2012

Notice is hereby given that a meeting of the Westport Shellfish Commission is scheduled for 6:30 p.m. on Wednesday, September 12, 2012 in Room 201 of the Westport Town Hall, 110 Myrtle Avenue to take such action as the meeting may determine regarding the following:

1. Approval of July 19, 2012 meeting minutes.
2. Treasurer's Report
3. Police Report
   a. Report on patrol activity to-date
   b. Scheduling for overtime for police patrol of the recreational shellfish beds.
   c. Request by Marine Police Department for jet ski funding.
4. Recreational Shellfish Report
   a. Status of permit activity to-date
   b. Review of letter sent to Bureau of Aquaculture regarding shellfish bed closures.
5. New Business
   a. Presentation by David Brand, Executive Director of the Aspetuck Land Trust on proposed phragmite removal program in the downtown area of the Saugatuck River.
6. Old Business
7. Other Business:
   a. NOAA's National Marine Fisheries Science Center Open House: Saturday, October 13, 2012 Milford
   b. Review of Portland's August 8, 2012 Shellfish Commission minutes relating to its meeting with Westport staff.

Ron Silverman, DDS
Chairman

To be published once in the CT Post on Saturday, September 8, 2012

Posted with Town Clerk on Friday, September 7, 2012

LEGAL NOTICE AND AGENDA
WESTPORT CONSERVATION COMMISSION
PUBLIC HEARING
September 19, 2012

Notice is hereby given of a meeting of the Westport Conservation Commission pursuant to the Connecticut Inland Wetlands and Watercourses Act, and the Regulations for the Protection and Preservation of Inland Wetlands and Watercourses of the Town of Westport (IWW Regulations) to be held on Wednesday, September 19, 2012 in Room 201/202A at 7:00 p.m. of the Westport Town Hall, 110 Myrtle Avenue. The Commission shall meet to take such action under the purview of the Town's IWW Regulations and the Waterway Protection Line Ordinance as the meeting may determine with regard to the following:

Work Session is Room 201/202A, 7:00 p.m. (The work session is not a public hearing. The public is invited to attend but may not speak.) The following applicants will be "monitored" by the Conservation Commission subject to determination of completion. A public hearing will not be opened at this time for the following applications:

1. Receipt of Applications
2. Report by Colin Kelly, Conservation Compliance Officer on the status of existing enforcement activity.
3. 61 Maple Avenue South: Request for bond release for monies held for mitigation planting as a condition of revised Cease and Correct Order of December 6, 2012.
4. 15 Green Acre Lane: Request for bond release for monies held for site Grade as a condition of Permit IWW, WPL-2058-04.
5. 39 Edgewater Hillside: Request for bond release for monies held for site Grade as a condition of Permit WPL-1535-05.

Public Hearing: Room 201/202A, 7:15 p.m. The following applications will be "monitored" by the Conservation Commission subject to determination of completion. If applications are determined to be complete the Commission will proceed by opening the hearing (at this time interested parties may be heard after being recognized by the Chairman. Written communication may be received for all applications until the public hearing is closed.) Applications and plans may be examined in the Conservation Department, Room 908, Westport Town Hall, 110 Myrtle Avenue, during regular business hours of 8:30 a.m. to 4:30 p.m., Monday through Friday, excluding holidays.

1. CONTINUED APPLICATION 5 River Lane: Application #IWW/WPL-0151-12 by Mark S. Graham for retaining the existing single family dwelling and subdividing the property into 3 building lots for two additional residential dwellings with appurtenances outside the upland review area and the WPLO area of an unnamed watercourse.
2. 3 Pebble Beach Lane: Application #WPL-0175-12 by James Tomada and Trisha Cartell Tomada to demolish an existing one-story garage and rebuild a two-story addition with garage on first floor and master bedroom above. Work is within the 25yr floodplain of the Saugatuck River and WPLO boundary.
3. 7 Pumpkin Hill Rd.: Application #IWW/M-0107-12 by Conservation Department staff on property owned by Pumpkin Hill, LLC to amend wetland boundary map 011.
4. 12 Lone Pine Lane: Application #IWW/M-0168-12 by Conservation Department staff on property owned by Alicia Babcock to amend wetland boundary map 011.
5. 299 Bayberry Lane: Application #IWW/M-0169-12 by Conservation Department staff on property owned by Ramesh Subramanian to amend wetland boundary map 017.
6. 14 Bulkley Avenue North: Application #IWW/M-0193-12 by Conservation Department staff on property owned by R.G. Kesser & Co. to amend wetland boundary map 011.

Work Session B: (The work session is not a public hearing. The public is invited to attend but may not speak.)

1. 6 Meadowbrook Lane: Request by Elina and Bill Hackett to allow staff to issue an administrative approval for a driveway extension into the 30ft upland review area and the WPLO area of Muddy Brook.
2. 3 Wells Rd: Request by Bill Development to allow staff to issue an administrative approval for demolition and reconstruction of an existing house on approximately the same footprint but within the 50ft upland review area and WPLO area.
3. 12 Lone Pine Lane: Request by Alicia Babcock to allow staff to issue an administrative approval for driveway extension into 30ft upland review area and the WPLO area of Deadman's Brook.
4. 6 Abbott's Lane: Request by Merry and Fern Pires to allow staff to issue an administrative approval for tree addition both within the 50ft upland review area but outside the WPLO area.
5. Approval of June 20, 2012 meeting minutes.
6. Update on proposed phragmites removal project by the Aspetuck Land Trust within the downtown area.
7. Other Business

The Commission may not open new business on the agenda after 11:00 p.m. at the direction of the Chairman. This includes applications scheduled for public hearings. Items shall be continued or rescheduled to a later date as necessary.

W. Fergus Porter — To be published TWICE
Chairman — Once on Saturday, September 8, 2012
Conservation Commission — Once on Friday, September 14, 2012

LEGAL NOTICE

The Connecticut Department of Transportation will hold a public hearing for Stamford Parking Garage and Transit Oriented Development (TOD) in Stamford, Connecticut
State Project Number 301-0047

The hearing concerns the
Connecticut Environmental Evaluation Document
for the referenced project
Prepared pursuant to the Regulations of Connecticut State Agencies, Sections 22a-1a-1 to 22, inclusive.

The public hearing will be held on:
Thursday, September 20, 2012 at 7:00 p.m.
at Stamford High School
55 Strawberry Hill Avenue, Stamford, CT 06902

Residents, commuters, business owners and other interested individuals are encouraged to take advantage of this opportunity to discuss the proposed project.

The document is available for public inspection at:

Stamford Town Clerk's Office
888 Washington Boulevard
Stamford, CT 06901

Ferguson Public Library
One Public Library Plaza
Stamford, CT 06904

Southwestern Regional Planning Agency
888 Washington Boulevard, 3rd Floor
Stamford, CT 06901

The Connecticut Department of Transportation
2800 Berlin Turnpike
Room 2156
Newington, CT 06131

The document is also available online at:
www.ct.gov/environmentaldocuments

Written comments may be submitted either at the public hearing or may be mailed, delivered, or emailed to dot.environmentalplanning@ct.gov on or before October 4, 2012 to the attention of:

Mr. Mark W. Alexander, Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Such written statements or exhibits must be reproducible in black and white and on paper not to exceed 8 1/2" X 11" in size. These written statements or exhibits will be made a part of the public hearing record and will be considered in the same way as oral statements.

The hearing location is accessible to persons with disabilities. Deaf and hearing impaired persons wishing to attend the hearing and requiring an interpreter must make arrangements by contacting the Department of Transportation's Office of Communications (voice only) at (860) 594-3062 at least five working days prior to the hearing.

PUBLIC NOTICES

NOTICE INVITING PROPOSAL

Pursuant to Public Act 91-256 notice is hereby given that the Norwalk Community College will accept bids for the following items and specifications on file and which may be obtained in the Business Office, 188 Richards Avenue, Norwalk, CT 06854-1655k:

SNOW PLOWING, SANDING AND SNOW REMOVAL SERVICES

Bids shall be sealed with the proposal number clearly marked on the outside. Proposals will be received up to 10:00am on Thursday, October 4, 2012 at the College Business Office, East Campus, Room 103, then opened and read in public at 10:15am in Room 210. All proposals shall be valid for a period of sixty (60) days after the opening. A Mandatory Pre-Proposal Conference will be held on Friday, September 14, 2012 at 10:00am in the ROOM E212, 188 Richards Avenue, Norwalk, CT.

NCC is an affirmative action/equal opportunity institution. All bidders must comply with State non-discrimination and affirmative action contract requirements. Pursuant to Section 4a-60, copies are available in the College Purchasing Office and on the State of Connecticut website www.ct.gov/das/site/default.asp

For proposal documents visit the State of Connecticut website http://www.das.state.ct.us/Purchase/Portal/Portal_Home.asp

PUBLIC NOTICES

CITY OF STAMFORD
ZONING BOARD OF APPEALS
LEGAL NOTICE

The Zoning Board of Appeals of the City of Stamford will hold a public hearing and meeting on Wednesday, September 19, 2012, at 7 PM in the Caesar's located on the 4th floor of the Stamford Government Center Building, 888 Washington Boulevard, Stamford at which time and place the following application will be considered:

Application #057-12 of GN Capital, LLC for a variance of Article III, Section 733 (Districts Design Regulations Requirements) and Table III, Appendix B (Front Yard Setback and Front Street Centerline Setback Requirements) of the Zoning Regulations in order to allow for a two story professional/commercial building. The proposed would be 18.8 feet from the front property line in lieu of the 40.0 feet required and 56.8 feet from the front street centerline in lieu of the 69.0 feet required. Said property is located on the west side of Long Ridge Road in a CN zone and is known as 1066 (parcel #001-6407) and 0 (parcel #001-6455) abutting 1066 Long Ridge Road to the north/Long Ridge Road.

At the above mentioned time and place a public hearing will be held and all interested parties are invited to attend. After the public hearing, there may be a meeting to discuss and possibly decide the application and any other business pending before the Board.

Dated at the City of Stamford, Connecticut this 6th day of September 2012.

Attest: Mary Judge
Board Administrator

TAG SALES RIVERSIDE

RIVERSIDE- Estate Sale,
1 Florence Rd.Sat 9-3, Su 12-4p.
All contents must go, brand new items from rest of Home. Fenelon rug, antiques, furniture. Don't miss it. Pain or shine. MW

TAG SALES STAMFORD

2 FAMILY SALE, 9am-4pm, Sat. & Sun. Sept. 8 & 9, Greenwich Pl. off Outlook Ave. NO EARLY BIRDS. All items, clothes, toys, strollers, furniture, dining/kitchen area. Cockatiels, Parrotlets CHEAP PRICES!

6 FAMILY TAG SALE, Sat 9/8, 10am-4pm. 198 Rocky Peak Rd. Art, household, jewelry, designer clothes. Something for everyone!

AS SEEN ON TAG SALE
Sun 9/9, 10am-4pm,
72 Dixon Dr.
Tons for BABY/KIDS, housewares, clothes, shoes, & more.

ANTIQUES, FURNITURE, old tools, household, designer clothes, baby & children's much more. Sat 9/8, 10am-4pm. 2 Golf View Circle.

HIGH CLIFF ESTATE
JEANETTE YAYIUKI
(Helping a Family Member)
Saturday Sept. 8th
One day only
8:30am - 3:00pm
Fri at 6:00pm
Beautiful vintage lead stained glass window
•Also, a pair leaded diamond cut cabinet doors
•Andre Agassi picture frame
•Selection of many useful items to choose from. Some still in boxes
•Hand painted silk
•Household goods, lots of decorative art & items: Bow Arrow, Ship models, Chain saw & electric hedge clipper, Books, Fine leather bridge chairs, Copier, Fax machine, Electronics, Refrigerator, Wicker love seat, Bedding, Embroidery table & linen napkins, Large Asian hand painted umbrella, Golf clubs & bag, Tools.
ALL PROCEEDS GO TO THE ST. JUDE FOUNDATION. DIRECTIONS TO 36 Halsted Drive, Stamford: Merritt Parkway going South - Long Ridge Road, Right on Rockrimmon, Left onto Schaefer Road, Right on 36 Halsted Drive, Stamford.

MULTI-FAMILY TAG SALES
Sat & Sun 9/8-9/9 - 1653 Hope St. Stamford, CT. FEATURING FURNITURE, BABY ITEMS, TONS OF DESIGNER WOMENS & MENS CLOTHES, SHOES AND MORE!!!

WANTED TO BUY

$$$
CASH PAID
for old woodworking tools, clocks, watches, jewelry, coins, antique weapons and anything old and/or interesting. 203-216-8211 Fletch

DOMESTIC ANIMALS

WE ARE ON URGENT NEED of reliable foster homes for our rescued dogs/cats. Everything provided. Call 203-333-0205

COMMERCIAL PROPERTY LEASE / SALE

NEW!
Affordable Outdoor Parking
TRUCKS, EQUIPMENT & ALL VEHICLES
Storage Compliant Area 203-323-4366
Stamford Storage, LLC

Boat & Trailer Storage
203-363-1411

COMMERCIAL PROPERTY LEASE / SALE

DAVOOFF REALTY Co.
203-327-2190 Residential, Commercial R.E. & Developer.

DOWNTOWN STAMFORD
Outdoor Commercial Storage containers also available. For more info, call Fred, 203-324-1938

ROOMS FOR RENT

BRIDGEPORT FURN. ROOM
373 Noble Av. • 376 North Av.
$600 & up. Call 203-696-4131
BridgeportCTapartments/furnrooms.com

GREENWICH - Cold Greenwich, Milbank Ave., off Greenwich Ave. Comfortable furnished rm. for rent. Avail 9/1. No smoking. $750/mo. utilities included. Call: 914-722-9183

N.STAMFORD- PRIVATE entrance & bath, refrig/microwave, No kitchen, no, single occupancy, No smoking, $725, off hwy. Sec reg. 203-274-0072

STAMFORD Large bright furn rm, 1 person, Mature only, Quiet, no pets, no smk. AC, No kit. $550 util incl. Avail mid Sept. 203-609-0458

APARTMENTS / CONDOS FURNISHED STAMFORD

1BR FULLY furn at
The Royal Pavilion, Indoor pkg. Utils Included. Available 9/2012. Call Warren 203-969-1120

★☆★
A&S Apts at the Royal Pavilion
Short & Long term, 1 & 2BRs Indoor pkg 24hr security. 203-359-5555
AandSapts@aol.com

APARTMENTS / CONDOS FURNISHED OTHER AREAS

WESTPORT COTTAGE Old Mill Beach 1 Br, kit, W/W, wd floors fridge, D/W, W/D, A/C. Completely furn. Avail 10/1. 203-216-4633, 443-653-9261

APARTMENTS / CONDOS UNFURNISHED STAMFORD

1BR, BELLTOWN area. EIK, LR, W/D, AC, Off st Pkg, quiet cone loc. Tile floors, no smk/pets, Avail 10/1. $1100, incl H/Water. 203-969-6636

2BR APT, 1.5 bath, kitchen, living room, family room. Newly painted. W/D hkup. Avail now. $1700. Sec & ref's req. Sec8 OK. 203-327-3728.

2BR APT One area, Stamford. Block to beach 1st flr, No hw heat/el. Nice yard. Sec. 8 ok. $1700. 203-913-7732 or 203-348-3721

3BR APT, Rock Spring Rd., Stamford. Nice DYS, Hdwd flr, EIK, lrg pantry, LR, D/W-ds, priv. pkg. No pets. $1800/m, utils. Ivan 203-524-5223

4BR APTS
Greenwich Avenue, $1875.
(203)848-5601 or (203)358-6555

CLARK'S HILL Avenue
2BR apts w/utils. $1100 & $1200.
203-359-4155 or 203-323-7221

APARTMENTS / CONDOS UNFURNISHED STAMFORD

★
DOWNTOWN Great bed/1 Large Studio, EIK, Clo's thru'out, secure pkg avail., shdry in bldg. $1200 Call: 203-968-2463

EAST MAIN St. 1 & 2Br, energy eff. Bldg. C/O & D/W. $1100 - $1600. Call (203)323-2321

GROVE ST., Stamford Studio apt. HT/HW included, quiet building, laundry, parking. No pets. $900+elec. security. 203-357-8945

LG 1BR Condo Near Darien Line, Quiet residential setting. Walk in kit., A/C. Deck w/ slider's off back of unit. W/D on prem., storage in basmt, reserved pkg. No pets. $1100, utils. not included. Avail 9/1st. 203-353-3440

NORTH STAMFORD New cottage for rent. Pvt. drive. LR/FP, NT, 1BR, EIK, W/D & brick terrace. Utils. & heat included. No pets. $1350/m. Call 203-329-6909

STAMFORD WESTSIDE 2BR $1250 incl all utl. Clarke, 1Br, secure, w/d Lrm. Kit w/appls. Bath. Pvt. W/D gas. 2BR, Waterside, 203.261.8168

STAMFORD/GREENWICH BORDER Lg 2BR apt. w/g. EIK/DR, hwd flrs, closet-in porch, 2c. off st. prk. No smkg. 203-561-5823

★☆★
STAMFORD RENTALS
In-town Studio ... $1120
Cove 1BR ... $1400
Harbor 1BR ... $1625
Glenbrook 1BR ... $1800
Fairfield 1BR ... $2100
Midtown 2BR ... $2700
Midtown 2BR ... $2130
High Ridge 2BR ... $3000
Cove area 3BR ... $2800
Glenbrook 3BR ... $3000
★★★
PLAZA / REALTY
203-359-4111 ext. 322 & 333

APARTMENTS / CONDOS UNFURNISHED GREENWICH

1,2,3 Bdr Avail The Largest Inventory of Apts/Condos in Greenwich/Stamford $100 & up Work w/ an Expert Today! The Relocation Group 203-622-4000

1BR COTTAGE, freshly painted, w/d hookup, avail immed. Non Smk, Ok. $1700 incl's utils. Please call 203-869-1408

APARTMENTS / CONDOS UNFURNISHED GREENWICH

APARTMENTS / CONDOS UNFURNISHED GREENWICH

1BR, North Greenwich, New bath, Fireplace, patio off st. prkg, extra storage & W/D. Carp and Utils. Incl. Avail Sept. $1450/mo. 203-550-1705

BYRAM, GREENWICH Lg. quiet 2br, 1ba, apt. w/ph. New KIT, W/D, exp.No pets.$2150/mo.Utilities. Walk to schools. Avl. 9/1. 203-253-6901

COS COB 5 room cottage. Walking dist. to RR station, inclds all utils, no pets, newly painted. $1675. Call 203-869-7177

COS COB Palmer Point Condos on the harbor. Walk to schools & shopping. 1+BR D/W, W/D, tile & deck. No pets/smk. $2500 utils. included. Avl. Now. 203-618-9678

SUNNY 3BR, 2ba. In lovely Victorian. Kit. granite countertops, new appls. (D/W, DR, D, D/W), Hdwd floors. $2100/m. Call 203-353-0665.

APARTMENTS / CONDOS UNFURNISHED NORWALK

1BR APT, East Norwalk, new kitchen, AC, W/D, DDP, as commute to East Norwalk RR. $1300/mo inclds utils. Call 203-839-0051

E. Norwalk 3BR 1.5ba duplex Lg. LR, Kit w/appls, Bsmt. W/D, Off RR & beach. $1795. Shown only by Schor Associates. 203-845-1531

NORWALK 3BR in older home. Lg. rooms, Kit W/D/Fridge Near station, Schools/shops. $1650/month. Schor Associates. 203-845-1531

NORWALK
QUIET NORWALK APARTMENTS
854 CONNECTICUT AVE.
NOW ACCEPTING
APPLICATIONS
FOR NEWLY RENOVATED
2 AND 3 BEDROOM UNITS
1.5 BATHS, HARDWOOD
FLOORS, DISHWASHER
WASHER/DRYER
APPLY ONLINE AT
WWW.STAMFORDMANAGEMENT.COM
OR CONTACT THE ON-SITE
MANAGEMENT OFFICE AT:
203-855-9160
Office hrs M, T and Th,
8am to 4pm.

★★★
NORWALK LARGE UPDATED, BEAUT 1BR, new windows, hdwd flr, eat's area. Lrg eff st prkg. Hi incl. $1100. Bkgrnd chk. 203.853.9233

Business Service DIRECTORY

ATTIC, BASEMENT, YARDS AND DUMP RUNS

1AAAA-CHARLEY'S All Around Svc LLC Pick-up, Clean-up, Dump Runs, General Cleaning, Barns/Yard Etc. 203-543-4921/389-0067.

COMPUTER SERVICES

HOMES/SMALL OFFICE
Set-up, Troubleshooting, network, Internet, virus protection, repairs/backups. Call Tom 203-348-5628

DUMP RUNS

DUMP RUNS/CLEAN OUTS
Attic, basements, garage cleanouts etc. We recycle and donate. Same day service. 203-667-3633

HANDYMAN SERVICES

JAK Handyman Services
No Job Too Small! Lic'd & Fully Ins. Competitive Rates & Free Estimates (203) 968-5633 jakhandyman.com

HEALTH CARE SERVICES IN HOME

EXPERIENCED COOK available to prepare meals in household. Background in Nutrition. Licensed & Insured. Call 203-522-4377

HOME IMPROVEMENT / REPAIR

FATHER & SON Carpentry, Tiles, Painting, Bath, Kit, Bsmt Remodeling. Licensed & Insur. 203-667-1069 www.MomsImprovement.com

MKS LEZAMA ASSOCIATES
Roofing, Carpentry, Painting, etc. Excellent rates. Free estimates! 914-934-9187

LAWN & GARDEN SERVICES

★☆★
1-203-316-8300
COMPLETE
SPRING CLEANUP-Comp Runs, Lawn Leaf Wood Planting Seed Sod Mulch. 203-965-6651

MASONRY / PAVING

★☆★
1-203-316-8300
COMPLETE
MASONRY & Repair, Stone & Walkways, Patios, Walls, Pavers, Brick, Stucco, Concrete Belgium Block, $11.00 per Block Installed. Low Rates, Free Est. Licensed & Insured. 203-329-6585

Berlin Masonry Specializing in swimming pools, walk ways, patios, fireplaces, driveways, aprons, steps & stone work, pointing. 30 yrs exp. 203-962-3406

PAINTING / WALLPAPERING

★☆★
1-203-316-8300
COMPLETE
Painting Powerwashing Interior Exterior, Commercial & Residential Low Rates Free Estimates, Licensed & Insured. 203-329-6585

MICHAEL CURLEY INT/EXT Painting, plaster/drywall repairs, carpentry, Home Improv., KIT. & Baths, Lic. & Ins. Ref's. 203-531-4247

RESTAURANTS

10% COUPON WITH THIS AD
DRAGONFLY Restaurant/Lounge Bar. American/Exotic Cuisine/Tapas. 453 Summer St, Stamford. 203-357-9303
www.DragonflyLounge.com

ROOFING / SIDING / GUTTERS

TITO'S ROOFING & PAINTING
25% Off or Free System w/Ad not into Free Permit w/Whole Job, pay just Lic'ns/Comp. call 1-888-774-1300

TOP SOIL / SAND GRAVEL

AFFORDABLE MATERIALS
Top Soil, Mulch, Septic Sand, Gravel, Screened Loam, Delivery 7 days. No min. 203-667-4341

FARM FRESH TOP SOIL
Best Quality, Reasonable delivery rates. Call 203-458-7928.

TREE SERVICES

★☆★
1-203-316-8300
COMPLETE TREE
Removal Services, Clipping, Stump Grinding Storm damage Low Rates Free Estimates Fully Insured & Fully Equipped. 203-329-6585

G&A TREE SERVICE
Specializing in tree removal, lawn clearing, storm damage, stump grinding, 65ft cherry pickers. Free estimates & Insured. 203-852-8449

SANDOVAL TREE SERVICE
Tree Removal, Trimming, Pruning, Stump Grinding, Chipping, Storm Damage. Free estimates. Fully Insured. Call 203-412-4231

LEGAL NOTICE

The Connecticut Department of Transportation will hold a public hearing for Stamford Parking Garage and Transit-Oriented Development (TOD) in Stamford, Connecticut
State Project Number 301-0047

The hearing concerns the
Connecticut Environmental Impact Evaluation Document
for the referenced project
Prepared pursuant to the Regulations of Connecticut State Agencies, Sections 22a-1a-1 to 12, inclusive.

The public hearing will be held on:
Thursday, September 20, 2012 at 7:00 p.m.
at Stamford High School
55 Strawberry Hill Avenue, Stamford, CT 06902

Residents, commuters, business owners and other interested individuals are encouraged to take advantage of this opportunity to discuss the proposed project.

The document is available for public inspection at:

Stamford Town Clerk's Office
888 Washington Boulevard
Stamford, CT 06901

Ferguson Public Library
One Public Library Plaza
Stamford, CT 06904

Southwestern Regional Planning Agency
888 Washington Boulevard, 3rd Floor
Stamford, CT 06901

The Connecticut Department of Transportation
2800 Berlin Turnpike
Room 2155
Newington, CT 06131

The document is also available online at:
www.ct.gov/environmentaldocuments

Written comments may be submitted either at the public hearing or may be mailed, delivered,
or emailed to **dot.environmentalplanning@ct.gov** on or before October 5, 2012 to the attention of:

Mr. Mark W. Alexander, Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Such written statements or exhibits must be reproducible in black and white and on paper not to exceed 8 1/2" X 11" in size. These written statements or exhibits will be made a part of the public hearing record and will be considered in the same way as oral statements.

The hearing location is accessible to persons with disabilities. Deaf and hearing impaired persons wishing to attend this hearing and requiring an interpreter must make arrangements by contacting the Department of Transportation's Office of Communications (Voice only) at (860) 594-3062 at least five working days prior to the hearing.

La Voz Hispana de Connecticut

Your FREE Weekly Spanish Newspaper, speaking to over 135,000 consumers per publication

Headquarters: 51 Elm Street, Suite 307 New Haven, CT 06510 Tel. (203) 865-2272 Fax (203) 787-4023
Hartford Office: 67 Russ Sreet, Hartford, CT 06106 Tel. (860) 547-1515 Fax (860) 547-1616
Stamford Office: 400 Main Sreet, Suite 510, Stamford, CT 06901 Tel. (203) 674-6793 Fax (203) 674-6794
For information: info@lavozhispanact.com - *For ads only:* ads@lavozhispanact.com

AFFIDAVIT OF PUBLICATION

Please be advised that said ad was publish in

La Voz Hispana de Connecticut

Date of Publication: August 23, 2017

Title of Ad placed: Aviso Legal

Company who placed the ad: Graystone Group Advertising

Size of Ad: 1/4 pg

Subscribed and Sworn to before me, a Notary Public, in and for County of New Haven and State of Connecticut, this 24th day of August, 2017

Ana L. Jones
Notary Public

My Commission Expires August 31, 2016

30 Agosto 23 - Agosto 30 del 2012 — La Voz Hispana — 21avo Año - EDICIÓN 34

Clasificados La Voz Hispana

Tel: 203-865-2272

Y OPORTUNIDADES DE EMPLEO Fax: 203-7874023

NOEL LIMOSINE SERVICE

Limosina para todas las ocasiones:

-VIAJE AL AEROPUERTO
-15 AÑEROS
-BODAS
-VIAJES

COSTOS RAZONABLES

Servicio Profesional
203-668-5392

MESEROS, AYUDANTEN DE COCINA Y LAVAPLATOS

Sakura Garden Japanese restaurant seeking for full time experience, hard working, personable servers, bussers and dishwasher.
Need to speak English.
Please apply in person.
SAKURA GARDEN, 120 HEBRON AVE, GLASTONBURY, CT
860-803-8991

DEL RIO AIRPORT SERVICES

Transportación a los Aeropuertos de New York, New Jersey Hartford, Boston

Guagua de 15 pasajeros Para eventos especiales Casinos, Viajes,

Servicio las 24 horas

PRECIOS RAZONABLES
Servicio puerta a puerta

203-815-9353

SE NECESITAN PADRES DE CRIANZA

The Village for Family and Children, busca padres adoptivos para proveerles a niños adolescentes un hogar seguro. Miles de niños adolescentes están en lista de espera en Connecticut. Se les dara entrenamiento, apoyo las 24 horas al día, se le pagará $574 por semana. Hogares con 2 proveedores y uno debe de estar presente en el hogar todo el tiempo. Llame al: 860-236-4511 o email: fostercare@villageforchildren.org

ECONOMICE GASOLINA EN CARRO PEQUEÑO

Para la venta tenemos este Honda Civic 1995, con aire acondicionado y 127,800 millas.
En buenas condiciones y muy económico para estos dias de alza en el precio de la gasolina.
Para mayor información llamar al (203) 789-0311

SE DAN CALSES DE:

- Permanentes / Lisados
- Maquillaje permanente
- Extensiones de Pestañas
- Diseños de Cejas
- Rayitos
- Manicure
- Uñas Acrílicas

Silvana's Hair Design con Jenny
13 Wildman St., Danbury CT
203-947-9402

HOUSING AUTHORITY OF THE CITY OF NEW HAVEN

Invitation for Bid
Eastview Terrace Roof and Attic Repairs
Solicitation # EVT-12-IFB-0001

Eastview Terrace, LL (Eastview) is currently seeking bids for Roof and Attic Repairs at Eastview Terrace. Sealed bids will be received until **September 6, 2012 @ 3:00 PM.** A pre-bid conference followed by a walkthrough will be held at **185 Eastern Street, New Haven, CT 06513 on August 22, 2012 @ 10:00 a.m.** Although attendance is not mandatory, bidding the project without attending walkthrough is not in the best interest of Eastview. A complete copy of the requirement may be obtained from HANH's front desk at 360 Orange Street beginning on **August 15, 2012 @ 3:00 p.m.** Additional questions should be emailed only to Yadira Vargas at, bids@newhavenhousing.org no later than **August 29, 2012 @ 5:00 p.m.** All answers to the questions will be posted on **HANH's Website: www.elmcitycommunities.com.** Please click on the link for Vendors and then Current Bids.

PART-TIME ACTIVITIES COORDINATOR FOR THE ELDERLY.

Closing date September 15, 2012
Please send resume to:
San Juan Center Inc.
1283 Main Street
Hartford, CT 06103
Email: sanjuanctr@sbcglobal.net
Fax: 860-524-0089
Attention: Fernando Betancourt

University of Connecticut

Research Assistant Openings
School of Social Work
Office of Research and Scholarship
For more [illegible] please visit http://www.jobs.uconn.edu (Search #2013992 & 2013993)
The University of Connecticut is an EEO/AA Employer

AVISO LEGAL

El Connecticut Department of Transportation (Departamento de Transportación) celebrará una audiencia pública sobre el Stamford Parking Garage and Transit-Oriented Development (TOD) en Stamford, Connecticut State Project Number 301-0047 (número del proyecto).

La audiencia está relacionada con el documento Connecticut Environmental Impact Evaluation Document para el referido proyecto, preparado de acuerdo con las regulaciones de Regulations of Connecticut State Agencies, Secciones 22a-1a-1 a 12, inclusive.

La audiencia pública tendrá lugar el jueves 20 de septiembre de 2012, a las 7:00 pm en la escuela Stamford High School 55 Strawberry Hill Avenue, Stamford, CT 06902

Se invita encarecidamente a residentes, usuarios, propietarios de negocios y otras personas interesadas a aprovechar esta oportunidad para discutir el citado proyecto.

Los documentos están disponibles al público en:

Stamford Town Clerk's Office
888 Washington Boulevard
Stamford, CT 06901

Ferguson Public Library
One Public Library Plaza
Stamford, CT 06904

Southwestern Regional Planning Agency
888 Washington Boulevard, 3rd piso
Stamford, CT 06901

The Connecticut Department of Transportation
2800 Berlin Turnpike
Sala 2155
Newington, CT 06131

El documento pueda ser igualmente consultado online en:
www.ct.gov/environmentaldocuments

Los comentarios por escrito pueden ser sometidos ya sea en la audiencia pública o pueden ser enviados por correo, entregados o enviados por email a: dot.environmentalplanning@ct.gov a más tardar el 6 de octubre de 2012, dirigidos a:

Mr. Mark W. Alexander, Transportation Assistant Planning Director Bureau of Policy and Planning Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Las declaraciones escritas o exhibición deben ser reproducibles en blanco y negro y las hojas de papel no deben sobrepasar el tamaño de 8 1/2" X 11". Las declaraciones escritas o exhibiciones serán integradas en el registro de la audiencia y tendrán la misma calidad de las intervenciones orales.

El local donde tendrá lugar la audiencia es accesible a personas con discapacidad. Las personas con sordera o dificultades para oír y que desean asistir a esta audiencia y necesitan un intérprete, deben hacer los arreglos correspondientes, comunicándose con la oficina de comunicaciones Department of Transportation's Office of Communications (solamente voz) en el (860) 594-3062, por lo menos cinco días antes de la audiencia.

Llama gratis: 1-877-806-2049

¿Sigues pagando demasiado por tus medicamentos?

Puedes ahorrar hasta 90% cuando ordenas tus recetasen nuestra Farmacia Canadiense Internacional.

Su Precio

Lipitor™ $570.81

Botella A

Tipico precio de marca de USA por 20mg x 100 Fabricado por Pfizer™

Nuestro Precio

Atorvastatin* $67.00

Botella B

Equivalente Genérico de Lipitor™ precio genérico por 20mg x 100 Fabricado por Manufacturadores Genéricos

¡Obtenga $10 de descuento extra en su primera orden hoy!

Llame al teléfono de abajo y ahorre $10 adicionales, además obtenga su envio gratis en su primera orden con Canada Drug Center. Expira Dic 31, 2012. Oferta válida para órdenes de recetas solamente y no puede ser usada en conjunto con otra oferta.

¡Ordene ahora! Gratis al: 1-877-806-2049
Use el código 10FREE para recibir esta oferta especial.

Por favor tenga en cuenta que no manejamos substancias controladas y una receta válida es requerida para todas las órdenes de medicamentos.

El precio comparativo de arriba es válido a partir del 23 de julio de 2012. Todos los derechos de las marcas registradas asociadas con el nombre de los productos en este anuncio pertenecen a sus respectivos dueños.

Llama gratis: 1-877-806-2049

Current Bids.

AVISO LEGAL

El Connecticut Department of Transportation (Departamento de Transportación) celebrará una audiencia pública sobre el Stamford Parking Garage and Transit-Oriented Development (TOD) en Stamford, Connecticut State Project Number 301-0047 (número del proyecto).

La audiencia está relacionada con el documento Connecticut Environmental Impact Evaluation Document para el referido proyecto, preparado de acuerdo con las regulaciones de Regulations of Connecticut State Agencies, Secciones 22a-1a-1 a 12, inclusive.

La audiencia pública tendrá lugar el jueves 20 de septiembre de 2012, a las 7:00 pm en la escuela Stamford High School 55 Strawberry Hill Avenue, Stamford, CT 06902

Se invita encarecidamente a residentes, usuarios, propietarios de negocios y otras personas interesadas a aprovechar esta oportunidad para discutir el citado proyecto.

Los documentos están disponibles al público en:

Stamford Town Clerk's Office
888 Washington Boulevard
Stamford, CT 06901

Ferguson Public Library
One Public Library Plaza
Stamford, CT 06904

Southwestern Regional Planning Agency
888 Washington Boulevard, 3rd piso
Stamford, CT 06901

The Connecticut Department of Transportation
2800 Berlin Turnpike
Sala 2155
Newington, CT 06131

El documento puede ser igualmente consultado online en:
www.ct.gov/environmentaldocuments

Los comentarios por escrito pueden ser sometidos ya sea en la audiencia pública o pueden ser enviados por correo, entregados o enviados por email a: **dot.environmentalplanning@ct.gov** a más tardar el 5 de octubre de 2012, dirigidos a:

Mr. Mark W. Alexander, Transportation Assistant Planning Director Bureau of Policy and Planning Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Las declaraciones escritas o exhibición deben ser reproducibles en blanco y negro y las hojas de papel no deben sobrepasar el tamaño de 8 1/2" X 11". Las declaraciones escritas o exhibiciones serán integradas en el registro de la audiencia y tendrán la misma calidad de las intervenciones orales.

El local donde tendrá lugar la audiencia es accesible a personas con discapacidad. Las personas con sordera o dificultades para oír y que desean asistir a esta audiencia y necesitan un intérprete, deben hacer los arreglos correspondientes, comunicándose con la oficina de comunicaciones Department of Transportation's Office of Communications (solamente voz) en el (860) 594-3062, por lo menos cinco días antes de la audiencia.

La Voz Hispana de Connecticut

Your FREE Weekly Spanish Newspaper, speaking to over 135,000 consumers per publication

Headquarters: 51 Elm Street, Suite 307 New Haven, CT 06510 Tel. (203) 865-2272 Fax (203) 787-4023
Hartford Office: 67 Russ Sreet, Hartford, CT 06106 Tel. (860) 547-1515 Fax (860) 547-1616
Stamford Office: 400 Main Sreet, Suite 510, Stamford, CT 06901 Tel. (203) 674-6793 Fax (203) 674-6794
For information: info@lavozhispanact.com - *For ads only:* ads@lavozhispanact.com

AFFIDAVIT OF PUBLICATION

Please be advised that said ad was publish in

La Voz Hispana de Connecticut

Date of Publication: August 30, 2012

Title of Ad placed: Aviso Legal

Company who placed the ad: Graystone Group

Size of Ad: 1/4 pg

Subscribed and Sworn to before me, a Notary Public, in and for County of New Haven and State of Connecticut, this 31st day of August, 2012

Ana L. Jones
Notary Public
My Commission Expires August 31, 2016

30 Agosto 30 - Septiembre 06 del 2012 — La Voz Hispana — 21avo Año - EDICIÓN 35

Clasificados La Voz Hispana

Tel: 203-865-2272

Y OPORTUNIDADES DE EMPLEO

Fax: 203-7874023

NOEL LIMOSINE SERVICE

Limosina para todas las ocasiones:

-VIAJE AL AEROPUERTO
-15 AÑEROS
-BODAS
-VIAJES

COSTOS RAZONABLES

Servicio Profesional
205-668-5392

MANICURE Y PEDICURE

Se necesitat persona para trabajar a tiempo completo o tiempo parcial. Estamos dispuestos a entrenar la persona apropiada.
FASHION NAIL & SPA
1686 Farmington Ave.
Unionville, CT 06085
860-675-7711
203-592-2140
Pregunte por Kim

DEL RIO AIRPORT SERVICES

Transportación a los Aeropuertos de New York, New Jersey Hartford, Boston

Guagua de 15 pasajeros Para eventos especiales Casinos, Viajes,

Servicio las 24 horas

PRECIOS RAZONABLES
Servicio puerta a puerta

203-815-9353

SE NECESITAN PADRES DE CRIANZA

The Village for Family and Children, busca padres adoptivos para proveerles a niños adolescentes un hogar seguro. Miles de niños adolescentes están en lista de espera en Connecticut. Se les dara entrenamiento, apoyo las 24 horas al día, se le pagará $574 por semana. Hogares con 2 proveedores y uno debe de estar presente en el hogar todo el tiempo. Llame al: 860-236-4511 o email: fostercare@villageforchildren.org

ECONOMICE GASOLINA EN CARRO PEQUEÑO

Para la venta tenemos este Honda Civic 1995, con aire acondicionado y 127,800 millas.
En buenas condiciones y muy económico para estos dias de alza en el precio de la gasolina.
Para mayor información llamar al (203) 789-0311

SE DAN CALSES DE:

- Permanentes / Lisados
- Maquillaje permanente
- Extensiones de Pestañas
- Diseños de Cejas
- Rayitos
- Manicure
- Uñas Acrílicas

Silvana's Hair Design con Jenny
13 Wildman St., Danbury CT
203-947-9402

NAGAR GENERAL CONSTRUCTION

HANDYMAN
Licencia: HIC 0626695

- Instalación de Techos Interiores • Reparaciones
- Limpieza y Acabado de Sótanos • Interiores • Exteriores
- Instalación de Puertas • Pintura (interior/exterior)
- Lavado a Presión, Techos Interiores • Acabado de Carpintería
- Reparaciones • Cerámica • Loseta y más.

Estimados Gratis

NESTOR SALINAS
(203) 942-5960
nagar_genr_cont@yahoo.com

TODAS SUS NECESIDADES DE CARPINTERIA

AVISO LEGAL

El Connecticut Department of Transportation (Departamento de Transportación) celebrará una audiencia pública sobre el Stamford Parking Garage and Transit-Oriented Development (TOD) en Stamford, Connecticut State Project Number 301-0047 (número del proyecto).

La audiencia está relacionada con el documento Connecticut Environmental Impact Evaluation Document para el referido proyecto, preparado de acuerdo con las regulaciones de Regulations of Connecticut State Agencies, Secciones 22a-1a-1 a 12, inclusive.

La audiencia pública tendrá lugar el jueves 20 de septiembre de 2012, a las 7:00 pm en la escuela Stamford High School 55 Strawberry Hill Avenue, Stamford, CT 06902

Se invita encarecidamente a residentes, usuarios, propietarios de negocios y otras personas interesadas a aprovechar esta oportunidad para discutir el citado proyecto.

Los documentos están disponibles al público en:

Stamford Town Clerk's Office
888 Washington Boulevard
Stamford, CT 06901

Ferguson Public Library
One Public Library Plaza
Stamford, CT 06904

Southwestern Regional Planning Agency
888 Washington Boulevard, 3rd piso
Stamford, CT 06901

The Connecticut Department of Transportation
2800 Berlin Turnpike
Sala 2155
Newington, CT 06131

El documento puede ser igualmente consultado online en:
www.ct.gov/environmentaldocuments

Los comentarios por escrito pueden ser sometidos ya sea en la audiencia pública o pueden ser enviados por correo, entregados o enviados por email a: dot.environmentalplanning@ct.gov a más tardar el 5 de octubre de 2012, dirigidos a:

Mr. Mark W. Alexander, Transportation Assistant Planning Director Bureau of Policy and Planning Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Las declaraciones escritas o exhibición deben ser reproducibles en blanco y negro y las hojas de papel no deben sobrepasar el tamaño de 8 1/2" X 11". Las declaraciones escritas o exhibiciones serán integradas en el registro de la audiencia y tendrán la misma calidad de las intervenciones orales.

El local donde tendrá lugar la audiencia es accesible a personas con discapacidad. Las personas con sordera o dificultades para oír y que desean asistir a esta audiencia y necesitan un intérprete, deben hacer los arreglos correspondientes, comunicándose con la oficina de comunicaciones Department of Transportation's Office of Communications (solamente voz) en el (860) 594-3062, por lo menos cinco días antes de la audiencia.

TURNER CONSTRUCTION COMPANY

REQUEST FOR PREQUALIFICATION APPLICATION
FOR
UNIVERSITY OF CONNECTICUT HEALTH CENTER
- MAIN BUILDING "L" RENOVATIONS
FARMINGTON, CT
PROJECT NUMBER: 901134

Issue Date: August 31, 2012
Submission Due Date: September 14, 2012

Turner Construction Company is currently prequalifying **DEMOLITION AND ABATEMENT** contractors for The University of Connecticut Health Center – Main Building "L" Renovations Project.

The Project consists of Phase 1 of the Demolition and Abatement for ultimately the complete renovation of 7 floors existing laboratory space in Building L on the UCONN Farmington Campus. The project will be completed in 3 phases over a 24 month period. The Phase 1 Demolition and Abatement Work will commence approximately November 26, 2012 and run for a 2-month duration. The project also includes the removal and replacement of existing MEP equipment in the penthouse and roof of Building L as well as the removal and replacement of existing exterior windows and new roofing.

Bid packages that the Construction Manager estimates are greater than $500,000 must be prequalified by State of Connecticut Department of Administrative Services (DAS) for the classification of work indicated at the time of bid in addition to meeting the Prequalification requirements within this invitation. Refer to Additional Instructions for Prequalification for list of bid packages requiring DAS Prequalification in addition to this Prequalification Application.

All Subcontractors working on the project must utilize State of Connecticut Supplier Diversity program certified Small Business Enterprises (SBE) and Minority Business Enterprises (MBE) for a goal of 30% and a minimum of 25 percent of their contract value (minimum of 25% to SBE enterprises, of which minimum of 25% must be awarded to MBE enterprises (6.25% of the overall contract value, 10% goal).

To find out more about this project and the requirements for submission, please see requirements below:

The Prequalification Application will be available at no cost to you by downloading from the Turner Construction Company Grade Beam FTP site. To access the FTP Site please contact Maryann Bigda at 203-783-8800.

Visite nuestra website
WWW.LAVOZHISPANACT.COM

AVISO LEGAL

El Connecticut Department of Transportation (Departamento de Transportación) celebrará una audiencia pública sobre el Stamford Parking Garage and Transit-Oriented Development (TOD) en Stamford, Connecticut State Project Number 301-0047 (número del proyecto).

La audiencia está relacionada con el documento Connecticut Environmental Impact Evaluation Document para el referido proyecto, preparado de acuerdo con las regulaciones de Regulations of Connecticut State Agencies, Secciones 22a-1a-1 a 12, inclusive.

La audiencia pública tendrá lugar el jueves 20 de septiembre de 2012, a las 7:00 pm en la escuela Stamford High School 55 Strawberry Hill Avenue, Stamford, CT 06902

Se invita encarecidamente a residentes, usuarios, propietarios de negocios y otras personas interesadas a aprovechar esta oportunidad para discutir el citado proyecto.

Los documentos están disponibles al público en:

Stamford Town Clerk's Office
888 Washington Boulevard
Stamford, CT 06901

Ferguson Public Library
One Public Library Plaza
Stamford, CT 06904

Southwestern Regional Planning Agency
888 Washington Boulevard, 3rd piso
Stamford, CT 06901

The Connecticut Department of Transportation
2800 Berlin Turnpike
Sala 2155
Newington, CT 06131

El documento puede ser igualmente consultado online en:
www.ct.gov/environmentaldocuments

Los comentarios por escrito pueden ser sometidos ya sea en la audiencia pública o pueden ser enviados por correo, entregados o enviados por email a: **dot.environmentalplanning@ct.gov** a más tardar el 5 de octubre de 2012, dirigidos a:

Mr. Mark W. Alexander, Transportation Assistant Planning Director Bureau of Policy and Planning Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Las declaraciones escritas o exhibición deben ser reproducibles en blanco y negro y las hojas de papel no deben sobrepasar el tamaño de 8 1/2" X 11". Las declaraciones escritas o exhibiciones serán integradas en el registro de la audiencia y tendrán la misma calidad de las intervenciones orales.

El local donde tendrá lugar la audiencia es accesible a personas con discapacidad. Las personas con sordera o dificultades para oír y que desean asistir a esta audiencia y necesitan un intérprete, deben hacer los arreglos correspondientes, comunicándose con la oficina de comunicaciones Department of Transportation's Office of Communications (solamente voz) en el (860) 594-3062, por lo menos cinco días antes de la audiencia.

La Voz Hispana de Connecticut

Your FREE Weekly Spanish Newspaper, speaking to over 135,000 consumers per publication

Headquarters: 51 Elm Street, Suite 307 New Haven, CT 06510 Tel. (203) 865-2272 Fax (203) 787-4023
Hartford Office: 67 Russ Sreet, Hartford, CT 06106 Tel. (860) 547-1515 Fax (860) 547-1616
Stamford Office: 400 Main Sreet, Suite 510, Stamford, CT 06901 Tel. (203) 674-6793 Fax (203) 674-6794
For information: info@lavozhispanact.com - *For ads only:* ads@lavozhispanact.com

AFFIDAVIT OF PUBLICATION

Please be advised that said ad was publish in

La Voz Hispana de Connecticut

Date of Publication: Sept 6, 2012

Title of Ad placed: Aviso Legal

Company who placed the ad: Graystone Group.

Size of Ad: 1/4 pg

Subscribed and Sworn to before me, a Notary Public, in and for County of New Haven and State of Connecticut, this 7th day of Sept, 2012

Ada L. Torres
Notary Public

My Commission Expires August 31, 2016

21avo Año - EDICIÓN 36 | La Voz Hispana | Septiembre 06 - Septiembre 13 del 2012 | 29

Clasificados La Voz Hispana

Tel: 203-865-2272

Y OPORTUNIDADES DE EMPLEO

Fax: 203-7874023

NOEL LIMOSINE SERVICE

Limosina para todas las ocasiones:

-VIAJE AL AEROPUERTO
-15 AÑEROS
-BODAS
-VIAJES

COSTOS RAZONABLES

Servicio Profesional
203-668-5392

ECONOMICE GASOLINA EN CARRO PEQUEÑO

Para la venta tenemos este Honda Civic 1995, con aire acondicionado y 127,800 millas.
En buenas condiciones y muy económico para estos dias de alza en el precio de la gasolina.
Para mayor información llamar al (203) 789-0311

DEL RIO AIRPORT SERVICES

Transportación a los Aeropuertos de New York, New Jersey Hartford, Boston

Guagua de 15 pasajeros Para eventos especiales Casinos, Viajes.

Servicio las 24 horas

PRECIOS RAZONABLES
Servicio puerta a puerta

203-815-9353

SE NECESITAN PADRES DE CRIANZA

The Village for Family and Children, busca padres adoptivos para proveerles a niños adolescentes un hogar seguro. Miles de niños adolescentes están en lista de espera en Connecticut. Se les dara entrenamiento apoyo las 24 horas al dia se le pagará $570 por semana. Hogares con 2 proveedores, uno debe de estar presente en el hogar todo el tiempo. Llama al: 860-236-4511 o email: fostercare@villageforchildren.org

Legal Notice

Draft Redline Version of Rental Housing-Multifamily Housing Program and Housing Management Procedures

Public Hearings

The public is hereby notified that two public hearings will be conducted concerning the Connecticut Housing Finance Authority's intent to adopt amendments to its Rental Housing – Multifamily Housing Program Procedures and Rental Housing – Housing Management Procedures. The first public hearing will be held on Tuesday, September 25, 2012, at 10:00 a.m. at the Connecticut Housing Finance Authority, 999 West Street, Rocky Hill, CT 06067. The second public hearing will be held on Tuesday, October 2, 2012, at 3:00 p.m. at the Margaret E. Morton Government Center, 999 Broad Street, Bridgeport, CT 06604.

Copies of the proposed amendments are available upon request by calling (860) 571-4371 or visiting our website at www.chfa.org. Written statements, in place of or in addition to oral statements made at the hearings, may be submitted either at the time of the hearings or on or before October 10, 2012 by mail or hand delivery to the Authority at its Rocky Hill address, to the attention of the President – Executive Director.

NAGAR GENERAL CONSTRUCTION

HANDYMAN

Licencia: HIC 0626695

• Instalación de Techos Interiores • Reparaciones
• Limpieza y Acabado de Sótanos • Interiores • Exteriores
• Instalación de Puertas • Pintura (interior/exterior)
• Lavado a Presión, Techos Interiores • Acabado de Carpintería
• Reparaciones • Cerámica • Loseta y más.

Estimados Gratis

NESTOR SALINAS
(203) 942-5960
nagar_genr_cont@yahoo.com

TODAS SUS NECESIDADES DE CARPINTERIA

AVISO LEGAL

El Connecticut Department of Transportation (Departamento de Transportación) celebrará una audiencia pública sobre el Stamford Parking Garage and Transit-Oriented Development (TOD) en Stamford, Connecticut. State Project Number 301-0047 (número del proyecto).

La audiencia esta relacionada con el documento Connecticut Environmental Impact Evaluation Document para el referido proyecto, preparado de acuerdo con las regulaciones de Regulations of Connecticut State Agencies, Secciones 22a-1a-1 a 12, inclusive.

La audiencia pública tendrá lugar el jueves 20 de septiembre de 2012 a las 7:00 pm en la escuela Stamford High School 55 Strawberry Hill Avenue, Stamford, CT 06902

Se invita encarecidamente a residentes, usuarios, propietarios de negocios y otras personas interesadas a aprovechar esta oportunidad para discutir el citado proyecto.

Los documentos estan disponibles al público en:

Stamford Town Clerk's Office

Ferguson Public Library
One Public Library Plaza
Stamford, CT 06904

Southwestern Regional Planning Agency
888 Washington Boulevard, 3rd piso
Stamford, CT 06901

The Connecticut Department of Transportation
2800 Berlin Turnpike
Sala 2155
Newington, CT 06131

El documento puede ser igualmente consultado online en:
www.ct.gov/environmentaldocuments

Los comentarios por escrito pueden ser sometidos ya sea en la audiencia pública o pueden ser enviados por correo, entregados o enviados por email a: dot.environmentalplanning@ct.gov a más tardar el 5 de octubre de 2012, dirigidos a:

Mr. Mark W. Alexander, Transportation Assistant Planning Director Bureau of Policy and Planning Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Las declaraciones escritas o exhibición deben ser reproducibles en blanco y negro y las hojas de papel no deben sobrepasar el tamaño de 8 1/2" X 11". Las declaraciones escritas o exhibiciones serán integradas en el registro de la audiencia y tendrán la misma calidad de las intervenciones orales.

El local donde tendrá lugar la audiencia es accesible a personas con discapacidad. Las personas con sordera o dificultades para oir y que deseen asistir a esta audiencia y necesitan un intérprete, deben hacer los arreglos correspondientes, comunicándose con la oficina de comunicaciones Department of Transportation's Office of Communications (solamente voz) en el (860) 594-3062, por lo menos cinco días antes de la audiencia.

STATE OF CONNECTICUT HEALTH AND EDUCATIONAL FACILITIES AUTHORITY
$15,000,000 BONDS, DAY KIMBALL HEALTHCARE ISSUE, SERIES B

Notice is hereby given that a public hearing will be held by the State of Connecticut Health and Educational Facilities Authority (the "Authority") on the 19th day of September, 2012, commencing at 10:00 a.m. at the offices of the Authority, 10 Columbus Boulevard, 7th Floor, Hartford, Connecticut 06106-1978, for the purpose of providing a reasonable opportunity for interested individuals to express their views, either orally or in writing, on the issuance of the above-captioned bonds (the "Bonds") and the location and nature of the improvements and projects described below. The Authority has been requested to make available proceeds of the Bonds, which are expected to be issued in an aggregate principal amount not exceeding $15,000,000, to be used to make a loan (the "Loan") to Day Kimball Healthcare, Inc. (the "Institution"), a § 501(c)(3) health care institution organized and existing under the laws of the State of Connecticut doing business as Day Kimball Hospital, the campus (the "Campus") of which is located at 320 Pomfret Street, Putnam, CT 06360. The Loan will be used to provide funds (1) to reimburse the Institution for and otherwise finance or refinance all or a portion of the costs incurred by it in the following projects, all located on the Campus: [illegible] that is located in the acute-care hospital building at the Campus, which undertaking consists of an approximately 9,500 square foot, two story addition, including a new covered walk-in patient entrance and separate ambulance entrance, and the renovation of approximately 11,650 square feet of the existing facility together with related improvements, furnishings and equipment that primarily will include the following: (i) reconfiguration of existing patient rooms as single-bed private rooms; (ii) an increase in the number of beds from 12 to 24 and acquisition of additional related cardiac monitoring equipment; (iii) addition of a resuscitation room (aka "trauma room") and related equipment; (iv) creation of a dedicated and discreet treatment area for patients requiring behavioral health crisis services; (v) a nondenominational family meditation room; and (vi) certain other capital expenditures for improvements and/or equipment related to the foregoing or relating to providing healthcare services; and (b) to undertake site infrastructure improvements consisting of expansion of an existing chiller plant, emergency power generation capacity and related appurtenances and improvements; (2) to pay capitalized interest, if any, on the Bonds; (3) to pay all or portion of the cost of a financial insurance policy, if any, guaranteeing payment of interest and principal on the Bonds; (4) to fund various reserve funds, if any; and (5) to pay other costs of issuance of the Bonds.

Interested members of the public are invited to attend. Persons desiring to make a brief statement regarding such projects should give prior notice in writing to the Authority at the address shown below at least 24 hours prior to the hearing. Written comments may be submitted to the Authority at the address shown below prior to or at the hearing. If additional information is required with respect to the proposed issuance of the Bonds and the projects to be financed and refinanced with the proceeds thereof in advance of the hearing, please contact the Authority at the address shown below.

State of Connecticut Health and
Educational Facilities Authority
10 Columbus Boulevard - 7th Floor
Hartford, Connecticut 06106-1978
Dated August 31, 2012
By: JEFFREY A. ASHER
Executive Director

VISITANOS EN LA WEB
WWW.LAVOZHISPANACT.COM

AVISO LEGAL

El Connecticut Department of Transportation (Departamento de Transportación) celebrará una audiencia pública sobre el Stamford Parking Garage and Transit-Oriented Development (TOD) en Stamford, Connecticut State Project Number 301-0047 (número del proyecto).

La audiencia está relacionada con el documento Connecticut Environmental Impact Evaluation Document para el referido proyecto, preparado de acuerdo con las regulaciones de Regulations of Connecticut State Agencies, Secciones 22a-1a-1 a 12, inclusive.

La audiencia pública tendrá lugar el jueves 20 de septiembre de 2012, a las 7:00 pm en la escuela Stamford High School 55 Strawberry Hill Avenue, Stamford, CT 06902

Se invita encarecidamente a residentes, usuarios, propietarios de negocios y otras personas interesadas a aprovechar esta oportunidad para discutir el citado proyecto.

Los documentos están disponibles al público en:

Stamford Town Clerk's Office
888 Washington Boulevard
Stamford, CT 06901

Ferguson Public Library
One Public Library Plaza
Stamford, CT 06904

Southwestern Regional Planning Agency
888 Washington Boulevard, 3rd piso
Stamford, CT 06901

The Connecticut Department of Transportation
2800 Berlin Turnpike
Sala 2155
Newington, CT 06131

El documento puede ser igualmente consultado online en:
www.ct.gov/environmentaldocuments

Los comentarios por escrito pueden ser sometidos ya sea en la audiencia pública o pueden ser enviados por correo, entregados o enviados por email a: **dot.environmentalplanning@ct.gov** a más tardar el 5 de octubre de 2012, dirigidos a:

Mr. Mark W. Alexander, Transportation Assistant Planning Director Bureau of Policy and Planning Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Las declaraciones escritas o exhibición deben ser reproducibles en blanco y negro y las hojas de papel no deben sobrepasar el tamaño de 8 1/2" X 11". Las declaraciones escritas o exhibiciones serán integradas en el registro de la audiencia y tendrán la misma calidad de las intervenciones orales.

El local donde tendrá lugar la audiencia es accesible a personas con discapacidad. Las personas con sordera o dificultades para oír y que desean asistir a esta audiencia y necesitan un intérprete, deben hacer los arreglos correspondientes, comunicándose con la oficina de comunicaciones Department of Transportation's Office of Communications (solamente voz) en el (860) 594-3062, por lo menos cinco días antes de la audiencia.

APPENDIX B

Early Public Scoping Comments
for Record of Decision

Stamford Transportation Center Parking and Transit Oriented Development

Stamford, Connecticut

State Project No. 301-047

Prepared for:
Connecticut Department of Transportation

December 2012

Prepared by:
Clough Harbour & Associates LLP

TABLE OF CONTENTS

1. Public Scoping Meeting Summary B-1
2. Agency Comments B-19
3. Public Comments B-27

1. Public Scoping Meeting Summary

As required under the Connecticut Environmental Policy Act (CEPA), a Public Scoping Meeting was conducted for the project on May 24, 2012 at the Stamford Government Center. The meeting was attended by five people, two of which provided verbal comments.

A copy of the Public Scoping Meeting Summary, with attachments, is provided on the following pages.

Stamford Transportation Center Parking Garage

STATE PROJECT NO. 301-047

Public Scoping Meeting Summary

Session Date: Thursday, May 24, 2012

Session Time: 7:00 p.m. to 7:30 p.m.

Session Location: Stamford Government Center
4th Floor Cafeteria
888 Washington Boulevard
Stamford, CT

Attached:

- Proof of Publication - Notice of Public Scoping Meeting
- Sign-in Sheet
- Presentation
- Comment form

Session Set-up:
A welcoming and reception station was staffed at the session's entrance along with sign-in sheets and comment forms. Attendees were encouraged by technical staff to submit written comments at the meeting. As an alternative, comments could be mailed to CTDOT by June 8, 2012. Display boards were set up providing summary information of the project. Attending staff from CTDOT and CHA (CTDOT's consultant) were available to provide information and answer questions during the session.

A presentation was given by Mark Alexander (CTDOT) and Jeff Parker (CHA) which explained the project history, the purpose and need, site criteria, the CEPA process and schedule, and provided contact information including an address for those sending in written comments (this contact information is also contained on the comment form). After the presentation, the meeting was opened to public comment.

Session Results:
The Public Scoping Meeting was attended by five people, as indicated on the attached sign-in sheet. Verbal comments given at the meeting are summarized as follows:

State Representative Gerald Fox (District 146):

- Commented that a previously proposed plan to replace the garage was eventually halted due to anticipated issues with construction phasing and parking displacement.

State Representative Gerald Fox (District 146), *continued*:

- Commented that temporary parking during construction is a major concern to commuters using the train station, and these construction impacts should be evaluated.
- Commented that commuter parking located ¼-mile from the station is generally perceived as being too far away.
- Commented that additional notification of the project scoping should be provided beyond the notice in the Environmental Monitor to notify that comments can be submitted until June 8, 2012.
- Commented that he thought that a 2-year construction duration was too long.

Jim Cameron (CT Rail Commuter Council):

- Expressed disappointment that the Scoping Meeting was not more broadly advertised. Suggested that information and solicitation for comments be posted on the CTDOT website.
- Commented that the CT Rail Commuter Council considers parking at the train station to be a crucial planning issue affecting over 1000 regular commuters.
- Suggested that CTDOT's evaluation of TOD alternatives give preference to developer proposals that keep the commuter parking adjacent to the train station.
- Commented that the anticipated parking displacement during construction is a significant concern.
- Commented that the impacts of construction staging and the construction activities on traffic operations is also a major concern, particularly relating to taxi and kiss-and-ride services.
- Questioned the decision to proceed with scoping when there is not yet a clear development plan for specific parcels, and considering the large radius of potential TOD/parking sites.
- Commented that the public/private partnership for the Fairfield transportation center did not work because the private sector participation did not meet expectations, and questioned what would be different for this project to overcome those issues.
- Noted that $35 million bonding had been approved in 2006 to fund this project, and questioned how the project would be financed if these funds are not sufficient.

Jeffrey Parker, PE
Project Manager

State of Connecticut | Governor Dannel P. Malloy | Search

COUNCIL ON ENVIRONMENTAL QUALITY

Home | About Us | Programs and Services | Publications | Contact Us

Barbara C. Wagner
Chair

ENVIRONMENTAL MONITOR

- **Current Issue**
- **Monitor Archives**
- **Publication Dates**
- **What is CEPA?**
- **CEPA Statutes**
- **CEPA Regulations**
- **What is Scoping?**
- **What to Expect at a Scoping Meeting**
- **How to Request a Public Scoping Meeting**
- **Guide to the State Lands Transfer Process**

CEQ HOME

Receive Updates by E-mail
Sign-Up for E-alerts

CT Alert
WE CAN'T ALERT YOU... IF WE CAN'T REACH YOU

May 8, 2012

Special Notice

1. **NEW!** State Conservation and Development Policies: A Plan for Connecticut, 2013-2018 (State C & D Plan) - Draft Available

Scoping Notices

1. **REVISED!** 20 North Water Street, Norwalk
2. **NEW!** Quinebaug Regional Technical Park, Putnam
3. **NEW!** Stamford Transportation Center, Stamford

Post-Scoping Notices: Environmental Impact Evaluation Not Required

1. **NEW!** Thames Shipyard Improvements, New London

Environmental Impact Evaluations

1. **NEW!** The Villages, Montville
2. **NEW!** New Haven - Hartford - Springfield Line High Speed Intercity Passenger Rail Project

State Land Transfers

No State Land Transfer Notices have been submitted for publication in this edition.

3. Notice of Scoping for the Stamford Transportation Center Parking and Transit Oriented Development

Municipality where proposed project might be located: Stamford, CT

Address of Possible Project Location: Stamford CT, within a 1/2 mile radius of the Stamford Transportation Center

Project Description: The Connecticut Department of Transportation (Department) is proposing to replace the Department's original parking garage located at the Stamford Transportation Center in Stamford, CT through a public-private partnership agreement that will include Transit-Oriented Development (TOD). Up to $35 million dollars in bond proceeds are available from the State of Connecticut relative to the replacement garage. The original grarage at the Stamford Transportation Center provides some 727 spaces and was constructed in the 1980's, while a second garage provides an additional 1,200 parking spaces and will

remain. The public-private partnership will include demolition of the original multi-level parking garage and the creation of 1,000 (minimum) commuter parking spaces within a 1/4 mile of the Stamford Transportation Center, possible improvements to the Stamford Transportation Center, improvements to Station Place, and the construction of TOD components within a 1/2 mile of the Stamford Transportation Center. Prior to demolition of the original garage, at least 727 parking spaces will be provided in the vicinity.

Project Maps: Click here to view maps of the project area.

Written comments from the public are welcomed and will be accepted until the close of business on: June 8, 2012

There will be a Public Scoping Meeting for this project at:

DATE: **May 24, 2012**

TIME: 7:00 pm

PLACE: Stamford Government Center, 4th Floor Cafeteria, 888 Washington Boulevard, Stamford, CT

NOTES: The meeting location is accessible to persons with disabilities. Deaf and hearing impaired persons wishing to attend this meeting and requiring an interpreter may make arrangements by contacting the Department's Office of Communication at 860-594-3062 (voice only) at least five days prior to the meeting.

Written comments should be sent to:

Name: Mr. Mark W. Alexander - Transportation Assistant Planning Director
Agency: State of Connecticut Department of Transportation
Address: 2800 Berlin Turnpike, Newington, CT 06131
Fax: 860-594-3028
E-Mail: Mark.W.Alexander@ct.gov

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name: Ms. Jessica DiLuca
Agency: State of Connecticut Department of Transportation
Address: 2800 Berlin Turnpike, Newington, CT 06131
Phone: 860-594-2135
Fax: 860-594-3028
E-Mail: Jessica.DiLuca@ct.gov

The agency expects to release an Environmental Impact Evaluation for this project, for public review and comment, in July/August 2012

Post-Scoping Notices: Environmental Impact Evaluation Not Required

This category is required by the October 2010 revision of the Generic Environmental Classification Document for State Agencies. A notice is published here if the sponsoring agency, after publication of a scoping notice and consideration of comments received, has determined that an Environmental Impact Evaluation (EIE) does not need to be prepared for the proposed project.

The following Post-Scoping Notice has been submitted for publication in this edition.

1. Post-Scoping Notice for the Thames Shipyard Improvements

Municipality where project will be located: New London

CEPA Determination: On November 22, 2011 the Department of Economic and Community Development (DECD) published a Notice of Scoping to solicit public comments for this project in the *Environmental Monitor*. The DECD has taken those comments into consideration and has concluded that the project does not require the preparation of Environmental Impact Evaluation under CEPA. The agency's conclusion is documented in a Memo of Findings and Determination and an Environmental Assessment Checklist.

If you have questions about the project, you can contact the agency at:
Name: Mark Hood
Agency: Department of Economic and Community Development
Address: 505 Hudson Street
Hartford, CT 06106

SIGN-IN SHEET

Public Scoping Meeting
Stamford Transportation Center Parking Garage: State Project No. 301-047
Stamford, Connecticut
May 24, 2012 7:00 PM

PLEASE PRINT CLEARLY

Name	Address	Representing
Deborah Walker Finn	7 Twombly Court, Morristown NJ 07960	The Walker Group
Diana Posten	2139 Silas Deane Hwy Rocky Hill CT	CHA
Jim Cameron	55 Du Bois St. Darien CT	CT Rail Commuter Council
Rep Gerald Fox IV #146	66 Fairview Ave Stamford 06902	
MARI S. Pooler	•	city of Stamford.

STAMFORD TRANSPORTATION CENTER
PARKING GARAGE

ENVIRONMENTAL IMPACT EVALUATION

PUBLIC SCOPING MEETING

May 24, 2012

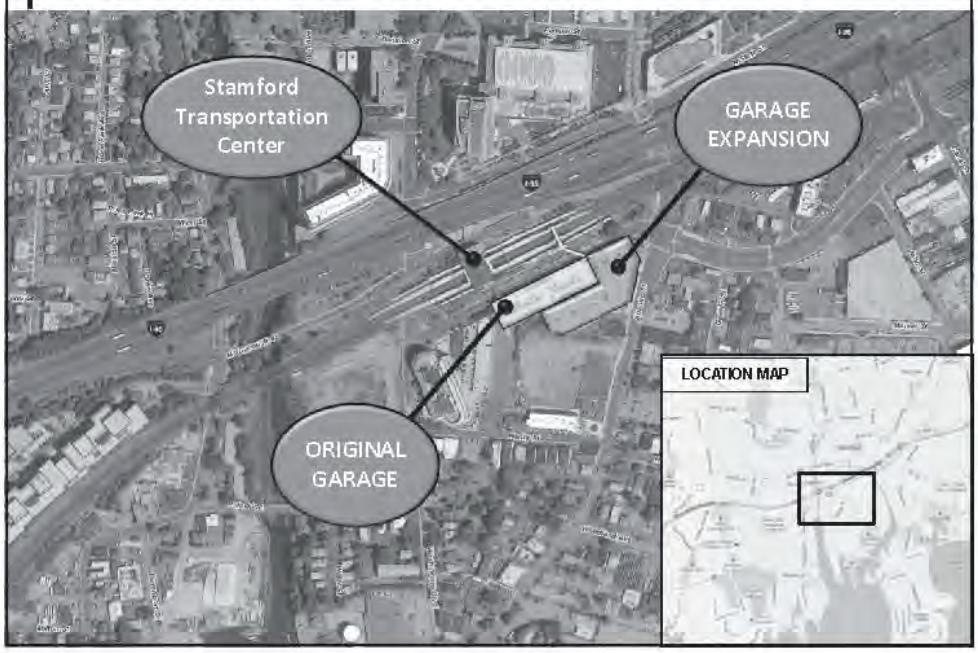
PRESENTATION AGENDA

- Public Scoping Process
- Project Overview
- CT Environmental Policy Act (CEPA) Process & Schedule
- Public Comments

PROJECT SCOPING PROCESS

- Occurs at the earliest stages of planning.
- Detailed information on a project's design, alternatives, and environmental impacts does not yet exist.
- Purpose: Identify issues for evaluation.
  - Opportunity for input from other agencies and from the public as to the scope of alternatives and environmental impacts that should be considered for study.

PROJECT LOCATION



PROJECT HISTORY

- 1985: Construction of Original Garage
- 2004: Construction of Garage Expansion
- 2006: Assessment of Original Garage
  - Evaluated Repair / Replacement Options
  - Recommended Replacement
- 2010: Updated 2006 Assessment
  - Reaffirmed Replacement Recommendation
- 2012: CTDOT Issued Request for Qualifications / Conceptual Proposals

PURPOSE & NEED

- **PROJECT PURPOSE**
  - Replace existing aging garage structure
  - Expand availability of parking near station
  - Improve multimodal access / circulation
  - Minimize public costs:
    - Construction
    - Operations & maintenance

PURPOSE & NEED

- **PROJECT NEEDS / OBJECTIVES**
  - Create permanent parking (1,000+ spaces)
  - Maintain parking capacity during construction
  - Demolish Original Garage
  - Improve Station Place accessibility/circulation
    - Vehicular traffic
    - Taxi / Shuttle
    - Kiss-and-Ride
    - Pedestrians / Bicyclists
  - Upgrade commuter amenities

PURPOSE & NEED

- **PROJECT NEEDS / OBJECTIVES**
  - Financial
    - Construct new parking facilities in the most cost-effective manner
  - Promote economic development
    - Improve land use / transportation synergies
    - Support State policy goals for improved environmental and energy sustainability

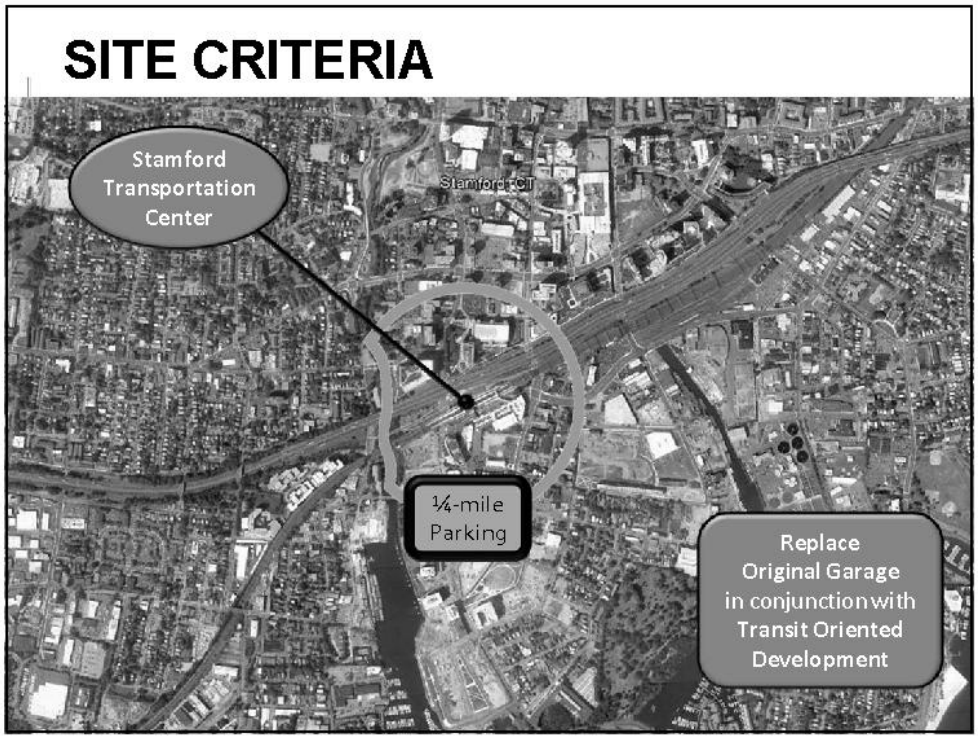
POTENTIAL ALTERNATIVES

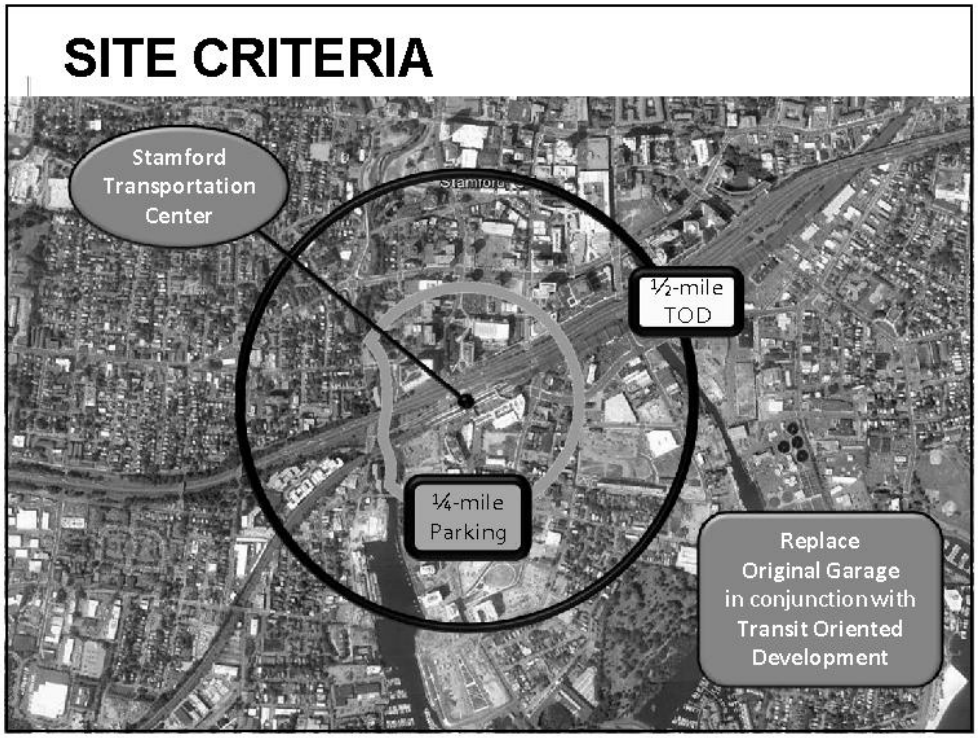
- No-Build
- Repair Original Garage
- Replace Original Garage (Existing Site)
- Replace Original Garage in conjunction with Transit Oriented Development (TOD)

WHAT IS TOD?

As defined in Section 13b-79kk of the Connecticut General Statutes, TOD means:

"The development of residential, commercial and employment centers within one-half mile or walking distance of public transportation facilities, including rail and bus rapid transit and services, that meet transit supportive standards for land uses, built environment densities and walkable environments, in order to facilitate and encourage the use of those services."


SITE CRITERIA
Stamford Transportation Center
¼-mile Parking
Replace Original Garage in conjunction with Transit Oriented Development


SITE CRITERIA
Stamford Transportation Center
½-mile TOD
¼-mile Parking
Replace Original Garage in conjunction with Transit Oriented Development

TOPICS TO BE STUDIED

- **TRANSPORTATION**
  - Vehicular traffic
  - Transit service
  - Pedestrian & bicycle facilities
  - Maintain parking supply during construction

TOPICS TO BE STUDIED

- **ENVIRONMENTAL**
  - Air Quality
  - Noise
  - Wetlands, Endangered Species, etc.
  - Hazardous Materials
  - Cultural Resources

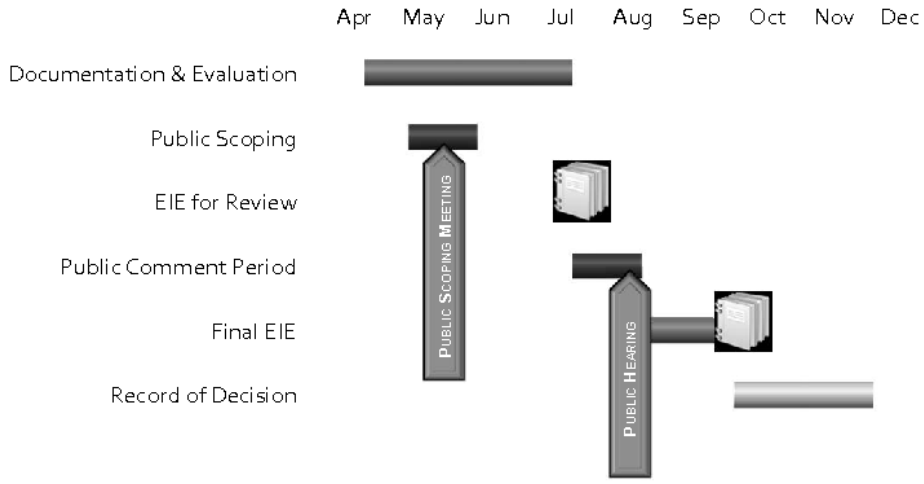
TOPICS TO BE STUDIED

- **OTHER**
  - Land Use/Zoning
  - Socioeconomic
  - Aesthetics/Visual Effects
  - Energy Use & Conservation
  - Public Utilities & Services
  - Public Health & Safety
  - Secondary / Cumulative Impacts

CONNECTICUT ENVIRONMENTAL POLICY ACT (CEPA)

- **ENVIRONMENTAL REVIEW PROCESS**
  - Public Scoping
  - Environmental Evaluation / Documentation
  - Environmental Impact Evaluation (EIE) for Public Review / Comment
  - Public Hearing / Comment Period
  - Final EIE
  - Record of Decision (ROD)

CEPA SCHEDULE



SUBMIT COMMENTS TO:

- **STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION**

Mark W. Alexander
Transportation Assistant Planning Director
2800 Berlin Turnpike, Newington, CT 06131

E-Mail: Mark.W.Alexander@ct.gov

Comment Period Ends June 8, 2012

COMMENT FORM
PUBLIC SCOPING MEETING
STATE PROJECT NO. 301-047
STAMFORD TRANSPORTATION CENTER PARKING GARAGE
STAMFORD, CT

Please provide any written comments below:

Name: _____

Address: _____

Telephone: _____

☐ Check here if you would like a response via telephone.

Please submit any comments that you may have by June 8, 2012.
Please seal the form with tape - do not use staples.

Place
Stamp
Here

Mark W. Alexander
Trans. Assistant Planning Director
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06131-7546

STATE PROJECT NO. 301-047

---

2. Agency Comments

As required under the Connecticut Environmental Policy Act (CEPA), a 30-day public comment period was provided during the Early Public Scoping process for the proposed project. The comment period began May 8, 2012 and ended June 8, 2012 during which time two public agencies – the Connecticut Department of Health Drinking Water Section and the Connecticut Department of Energy and Environmental Protection (CTDEEP) – submitted comments to CTDOT.

Copies of the agency comments are provided on the following pages.

STATE OF CONNECTICUT
DEPARTMENT OF PUBLIC HEALTH

Jewel Mullen, M.D., M.P.H., M.P.A.
Commissioner

Dannel P. Malloy
Governor
Nancy Wyman
Lt. Governor

Drinking Water Section

June 5, 2012

Mark Alexander
Transportation Assistant Planning Director
State of Connecticut
Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Re: Notice of Scoping for the Stamford Transportation Center Parking and Transit Oriented Development

Dear Mr. Alexander:

The Drinking Water Section of the Department of Public Health has reviewed the above-mentioned project for potential impacts to any sources of public drinking water supply. This project does not appear to be in a public water supply source water area; therefore, the Drinking Water Section has no comments at this time.

Sincerely,

Eric McPhee
Supervising Environmental Analyst
Drinking Water Section

Phone: (860) 509-7333 • Fax: (860) 509-7359 • VP: (860) 899-1611
410 Capitol Avenue, MS#51WAT, P.O. Box 340308
Hartford, Connecticut 06134-0308
www.ct.gov/dph
Affirmative Action/Equal Opportunity Employer

CONNECTICUT DEPARTMENT OF

ENERGY & ENVIRONMENTAL PROTECTION

OFFICE OF ENVIRONMENTAL REVIEW

79 ELM STREET, HARTFORD, CT 06106-5127

To: Mark W. Alexander - Transportation Assistant Planning Director
DOT - Office of Environmental Planning, 2800 Berlin Turnpike, Newington

From: David J. Fox - Senior Environmental Analyst **Telephone:** 860-424-4111

Date: June 8, 2012 **E-Mail:** david.fox@ct.gov

Subject: Stamford Transportation Center

The Department of Energy & Environmental Protection (DEEP) has received the Notice of Scoping for proposed replacement of a parking garage at the Stamford Transportation Center and related transit-oriented development within ½ mile of the center. In general, the Department supports efforts to expand the capacity of public transportation services through the provision of additional parking as well as projects to increase the demand through transit-oriented development. The increased use of public transit will reduce vehicle miles traveled and congestion in the I-95 corridor, thus decreasing vehicular emissions that contribute to ozone formation, particulate matter levels and climate change. The following comments are submitted for your consideration.

The proposed project is within Connecticut's coastal boundary as defined by section 22a-94 of the CGS and is subject to the provisions of the Connecticut Coastal Management Act (CCMA), sections 22a-90 through 22a-112. In accordance with CGS section 22a-100, state actions within the coastal boundary that may significantly affect the environment must be consistent with the standards and policies of the CCMA. The EIE should discuss the project's consistency with any applicable CCMA standards and policies. Coastal management concerns which should be carefully addressed in future phases of the project planning process are the potential mobilization of pollutants in contaminated soils and appropriate use of urban retrofit stormwater best management practices, wherever possible.

If local planning and zoning approvals, variances or building permits are required for this project, the Coastal Site Plan Review requirements of sections 22a-105 through 22a-110 of the CGS would be applicable. The municipal planning and zoning commission or designated zoning official should be consulted regarding this matter.

The project description does not specify that a parking structure would be constructed to provide the replacement parking spaces. If one is proposed, the following standard recommendation concerning stormwater management should be observed.

> Stormwater management for parking garages typically should involve two separate collection systems designed to treat the runoff from different types of parking areas. Any exposed parking levels will produce a high volume of runoff with relatively low concentrations of pollutants. Runoff from such areas should be directed to the storm

sewer system and the collection system should include controls to remove sediment and oil or grease. A hydrodynamic separator, incorporating swirl technology, circular screening technology or engineered cylindrical sedimentation technology, is recommended to remove medium to coarse grained sediments and oil or grease. The treatment system should be sized such that it can treat stormwater runoff adequately. The Department recommends that the treatment system be designed to treat the first inch of stormwater runoff. Upon installation, a maintenance plan to remove sediment and oil or grease should also be implemented.

Interior levels of the garage will produce a low volume of runoff with relatively high concentrations of pollutants. In addition, the need for cleaning of the garage must be considered and floor washwater cannot be directed to a stormwater sewer system. Runoff from interior areas should be directed to the sanitary sewer system, again with appropriate treatment. An oil separator tank with a capacity of at least 1000 gallons is required. A licensed waste oil hauler must clean the tank at least once a year. A list of certified haulers can be obtained from the Bureau of Materials Management & Compliance Assurance at 860-424-3366. The discharge of floor washwater is covered under a *General Permit for Miscellaneous Discharges of Sewer Compatible Wastewater* as building maintenance wastewater. Registration is required for discharges greater than 5000 gallons per day. For further information concerning stormwater management, contact the Permitting & Enforcement Division at 860-424-3018. A fact sheet describing the permit and the registration form may be downloaded at: Miscellaneous Discharge GP.

The Department strongly supports the use of low impact development (LID) practices such as water quality swales and rain gardens for infiltration of stormwater on site. Key strategies for effective LID include: managing stormwater close to where precipitation falls; infiltrating, filtering, and storing as much stormwater as feasible; managing stormwater at multiple locations throughout the landscape; conserving and restoring natural vegetation and soils; preserving open space and minimizing land disturbance; designing the site to minimize impervious surfaces; and providing for maintenance and education. Water quality and quantity benefits are maximized when multiple techniques are grouped together. Consequently, we typically recommend the utilization of one, or a combination of, the following measures:

- the use of pervious pavement or grid pavers (which are very compatible for parking lot and fire lane applications), or impervious pavement without curbs or with notched curbs to direct runoff to properly designed and installed infiltration areas,
- the use of vegetated swales, tree box filters, and/or infiltration islands to infiltrate and treat stormwater runoff (from building roofs and parking lots),
- the minimization of access road widths and parking lot areas to the maximum extent possible to reduce the area of impervious surface,
- if soil conditions permit, the use of dry wells to manage runoff from the building roofs,
- the use of vegetated roofs (green roofs) to reduce the runoff from buildings,
- proper treatment of special activity areas (e.g. loading docks, covered maintenance and service areas),
- the installation of rainwater harvesting systems to capture stormwater from building roofs for the purpose of reuse for irrigation, and

- providing for pollution prevention measures to reduce the introduction of pollutants to the environment.

The effectiveness of various LID techniques that rely on infiltration depends on the soil types present at the site. According to the Natural Resources Conservation Service's Soil Web Survey (available on-line at: Web Soil Survey), the soils throughout the project area consist of urban land. These soils are unrated in their suitability for various stormwater management practices. However, infiltration practices may be suitable at this site. Test pits should be dug in areas planned for infiltration practices to verify soil suitability and/or limitations. Planning should insure that areas to be used for infiltration are not compacted during the construction process by vehicles or machinery. The siting of areas for infiltration must also consider any existing soil or groundwater contamination.

The Department has compiled a listing of web resources with information about watershed management, green infrastructure and LID best management practices. It may be found on-line at: LID Resources.

For additional information, consult the *Connecticut Stormwater Quality Manual*. The manual is available on-line at: Stormwater Manual. A *Low Impact Development Appendix* to the manual has been prepared to provide specific guidance on low impact development techniques. It is also available on-line at: LID Appendix.

The Natural Diversity Data Base (NDDB) contains no records of any extant populations of Federally listed endangered or threatened species or species listed by the State, pursuant to section 26-306 of the CGS, as endangered, threatened or special concern in the project area. This information is not the result of comprehensive or site-specific field investigations. Consultations with the NDDB should not be substitutes for on-site surveys required for environmental assessments.

The NDDB includes all information regarding critical biological resources available at the time of the request. This information is a compilation of data collected over the years by the DEEP's Natural History Survey and cooperating units of DEEP, private conservation groups and the scientific community. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as, enhance existing data. Such new information is incorporated into the Data Base as it becomes available. Also be advised that this is a preliminary review and not a final determination. A more detailed review may be conducted as part of any subsequent environmental permit applications submitted to DEEP for the proposed site.

Because the site is in an historically urbanized area, it is suggested that an environmental or engineering consultant be retained to conduct a site investigation and sampling/testing as appropriate in order to confirm that a property proposed for redevelopment has not been the site of improper disposal of waste or does not contain some other environmental liabilities. The investigation should include an inquiry into the historic uses and fuel storage on the property to assess the likelihood of encountering solid or hazardous waste or soil contamination. In order to ascertain the environmental status of properties, it is typically recommended that a Phase I environmental site assessment (ESA) be performed at the site. If the Phase I ESA indicates site

contamination is likely, a Phase II ESA should be performed to confirm or deny the presence of contamination. In order to achieve proper remediation, the extent of contamination should be clearly defined through a Phase III ESA, a cleanup plan developed, and measures implemented that will clean up the site in accordance with applicable criteria in the Connecticut Remediation Standard Regulations adopted pursuant to section 22a-133k of the CGS. For further information, contact the Remediation Division at 860-424-3705. These regulations are available on-line at: Remediation Regulations.

The Waste Engineering & Enforcement Division reports that there are several RCRA notifiers along Atlantic St. and Washington Blvd. that appear to be within the ½ mile project radius. These sites are:

- Raphael's Furniture Restoration, 655 Atlantic St.
- Royal Metals, 669 Atlantic St. (company is now out of business)
- Mobil Oil Service Station, 600 Washington Blvd.
- Richmond Hill Exxon, 636 Washington Blvd.
- Sunoco Service Station/Eastman Motors Inc., 630 Washington Blvd.

The Remediation Division, Underground Storage Tank Cleanup Program reports that they have records of three former gas stations within the project area. These are:

- Exxon #3-7052, 636 Washington Blvd.
- Former Mobil #01-EH7, 600 Washington Blvd.
- Former Infanti, 613 Atlantic St.

The remediation section of the Remediation Division has identified in its database several properties in the immediate vicinity of the Stamford train station. There should be information in the Remediation Division's files regarding the environmental conditions of the following properties:

- Former Infanti, 611 Atlantic St., aka DOT Parking Garage
- Former Pitney Bowes, 624, 650, 664, 710 Atlantic St.
- Former Royal Metals, 669 Atlantic St.
- DOT Commuter Lot, 43 Station Place; (petroleum contamination on the portion of the 43 Station Place property closest to the parking garage, perhaps extending beneath the garage.)

A properly researched Phase 1 ESA will identify and incorporate, as appropriate, available information from the above programs files.

The following standard comments regarding building renovation or demolition projects should be observed, as applicable, during future planning and implementation of the project. Fact sheets providing additional information concerning environmental, health and safety requirements applicable to building renovation and demolition projects have been developed by the Waste Engineering & Enforcement Division. To obtain copies, call the division at 860-424-3023. This information is also available on-line at: Health & Safety Requirements.

Prior to the demolition of any commercial, industrial or public buildings or buildings containing five or more residential units, they must be inspected for asbestos-containing materials and any such materials must be removed. Written notice must be submitted to the Department of Public Health 10 working days prior to demolition in accordance with Section 19a-332a-3 of the Regulations of Connecticut State Agencies, for buildings involving more than 10 linear feet or more than 25 square feet of asbestos-containing material. For further information, contact DPH at (860) 509-7367. Additional information concerning regulation of asbestos may be found at: Asbestos Program

During any building renovation, areas to be disturbed must be inspected for the presence of asbestos-containing materials. Any abatement project or the removal and disposal of such material must conform to Federal and State regulations. These include 40 CFR 61, Subparts A and M and section 19a-332a-1 through 19a-332a-16 of the Regulations of Connecticut State Agencies. For further information, contact the Department of Public Health at (860) 509-7367. Additional information concerning regulation of asbestos, including lists of licensed consultants and contractors, may be found at: Asbestos Contractors

The disposal of material containing asbestos requires the approval of the Waste Engineering and Enforcement Division pursuant to section 22a-209-8(i) of the Regulations of Connecticut State Agencies. Proper disposal technique requires that the material be bagged and labeled and placed in an approved secure landfill. For further information, contact the division at 860-424-3366. A fact sheet regarding disposal of special wastes and the authorization application form may be obtained at: Special Waste Fact Sheet.

The disposal of demolition waste should be handled in accordance with applicable solid waste statutes and regulations. Demolition debris may be contaminated with asbestos, lead-based paint or chemical residues and require special disposal. Clean fill is defined in section 22a-209-1 of the Regulations of Connecticut State Agencies (RCSA) and includes only natural soil, rock, brick, ceramics, concrete and asphalt paving fragments. Clean fill can be used on site or at appropriate off-site locations. Clean fill does not include uncured asphalt, demolition waste containing other than brick or rubble, contaminated demolition wastes (e.g. contaminated with oil or lead paint), tree stumps, or any kind of contaminated soils. Landclearing debris and waste other than clean fill resulting from demolition activities is considered bulky waste, also defined in section 22a-209-1 of the RCSA. Bulky waste is classified as special waste and must be disposed of at a permitted landfill or other solid waste processing facility pursuant to section 22a-208c of the Connecticut General Statutes and section 22a-209-2 of the RCSA. Additional information concerning disposal of demolition debris is available on-line at: Demolition Debris.

Construction and demolition debris should be segregated on-site and reused or recycled to the greatest extent possible. Waste management plans for construction, renovation or demolition projects are encouraged to help meet the State's reuse and recycling goals. The *State Solid Waste Management Plan* outlines a goal of 58% recovery rate for municipal solid waste by the year 2024. Part of this effort includes

increasing the amount of construction and demolition materials recovered for reuse and recycling in Connecticut. It is recommended that contracts be awarded only to those companies who present a sufficiently detailed construction/demolition waste management plan for reuse/recycling. Additional information concerning construction and demolition material management and waste management plans can be found on-line at: C&D Material Management and C&D Waste Management Plans.

Development plans in urban areas that entail soil excavation should include a protocol for sampling and analysis of potentially contaminated soil. Soil with contaminant levels that exceed the applicable criteria of the Remediation Standard Regulations, that is not hazardous waste, is considered to be special waste. The disposal of special wastes, as defined in section 22a-209-1 of the RCSA, requires written authorization from the Waste Engineering and Enforcement Division prior to delivery to any solid waste disposal facility in Connecticut. If clean fill is to be segregated from waste material, there must be strict adherence to the definition of clean fill, as provided in Section 22a-209-1 of the RCSA. In addition, the regulations prohibit the disposal of more than 10 cubic yards of stumps, brush or woodchips on the site, either buried or on the surface. A fact sheet regarding disposal of special wastes and the authorization application form may be obtained at: Special Waste Fact Sheet.

The Waste Engineering & Enforcement Division has issued a *General Permit for Contaminated Soil and/or Sediment Management (Staging & Transfer)*. It establishes a uniform set of environmentally protective management measures for stockpiling soils when they are generated during construction or utility installation projects where contaminated soils are typically managed (held temporarily during characterization procedures to determine a final disposition). Temporary storage of less than 1000 cubic yards of contaminated soils (which are not hazardous waste) at the excavation site does not require registration, provided that activities are conducted in accordance with the applicable conditions of the general permit. Registration is required for on-site storage of more than 1000 cubic yards for more than 45 days or transfer of more than 10 cubic yards off-site. A fact sheet describing the general permit, a copy of the general permit and registration forms are available on-line at: Soil Management GP.

Thank you for the opportunity to review this proposal. If you have any questions concerning these comments, please contact me.

cc: Robert Hannon, DEEP/OPPD
Diane Hall, DEEP/RD
Kristal Kallenberg, DEEP/OLISP
Peter Ploch, DEEP/WEED
Jeff Wilcox, DEEP/RD

3. Public Comments

As required under the Connecticut Environmental Policy Act (CEPA), a 30-day public comment period was provided during the Early Public Scoping process for the proposed project. The comment period began May 8, 2012 and ended June 8, 2012 during which time 65 individuals submitted written comments to CTDOT.

Copies of the public comments are provided on the following pages. It is noted that personal contact information has been redacted.

PUBLIC COMMENT ON PROPOSED

DEMOLITION & REPLACEMENT OF STAMFORD GARAGE

7 June 2012

To Whom It May Concern;

As the legislatively created watchdog group tasked with looking out for the interest of commuters on Metro-North, The CT Rail Commuter Council has been following the planned replacement of the "old" garage at the Stamford Railroad station for many years.

The Council is ***opposed*** to replacing existing parking anywhere but the site of the current garage.

Keeping parking close to the station encourages use of mass transit. Moving parking to a more distant location, even a quarter mile away, adds to commuting time and reduces convenience, thereby making Stamford a less attractive station for hundreds of daily commuters.

Demolition of the existing garage will be a messy inconvenience for many months. Because the "new" garage is literally wrapped around the old garage and linked on every level, even those lucky enough to still find parking there will be inconvenienced. And given the narrow clearances on Railroad Place, those looking for taxis or using "kiss-and-ride" drop-off will be similarly disrupted while demolition and construction drag on for 2+ years.

We fear that CDOT plans to sell the site of the existing "old" garage to private developer who will erect offices, condo's or shopping there instead of commuter parking. That would be a complete misuse of this valuable real estate. Private development has plenty of room for expansion near the station. But there is only one location best suited for parking… the current site.

The CT Rail Commuter Council has urged CDOT to give priority in its pending RFP to any developer who agrees to replace the existing "old" garage at its current location. Developers may build what they wish atop the garage, but do not make 700+ commuters walk up to a quarter mile to and from the rail station by removing their parking.

Sincerely,

Jim Cameron

Chairman / CT Rail Commuter Council

From: William Allyn [redacted]
Sent: Thursday, May 24, 2012 11:45 AM
To: Alexander, Mark W
Cc: [redacted]
Subject: Stamford Train Station Parking Facility

Mr. Alexander,

Do any of the august members of the Connecticut Council on Environmental Quality and the State Department of Transportation actually utilize the Stamford train station parking? Have they ever considered a quarter of a mile walk in the rain, sleet or snow (like the beleaguered mailpersons) after a long work day in the City and an hour long plus ride on the not so comfortable trains? For one of the most expensive commutes in the country, the only advantage besides frequent train service from New York City, is the location of convenient parking. The garage is a shambles, but at least it is
there, the greatest convenience to the commuter at its utmost. This
great asset should not be replaced to add additional shopping outlets.

Bill Allyn
[redacted]
Stamford, CT 06902

From: [redacted]
Sent: Tuesday, June 05, 2012 11:23 AM
To: Alexander, Mark W
Subject: garage demolition

and how do the disabled people get from new "temporary" locations to rr station?

From: Richey, Keith - [redacted]
Sent: Tuesday, June 05, 2012 11:26 AM
To: Alexander, Mark W
Subject: Stamford Parking Garage

Dear Mr. Alexander,

In my view, the parking garage is fine and should just be repaired as necessary. If it does need to be replaced, which I doubt, then the new one should be in the same spot. It is perfect where it is. There is plenty of easy access for cars into and out of the garage and for people to and from the train station.

With the limited resources available, what is driving this?

Keith Richey

From: Klein, Dana [redacted]
Sent: Tuesday, June 05, 2012 11:37 AM
To: Alexander, Mark W
Subject: Demolition of Stamford Railroad parking garage

Dear Mark, please do not demolish the Stamford Railroad Station Garage which will result in the loss of 720 desperately needed parking spaces unless there is a truly viable plan for replacement parking for this volume of cars during the two year construction period. Parking is already at capacity in Stamford and the surrounding railroad stations and the loss of this large number of spaces will result in chaos and massive inconvenience for commuters who already suffer exceedingly long commutes to work.

Thank you for considering my views.

Sincerely,

Dana F. Klein
[redacted]
Darien, CT 06820
[redacted]

From: Gregory Shulas [redacted]
Sent: Tuesday, June 05, 2012 11:28 AM
To: Alexander, Mark W
Subject: Please abondon all plans to demolish the Stamford train station

Please abandon all efforts to demolish the Stamford Train Station. This is not a well thought out plan that seems to serve special interests and not commuters. This is a huge huge step backward to both commuters and the City of Stamford and its interest. I ask that you postpone this project. It will create both chaos around the train station and potential safety issues as people rush from a further out location. Can you confirm you received my mention?

Gregory Shulas
New York, NY 10018

From: [redacted]
Sent: Tuesday, June 05, 2012 12:24 PM
To: Alexander, Mark W
Subject: Stamford parking garage project

Hello-I am a daily commuter and cannot believe the proposed project for the parking garage. What is the point of a parking garage for commuters being so inconvenient for commuters? I don't understand this. Plus, if it's like other Connecticut transportation projects, it will take several years, not 2, to complete. Is there direction for people as to what to do in the meantime? Where are people to park? Overcrowd the Glenbrook and Springdale stations? Were these things even considered when planning this? Please give me some information on this and also, if there is someone else I should contact, please let me know. Thank you for your time.

Sincerely, Maureen Morrison

From: Darren Wendell [redacted]
Sent: Tuesday, June 05, 2012 1:05 PM
To: Alexander, Mark W
Subject: Stamford Parking Garage

Parking in Stamford for MetroNorth is already very crowded. With horrible traffic from I95 causing backups on local roads in the area, moving the train station parking anywhere that isn't adjacent to the station is a big mistake. By moving the parking up to 1/4 mile away you are encouraging residents to look at NY State as an alternative to living and paying taxes in CT.

Please reconsider this plan and focus on putting **more** parking **adjacent** to the Stamford train station, not less and further away!

From: Leslie Heyison [redacted]
Sent: Wednesday, June 06, 2012 7:15 AM
To: Alexander, Mark W
Cc: Joseph A. Heyison
Subject: Demolition of Stamford Parking Garage

Thank you for leaving the flyer on our cars. I had no idea that CDOT was planning to demolition the parking garage.

If the garage is demolished, I will probably opt to drive into NYC with my husband. There are so many transfers as it is and in bad weather, walkinh even a quarter of a mile is a real nuisance.

Another option would be to park in another town's lot if that is feasible.

Net, net, consider the move to another lot a quarter mile away to be lost revenue to the city of Stamford or possibly the state of Ct.

Sincerely,
Leslie Heyison

From: Robert Sbarra [redacted]
Sent: Wednesday, June 06, 2012 9:52 AM
To: Alexander, Mark W; ctrailcommutercouncil@gmail.com
Subject: Demolition of Transportation Center Garage

I will keep this brief.The thought of building another garage up to 1/4 away makes no sense to me or many others. Being able to park at the station and be sheltered from the weather was and still is a great idea. Building a new one further away is form of government stupidity. The old (current garage) should be renovated. I had read that doing this is more expensive than building a new garage. You need to give people the choice of paying more to leave the garage where it is rather than move it. I am willing to pay more. If the garage is moved every politician involved will lose my vote in the next election. I am looking forward to the public hearing.

Regards,
Bob Sbarra

From: c_davis Davis [redacted]
Sent: Tuesday, June 05, 2012 3:40 PM
To: Alexander, Mark W
Subject: Garage at Trasportion Center

One of the good things about Stamford is the relative ease of parking on the main line of Metro North. This adds to the real estate value and adding any hassle and time to commutes tends to have a negative impact on property values. Depending what level one is on in a garage, building a garage 1/4 mile from the station could add ten to fifteen minutes one way. If we take ten minutes and double it that is 20 minutes per day or 80 hours a year.

Please take into account that there are those of us who cannot walk 1/4 mile without difficulty and inclement weather makes the challenge that much more difficult.

Look at Greenwich and shopping is mainly on the Avenue not at the station. Trying to build a destination for shopping while a nice idea is not realistic. Take care of the commuters first and additional revenue should be secondary.

Clark Davis
[redacted]
Stamford, CT 06903 3034
[redacted]

From: Anthony Aulenti [redacted]
Sent: Wednesday, June 06, 2012 9:13 AM
To: Alexander, Mark W
Cc: ctrailcommutercouncil@gmail.com
Subject: Stamford garage

Obviously, the closer the parking is to the station -- the better. Parking at a quarter mile distance to the trains is easily walkable. However, in the interest of safety, there should be a visible police presence on the streets especially for the evening commuters.
At this time, there is no police presence other than an occasional show of force for anti-terrorism purposes and they are always near the ticket sales or on the platforms.

From: [redacted]
Sent: Tuesday, June 05, 2012 2:15 PM
To: Alexander, Mark W
Subject: FW: Stamford Garage

Please include in official hearing file.

Andrew S. Holmes | [redacted]
Partner
[redacted] | New York NY 10019
Phone [redacted] | Mobile [redacted] |

-----Original Message-----
From: CTRailCommuterCouncil [mailto:ctrailcommutercouncil@gmail.com]
Sent: Tuesday, June 05, 2012 1:39 PM
To: Holmes, Andrew S (NYC - X73243)
Subject: RE: Stamford Garage

Thanks Andrew. We agree.

Could you please re-send your comments as an e-mail to: mark.w.alexander@ct.gov so they can be included in the official hearing file?

Jim Cameron, Chairman
CT Metro-North Rail Commuter Council
"Advocates for better rail services in CT"
Web: www.trainweb.org/ct
E-Mail: CTRailCommuterCouncil@gmail.com
Blog: "Talking Transportation"
[redacted]
Twitter: CTRailCommuters

-----Original Message-----
From: [redacted]
Sent: Tuesday, June 05, 2012 1:14 PM
To: CTRailCommuterCouncil@gmail.com
Subject: Stamford Garage

Commonsense would dictate locating any new Parking Garage in the exact same location. The footprint is already there, it is as close as possible to the tracks, etc. If we don't replace the Garage what else would possibly go there? If during the demolition and re-construction period we have to temporarily park somewhere else, sobeit but there is a reason that the Garage was located where it is. Leave it there and make it bigger/taller (and more logically organized).
Attorney Andrew Holmes
Stamford Resident_

Andrew S. Holmes
[redacted]

From: Gary Bologna [redacted]
Sent: Wednesday, June 06, 2012 9:08 AM
To: Alexander, Mark W
Subject: Stamford Garage

Good morning, Mark. I would like to express my concern about the future of my daily commute from the Stamford train station to New York as regards parking and current garage reconstruction:

Is the current garage really beyond repair or can a plan be developed to repair and refurbish it?

Can a new garage site be found and a new garage built adjacent to or close enough to the current one to allow the current one to operate in the interim?

What provisions will be made transport commuters from a temporary site to the current station if all other plans fail?

I thank you for your concern on our behalf and plan to attend the public hearing in August.

Regards,

Gary Bologna
[redacted]
New York, New York 10036
[redacted]

From: Patrick Kierski [redacted]
Sent: Tuesday, June 05, 2012 8:24 PM
To: Alexander, Mark W
Subject: Stamford garage

Do not understand why few years after remodeling Stamford garage, someone decided to demolish it. Shame!!!

The garage location is perfect today, and construction should not be demolished. Parking space is limited, but do not understand why drivers from NY, NJ or other states have opportunity to purchase discounted monthly access. This privilege should be limited to Stamford residents only. Other CT drivers should have also access to discounted access (as they pay CT taxes), but drivers from other states should pay full price and find parking around the station. When you go to visit any state facilities always residents pay discounted price and visitors from other states full price.
Stamford garage is for Stamford residents !!!! As Stamford resident visiting Westport or Greenwich beach I need to pay extremely high price. Why? Stamford garage for Stamford residents.

Patrick Kierski [redacted] Stamford, CT 06903

From: Ken Heath [redacted]
Sent: Tuesday, June 05, 2012 7:35 PM
To: Alexander, Mark W
Subject: Stamford garage

Mark,

Will the current garage be available while construction goes on at the new site? In the good weather a quarter of a mile is fine but what about rain, snow, cold, heat?

Why does the current garage need to be torn down?

Thanks,

Ken Heath
[redacted]

From: Bill [redacted]
Sent: Tuesday, June 05, 2012 4:36 PM
To: Alexander, Mark W
Cc: ctrailcommutercouncil@gmail.com
Subject: STAMFORD GARAGE DEMOLITION

Mark
I received a notice on my windshield today that the old garage is going to be demolished.
The parking will then be a nightmare.
Why did not the state buy a piece of land next to the station and build a new garage before the demolished the old garage
There is nowhere to park other than the garage. This dumb move will bring the train station back to the early 60's when there was no parking and what little parking there was it was dangerous to go to your car due to the drugs and theft in the area.
What is your role to a solution to this problem?

If not solution do not demolish the garage until you have a new garage built nearby.

Bill Ippolito

From: Partha Sarkar [redacted]
Sent: Tuesday, June 05, 2012 9:37 PM
To: Alexander, Mark W; ctrailcommutercouncil@gmail.com
Subject: Stamford garage to be demolished ?

Hello Sir,

My name is Partha Sarkar and I am a resident of Stamford. I park in the garage and take the train to work everyday. I just got to know that the garage would be demolished, a new garage will be moved a quarter mile from the current location and it can take a long time for this whole project to complete.

Firstly, I don't see any apparent issues with the current garage service. It is clean, convenient, secure, friendly and well maintained. I am not sure what this demolition project is trying to fix. Secondly, it would create quite a bit of inconvenience for me and hundreds of people who park and commute everyday and I am not sure if there is any plan to help us with the parking service. Finally, I would like to know more about this initiative so that I can learn more and discuss this with others who share the garage everyday. Let me know what's the best way to find more details.

Thanking you.
Regards,
Partha.

From: Rekha-Leigh [redacted]
Sent: Tuesday, June 05, 2012 9:35 PM
To: Alexander, Mark W
Cc: CTRailCommuterCouncil@gmail.com
Subject: Stamford Garage to be Demolished
Importance: High

Dear Mr. Alexander,

I don't mean to be rude and I'm sure your job at this point is a very difficult one with lots of email responses on the issue.
Is this a joke!?!
Stamford seems to have enough half attended restaurants and unoccupied housing?
This current parking garage's location is the best thing this station has going for its commuters! It is extremely convenient and safe – I am on the 6:25 or 6:30 a.m. every week day and I travel from work and meetings from NYC late at nights. Like many commuters I fly out quite often and to be able to park so conveniently and just wheel your luggage from car to train is magic.

The new proposal makes absolutely no sense to me -- I will strong consider moving out of Stamford if this change occurs, and if I don't – it makes way more sense to me to drive to city than park ¼ or ½ mile away from the station.
I think the entire idea of more apartments and restaurants is utter rubbish!!!

Let's make it more difficult for the moderately income taxpayers of Stamford and pave the way for fat-cat developers!
Again, so sorry - my anger is not directed towards you.

Thanks for your time,
RLP

From: Maureen Morrison [redacted]
Sent: Tuesday, June 05, 2012 2:06 PM
To: Alexander, Mark W
Subject: Stamford parking garage project

Hello-I am expressing more concerns about the demolition and rebuilding of the Stamford parking garage. Again, where will 1,500-1,700 people park in the meantime while the new garage is being constructed? I take a later train into work each day, the 11:39 from Glenbrook. Am I going to drive to that station to find it full every day and nowhere for me to park by that time because morning commuters need to park there, because they have nowhere else to park? Where will I go then? Have any of these details been considered?

Why can't the best interest of the commuters be the number-one priority? We already pay through the roof to ride these trains, now we can't park comfortably to get to said trains. I don't understand why the state of Connecticut, whether it's the DOT or the legislature, insists on punishing people who commute into the city. We DO give money and taxes to Connecticut, give income tax to Connecticut. What do we get in return? Initiatives that constantly add to our commute and our costs to commute. And I feel all of these concerns fall on deaf ears and these e-mails will just end up being a waste of time to write.

Sincerely, Maureen Morrison

From: Neel Doshi [redacted]
Sent: Tuesday, June 05, 2012 9:12 PM
To: Alexander, Mark W
Subject: Stamford train station garage demolition

I am a monthly pass holder for the Stamford garage, which makes riding on the train back and forth to NYC very easy. Naturally, I would like the shortest possible walk from the parking area to the train tracks. What about the garages at RBS and UBS? With the layoffs and transfer of jobs back into NYC (I am a former Stamford UBS employee), do they have extra parking spaces?

Regards,
Neel Doshi

From: scott keyes [redacted]
Sent: Tuesday, June 05, 2012 7:37 PM
To: Alexander, Mark W
Subject: Stamford train station parking lot

In response to the flyer at the train station:

The parking ramp should be within 50 yards of the station and accessible to the station without going outside (at least a covered walkway).

The idea of placing the parking ramp ¼-mile from the station is ABSURD!!! I travel extensively. Train stations around the world have parking garages attached (or very close) to the station. The Stamford station should also

Scott Keyes

From: john lawrence [redacted]
Sent: Wednesday, June 06, 2012 10:01 AM
To: Alexander, Mark W
Subject: station parking plans

Dear Mark Alexander,
as a regular commuter since 1988, I am shocked by proposals to exchange station parking for other commercial locations, and asking station parkers to walk up to a quarter mile dragging suitcases through the rain...amazing! As the CTRCC press release, with which I completely agree, noted:"One of the reasons that the Stamford rail station is so heavily used is that parking is abundant and adjacent to the station, steps away by covered bridges," ... "To allow developers to use the old garage site for shopping or offices and force commuters to walk a quarter mile is not fair, would discourage ridership and would be a sell-out to private interests."
I urge you to understand how important this is to regular commuters...it is essential that convenient, affordable parking *be at* the station, not a fifteen minute walk away....
regards,
John Lawrence
[redacted] Stamford, Ct 06901

From: Coblentz, Rosy [redacted]
Sent: Wednesday, June 06, 2012 11:36 AM
To: Alexander, Mark W
Subject: Demolition of 720 space parking garage

Hi Mark,

My name is Rosy Coblentz; I got the note about the demolition of the parking garage in Stamford. I
I had waited 5 years in order to get a spot at this particular garage. I am very happy with the location, I am a working mom with little children that I have to drop off at school before I get to the train station, any minute counts for me, I can't and I am not willing to walk farther my life is already hectic as it is and I don't want to get worst.
Please Do Not demolish the garage and please consider my petition.
Thanks.
Rosy Coblentz
[redacted]

From: Nataliya Kozlova [redacted]
Sent: Wednesday, June 06, 2012 5:07 PM
To: Alexander, Mark W
Subject: location of new garage of Stamford train statiom

Dear sir,

My name is Nataliya Kozlova. I'd like to sent my comment about location of new Stamford garage instead of old one. I and my family would like to park as closer as possible to Stamford train station. I think one quater of mile is too far and location of the garage right now is perfect. Many people need to commute every day and walk from the station to the garage everyday under different weather conditions. Also safety is important- it would be very uncomfortable walk too far at night. A replacement garage may be placed on the same location with extended area.

Regards,
Nataliya Kozlova

From: Casey, Robert [redacted]
Sent: Wednesday, June 06, 2012 12:54 PM
To: Alexander, Mark W
Subject: Parking Garage

Mr Alexander:

The DOT plan regarding the Stamford Parking Garage is ill-conceived and is a poor response to what was shoddy oversight to a even shoddier construction job when the garage was built. So now the DOT is going to rectify a mistake they made long ago with a new plan to move the garage 1/4 mile away and us the land for a for profit shopping complex? How to commuters fare under such a plan? Does the DOT even care?

Robby Casey

Robert W. Casey, Jr | [redacted]

From: Sandra Sondak [redacted]
Sent: Wednesday, June 06, 2012 12:44 PM
To: Alexander, Mark W
Subject: STAMFORD GARAGE

Hi Mark,

I just want to voice my opinion that is not necessary to demolish the old garage. What you can do is just re-enforced the structure. I am sure there are ways to upgrade or strengthen the garage structure with much less hassle and money.

I am a commuter and walking about a quarter mile would be a burden because I leave on a very early train and come back late. A lot of times, running to catch the train so that I can make it on time to the office.

Please consider us commuter when you make the decision.

Thank you.

Sandra Sondak

From: Frohn, Werner [redacted]
Sent: Wednesday, June 06, 2012 12:19 PM
To: Alexander, Mark W
Subject: Stamford MTA parking garage

Dear Mr. Alexander,

I am slightly concerned that this entire operation has been moving along with barely any information provision to train commuters. In some way we should be seen as "clients". Correct?

My daily commute is 1 hour and 15 minutes door-to-door one way and I am lucky to be immediately working around GCT. Imagine the people going to Wall street and potentially living in North Stamford, who will have a 2 hour door-to-door commute one way.

I would really hope that the new garage remains close to the station. Alternative solutions like a shuttle or rail support from the new garage to the station will just add another transfer point with potential delays, bottle necks and breakdown potential. And in our harsh climate, during many days it will be a hassle to walk. Do we really want to create another Staten Island or New Jersey like commute to Manhattan? One of the perks of remaining in Stamford has been the commutation connectivity.

I hope that my concerns will be heard as input for your decision making on positioning the new garage.

Best regards,
Werner Frohn
[redacted]

From: Suzette Kolacki [redacted]
Sent: Wednesday, June 06, 2012 4:14 PM
To: Alexander, Mark W
Subject: Stamford parking Garage

Mark –
I am writing in regard to the proposal to demolish the existing parking garage located in Stamford, CT, adjacent to the transportation center. WHAT ARE YOU THINKING??? I am very opposed to this structure being moved a ¼ mile from the station. The parking garage is very convenient where it is. I have an hour and a half commute every day and moving the parking garage will add another 20 minutes to an already long commute. Please, leave the parking garage where it is.

Thank you for your consideration,
Suzette Kolacki
[redacted]

From: Pittignano, Vincent [redacted]
Sent: Wednesday, June 06, 2012 1:39 PM
To: Alexander, Mark W
Subject: Stamford Parking Garage

Mr, Alexander - is the entire garage being demolished or just part of the garage? If just part of the garage, how many spaces will be left for parking?

Vincent Pittignano

From: Jeff Lewis [redacted]
Sent: Wednesday, June 06, 2012 1:36 PM
To: Alexander, Mark W
Subject: Stamford Parking Garage

I am writing to you because I understand that you are the correct person to communicate with about future plans for the Stamford parking garage. If that is incorrect, would you please forward to the correct person?

I use the station & garage daily, and no one can dispute that the Stamford garage needs help - and lots of it. That said, there are many proposals I have read about that would involve moving parking to an alternate location, some very remote. I therefore write to express my opinion that any garage plans must (1) have a new structure (if there is to be one) conveniently located for commuters/customers such that it is not a long walk from car to train, (2) allow people parking to connect to the station area above the tracks, and (3) be done in a way that does not disrupt the hundreds of people who currently use the station and garage. These are important for the general commuters and more important particularly to elderly and physically handicapped, I understand that what I am saying may in the eyes of some be mutually exclusive, but that does not mean that these priorities can be ignored. The current proposals to place parking 1/2 mile or more (when you take into account where the cars will be) is not acceptable from the users standpoint.

Thank you,
Jeff Lewis [redacted], Stamford)

From: Ingram, Douglas - GCM [redacted]
Sent: Wednesday, June 06, 2012 11:34 AM
To: Alexander, Mark W
Subject: Stamford Parking Garage

Mark,

I just yesterday found out that the parking garage at the Stamford train station will be demolished? While I have many questions, my first basic question is why? That garage is the lifeblood for hundreds (maybe thousands) of commuters to NYC from Stamford on a daily basis.

Are they planning to build a new one on the exact same site? If not, what is expected to be built there?

I have no idea where to build a new garage if not on the existing site – there is not much open space nearby to fit a garage the magnitude of which is required to handle the volume of commuters that use that garage daily. Perhaps on the SW corner of Washington and Station Place (where there is currently a large hole in the ground and no construction taking place for the past several years)?

Also, I would assume that if a new garage is to be built in a different location, the existing one will *not* be demolished until the new one is completed to avoid mass chaos and confusion for commuters, not to mention significant traffic snarl-ups all around the train station during rush hour.

Thanks for your time. Responses to any of these questions will be appreciated.

A very concerned resident, commuter and husband / father of 3,
Doug Ingram

Douglas M. Ingram
[redacted]
New York, New York 10036

From: [redacted]
Sent: Wednesday, June 06, 2012 4:18 PM
To: Alexander, Mark W
Subject: Stamford Parking Garage

As a 59 year old frequent commuter to NYC, I feel adamant that the parking for commuters must be at the train station and not a block or more away. Working in the city requires adhering to time tables, occasionally adjusting schedules and altering times of travel; to have to add additional time to this commute is a hardship. As a woman, I am also concerned about safety and the additional distance adds additional risk getting to and from one's car to the train. The weather conditions also factor into my desire to having parking at the station; it is a great convenience not to have to weather the elements any more than necessary.

The obvious argument for parking at the station is that this is a commuter hub. People are going to the Stamford train station to travel or to pick up/drop off those who do travel. Parking must be at that travel point not further away. It is ludicrous to think of the train station as a "destination point" for shopping, dining or conference venue. The latter could certainly be a few blocks away!

Lastly, I have noticed a number of my fellow commuters go through various surgeries or sustain injuries which required them to use crutches, walkers, or other aides in order to get themselves back to work. How would these people or others with permanent disabilities fare with parking not immediately at the train station?
Thank you for the opportunity to comment.
[redacted]

From: Jack [redacted]
Sent: Wednesday, June 06, 2012 8:04 PM
To: Alexander, Mark W
Cc: CTRailCommuterCouncil@gmail.com
Subject: STAMFORD PARKING GARAGE DEMOLITION

It's so obvious it shouldn't even have to be said: rebuild the parking garage in the same damn place with the same parking capacity!!! If you rebuild it a quarter mile away I will go to a different station and I will NEVER patronize any business occupying the old location -- and I'll be sure to write and tell them that before they sign the lease.

They'd have to be stupid to rent space there anyway; you can't keep the businesses downstairs afloat as it is, and if commuter must walk 1/4 mile to & from their cars do you really think they're going to spend even more time to buy stuff they have to lug a 1/4 mile to their cars?

JRB

P.S. I'll start applying for parking at other stations this weekend.

From: Stephen H. Alpert [redacted]
Sent: Wednesday, June 06, 2012 4:40 PM
To: Alexander, Mark W
Cc: CTRailCommuterCouncil@gmail.com
Subject: Stamford Railroad Station Parking Garage

Dear Mr. Alexander: I am a daily commuter from the Stamford station and have held a monthly pass to the garage at the station for many years. I am responding to the flyer left on my vehicle yesterday, advising of the impending demolition of the old parking garage and inviting me to send comments. Here are my responses to the questions posed in the flyer:

1. "Where should the new garage be built?" With all due respect, the answer seems absurdly obvious and simple to me. The replacement garage must be built at the Stamford station, either on exactly the location of the demolished garage or on other adjacent land which will provide equally easy and convenient access to the Stamford station for all those who use the trains, whether daily commuters or infrequent Metro North or Amtrak users. Any use or construction proposed for the location of the old garage that does not consist of a replacement garage would be inappropriate, inconvenience those who use the rails and discourage train usage out of Stamford station. By way of analogy, I am confident that the CT Dept of Transportation would not consider removing the bus terminus/departure area from its current location adjacent to the station to a new location a "quarter mile from the station", for the simple reason that it would obviously inconvenience bus riders who use the rails and discourage bus commutation to and from the trains. The thought is absurd and placing a new garage a "quarter mile from the station" is no less absurd.

2. "Where will you park when this is done?" I assume that the question is where will I park after demolition of the old garage. I have frankly been assuming that, as a monthly pass holder, I will be able to continue to use my pass in the "new" garage at the station and park there. Please advise if that is not going to be the case, and if it's not going to be the case, I frankly have no idea at the moment what reasonably workable options might exist.

3. "How far are you willing to walk to the station?" It is not clear to me whether the question is focused on (i) the period following demolition and prior to the opening of a replacement garage, or (ii) following opening of a replacement garage. In any event, and in either case, I am not willing to undertake more that a relatively quick walk from remote parking to the station, say perhaps three to five minutes. If this is not possible, then, unless I have continued access to the existing "new" garage at the station or to a private garage in close proximity and with reasonable rates, I will in all likelihood cease commuting from Stamford station.

In closing, I am happy to incur some modest inconvenience during demolition and construction of a replacement garage as the price for a modern, quality replacement parking facility at the station. I would add my observation, however, that people drive to and leave their vehicles at the Stamford station solely for the purpose of quick, easy access to the trains. Siting of a new garage any place other than at the station would not satisfy that purpose, would inconvenience me and other rail commuters, discourage rail usage at a time when the State should be doing everything possible to encourage train usage, and would constitute the height of counterproductive transporation development, in my view.

Thank you for your consideration. Respectfully, Steve Alpert

From: Craig Stevens [redacted]
Sent: Wednesday, June 06, 2012 10:38 AM
To: Alexander, Mark W
Subject: Stamford RR parking garage
Importance: High

Mark Alexander,
I am commute daily from Stamford to NYC over 15years I waited 3 years to get my parking pass for the garage to pay monthly; we should not have to walk any distance from the parking garage to the station. It should be the way it is now walk across to the tracks not ¼ mile away
People who have a monthly passes where will we park now? Where do we go to have our voices heard?
Sincerely
Craig Koller
[redacted]
New York, NY 10017
[redacted]

From: s heekin [redacted]
Sent: Wednesday, June 06, 2012 10:20 AM
To: Alexander, Mark W
Subject: Stamford Train Station Parking

Dear Mr. Alexander:

I ask that the Department of Transportation keep as a top priority the needs and convenience of train commuters who park at the Stamford train station, as DOT evaluates proposals to develop the current site and replace the existing facility. I am one of those commuters, and collectively we are a vital part of the Stamford community and economy. Please do your utmost to look out for our considerations.

Sincerely,

Scott Heekin-Canedy
[redacted]
Stamford, CT 06902

From: Virginia.Lorenzo[redacted]
Sent: Wednesday, June 06, 2012 5:06 PM
To: Alexander, Mark W
Subject: Stamford Train Station Project

Project Description: The Connecticut Department of Transportation (Department) is proposing to replace the Department's original parking garage located at the Stamford Transportation Center in Stamford, CT through a public-private partnership agreement that will include Transit-Oriented Development (TOD). Up to $35 million dollars in bond proceeds are available from the State of Connecticut relative to the replacement garage. The original garage at the Stamford Transportation Center provides some 727 spaces and was constructed in the 1980's, while a second garage provides an additional 1,200 parking spaces and will remain. The public-private partnership will include demolition of the original multi-level parking garage and the creation of 1,000 (minimum) commuter parking spaces within a 1/4 mile of the Stamford Transportation Center, possible improvements to the Stamford Transportation Center, improvements to Station Place, and the construction of TOD components within a 1/2 mile of the Stamford Transportation Center. Prior to demolition of the original garage, at least 727 parking spaces will be provided in the vicinity.

Comments:

Based on the map of the ¼ mile radius of the current garage where do you propose to create a minimum of 1,000 parking spaces? The map shows space already occupied by
RBS
UBS
New construction sites on Atlantic Street and part of the South End redevelopment
A small, full commuter parking lot
Commercial commuter lot on Atlantic Street
New apartments on Atlantic Street
Private homes
Will the spaces that are "in walking distance" costs less?
What do you define as the 'vicinity' for the 727 spaces that will available prior to the demolition of the original garage? Will there be a significant reduction in the monthly/daily fees since we pay a premium to park close to the station?
Will the remaining garage spaces be restricted to Stamford residents who are long-time monthly permit holders?
What research has been done to demonstrate that the already congested railroad station area will attract people shops, offices and other "TOD"?

Stamford is a major rail hub for MetroNorth and Amtrak passengers and on-site parking is essential to the ridership. I doubt that anyone in the CDOT or who has been involved in the proposal has ever been a commuter. Otherwise they would understand that a 15-20 minute walk to/from the station is a big deal -- it's adding 30-40 minutes a day to an already long commute.

From: Andy Devries [redacted]
Sent: Wednesday, June 06, 2012 4:42 PM
To: Alexander, Mark W
Subject: you have to be kiddin me

Please don't demolish the stamford parking garage, it is in integral part of my commute. have you no shame? selling the prized land to one of Malloy or Pavia's developer buddies and making hundreds of commuters walk a quarter mile every day is just obnoxious and slap in the face to us tax payers. -andy

---

From: [redacted]
To: Mark.W.Alexander@ct.gov
Stamford should consider advanced technologies that are far more environmentally friendly than conventional garage structures including pre-fab parking systems such as MorePark which allows for temporary and long term parking solutions with a demountable structure, and automated parking which has the lowest carbon footprint of all systems

---

From: Ross Taylor [redacted]
Sent: Friday, June 08, 2012 1:36 PM
To: Alexander, Mark W
Subject: Comment on Stamford Train Station PArking

If I were not able to park at the train station, it is unlikely that I would continue to use MetroNorth to commute to NYC. As it is, the worst part of my day is leaving the train station and trying to get home. I live north of the Merritt, and commute into NYC three days a week. It routinely takes 25 minutes or more to get home, much of it spent trying to get past I-95 due to poor traffic management by the city of Stamford. Having to walk any distance to get my car will add 5, 10 or even more minutes to that trip, adding that much time to my commute, and giving me days when it will take me almost as long to get off the train and get home as it does to get from my office to the station at Stamford. That is not an attractive and acceptable alternative.

For over 10 years I drove into Manhattan. The trip in would take less than an hour (I currently leave my home around 6am), while the return trip would usually take me a bit longer. Having to walk to get my car, especially in inclement weather, not only will add time, it will add meaningfully to the commutes discomfort (starting the day off soaked either by rain or sweat is not my idea of a "good time"). Should I have to walk any distance to get my car, or should my car end up parked away from the train station on the "wrong" side of I-95, the train rapidly loses out to driving as the logical means I would use to get into NYC, especially as I have the luxury of determining if and when I work in NYC. Not only would the total trip take less time on most days, it would also be a lot more pleasant (no rude passengers trying to fight you for space in a too small seat, or pretending to be asleep so as to give themselves room, a much more comfortable seat, and my car is simply in a lot better condition than any of the train cars I ride on, which are dirty and often in poor repair). With the cost of travelling in by train coming in at over $400/month (including gas), there really is no difference in the overall price I would pay to drive versus taking the train, so convenience would be the determining factor, and forcing me to park away from the train station would be a decided factor against using the train.

Ross Taylor

From: Steven Higashide [redacted]
Sent: Friday, June 08, 2012 4:30 PM
To: Alexander, Mark W
Subject: Comments on Notice of Scoping for Stamford Transportation Center

Mark,

On behalf of the Tri-State Transportation Campaign I am submitting the attached comments on the Notice of Scoping for the Stamford Transportation Center Parking and Transit Oriented Development.

Best,

Steven Higashide
[redacted]

From: CTRailCommuterCouncil [mailto:ctrailcommutercouncil@gmail.com]
Sent: Friday, June 08, 2012 2:41 PM
To: Alexander, Mark W
Subject: FYI: COMMUTER COMMENT: Stamford garage

From: DON & JEAN SHROPSHIRE [redacted]
Sent: Thursday, June 07, 2012 10:31 AM
To: Jim Cameron; ctrailcommutercouncil@gmail.com
Cc: L. Scott Frantz; senator@blumenthal.senate.gov; jean shropshire
Subject: Re: COMMUTER ALERT: Stamford garage to be demolished

how can anyone think of demolition of ANYTHING related to the metro north rail way system when what you have already is in tremendous need of repair and general clean up.

took the train from Cos Cob yesterday to Grand Central and back and couldn't believe the litter,debris, rusted infrastructure, graffi, unfinished painting of railings at the mamaroneck and mt. vernon east railroad stations, rough "road bed", noise etc. etc. etc.

the neglect related to metro north is a disgrace.

the conditions we have to put up with are more related to the 3rd world country.

CLEAN UP AND REPAIR IS WHAT IS NEEDED AND URGENT.

Demolition of the Stamford railway station should be LAST on the list.

the shropshires [redacted] greenwich, ct.

From: Netzero [redacted]
Sent: Thursday, June 07, 2012 8:19 PM
To: Alexander, Mark W
Subject: Demolish Stamford Garage

Dear Sir,
I would like to sound my surprise to the demolishing of the Stamford train station parking garage and build shops and housing.
I have a big problem understanding that building shops and housing at a train station can be successful. There are many commuters who uses the parking and it is difficult to understand why all these commuters should suffer. Why are the shops and housing not build on the place where the potential new parking lot is planned to be build. Taking the difficult financial times into consideration it seems to me to be a better solution to keep the parking garage as is and thereby save the the demolishing and rebuilding cost for the parking and only spend for the shops and housing at the planned new place for the parking.
I certainly hope that the City will choose an acceptable solution, which is for the best of the current commuters and not a solution, which will be bad for the commuters and also financially looks as a bad idea.

Yours faithfully,
Bo Nicolaisen
[redacted]
Stamford CT 06903
[redacted]
Sent from my iPad

From: Sanzo, Jerome (Eurohypo) [redacted]
Sent: Friday, June 08, 2012 2:57 PM
To: Alexander, Mark W
Subject: Demolition of Stamford Transportation Center Garage

Dear Mr. Alexander,

I have received a flyer at the Stamford Transportation Center Garage which states that the Garage is to be demolished and replaced at another location which may be moved up to a quarter mile away. Further, I am led to understand that the demolition and new construction will take at least two years.

I have been parking at the Stamford Transportation Center Garage for at least 15 years because I commute by train to New York City from my home in North Stamford. I wish to strongly protest any relocation of the Garage. It is difficult enough dealing with the constantly delayed Metro North trains, as well as the logjam of downtown Stamford traffic every morning and evening. The proposal as I currently understand it would make my daily commute even more intolerable, and will lead me to strongly consider the alternative of driving by car on a daily basis to Manhattan.

Thank you for your consideration,
Jerome Sanzo
[redacted]

From: Rob [redacted]
Sent: Friday, June 08, 2012 3:01 PM
To: Alexander, Mark W
Cc: ctrailcommutercouncil@gmail.com
Subject: Parking garage demolition

Mr. Alexander,

I am writing to express my concern and disappointment in hearing about the planned demolition and relocation of the Stamford Train Station parking garage.

I am a long time resident of Stamford, and have been commuting by rail to NYC daily for more years than I care to admit. It took years of waiting for a monthly parking spot in the garage until I finally got one, which made the long commute a little more bearable. I don't live that far from the station - I am south of the Merritt - and it still takes me about 1.5 hours door to door. Those in North Stamford have even longer commutes, I'm sure. If we were to lose those crucial parking spaces near the station and have to park farther away and deal with walking - especially in bad weather - it would add a tremendous burden on all of us who live in Stamford and commute to New York, and make our already long commutes even longer.

Stamford seems to be enjoying a great period of growth, with more people moving to our great city. This will drive an increasing demand for convenient parking near the train station. As it is, it can be tough to find an available spot - I see the "Lot Full" sign often enough. I can't imagine what parking will be like if we lose 720 spaces. At a time when more parking is needed near the train, not less, we should be looking to expand the garage instead of demolishing it. I understand if the old section is in disrepair and needs to be replaced. If that's the case, then it should be repaired if possible, or replaced by an even larger capacity garage in the same location. Personally, I would not want to add a half mile round trip walk to my daily commute - 3 hours per day is long enough to spend just getting to and from work. If that was to happen, I would very seriously consider moving out of Stamford, as I'm sure many others would, too.

Thank you for your consideration.

Rob Yakubovich

From: Marina Feldman [redacted]
Sent: Friday, June 08, 2012 8:48 AM
To: Alexander, Mark W
Subject: Public Garage

Hello,

Me and my husband are long time commuters working in NYC. The parking space we've got is nothing better we can desire. It would be a huge problem not having that space. Summer or winter, rain-there is no problem to leave a car and jump into the train and coming come is so convenient. Please fight to leave the space as where it is now.
Thank you
Feldman's family.

From: Cappetta, Michael [redacted]
Sent: Friday, June 08, 2012 8:33 AM
To: Alexander, Mark W
Subject: Received Your Flyer on My Car Window

Mark:

Demolishing that parking garage is just a big mistake. I honestly feel the Stamford train station garage should be made bigger to accommodate more vehicles and make mass transportation more easily accessible for people.

I use the Stamford Transportation center 5 or 6 days a week and have been parking in the garage for the past 10+ years.

Honestly, that garage makes the transportation center useful and accessible; it's convenient, safe/secure, has walkways that connect from the garage to the station and ticket areas, etc. It's perfect and reasonable priced.

I personally have no choice, I need to ride the train to get to work, so I will use a garage no matter what is ultimately decided.

You should endeavor to make parking at transportation hubs, as convenient as possible, to encourage use of mass transit. Have people park 1/4 mile away and walk to the train station in the rain and snow is just not going to make mass transportation people's first thought.

I encouraged more thinking on this matter.

My personal view, the Stamford train station parking garage is a significant benefit to mass transportation use and should be retained. Don't demolish it.

Who else should I call to help get the message across.

Sincerely,

Mike Cappetta
[redacted]

From: Chris Orlando [redacted]
Sent: Sunday, June 10, 2012 11:39 PM
To: Alexander, Mark W
Subject: Stamford Garage

Mark - I hope this email finds you well. I think it was be a huge mistake moving the garage .25 miles from the station. That is the most ridiculous thing I have heard in a long time. Please reconsider this devasting move.
Respectfully,
Chris Orlando
[redacted]

From: Erin Stevens [redacted]
Sent: Friday, June 08, 2012 5:01 PM
To: Alexander, Mark W
Subject: Stamford Garage

To whom it may concern:

I wanted to get in touch regarding the Stamford Garage project. Based on the information I have received, it is not clear what the actual plan is. It concerns me greatly that the garage may be torn down, with no plan on where the new one would be built.

Of course, ideally a garage would be built on the same spot, as I somewhat regularly use the current garage, and appreciate the convenience. As someone with a commute over 1.5 hours from door to door, having a close garage is important - it would deter me from using the station if I had to walk to get to the station (adding more time on to my commute).

But, before I can truly comment and provide feedback on the proposal, I would need more information on what the true plan is.

I feel you owe all involved a solid proposal/plan so we can provide appropriate feedback. Otherwise there are just a number of angry people on two sides objecting to something they don't fully understand.

Please provide more information on the proposed plan as soon as possible so we can make an informed decision.

Sincerely,

Erin Stevens

From: esther giordano [redacted]
Sent: Saturday, June 09, 2012 1:54 AM
To: Alexander, Mark W; Alexander, Mark W
Subject: Stamford Garage

Dear Mr. Alexander,

First I would like to say I just found out about this request and deadline for comments. It was not posted anywhere a regular user of the garage would see it. I just happened to take the elevator in the garage for the first time in 8 months and see the notice. This suggests that there is no desire to know what the garage users and taxpayers think about the "government" plans.

I am sure it has been said and you will here it again from me:
Facts
1) Many (such as myself) commuters are not handicapped but can not walk far, or take a lot of stairs without some pain or discomfort.
2) Many (such as myself) pay the $8 and $10 per day rate, which on average of 240 working days amounts to $1,920 to $2,400 annually.
Folks at work can't believe the waiting list is soooo long and I have to pay soooo much.

I am beyond distressed and angry that the state would ever move parking away from the location it is in now.

Have you given any thought of the danger of walking, rushing or running to catch a train through snow, ice, wind, rainstorms and puddles during our various inclement weather? Have you thought of the destruction to a person's clothing in a 1/4 mile walk/run to the station? Have you thought of handicapped drivers making their train without any danger? Have you thought of the new pedestrian traffic this causes clashing with all the public bus, taxi and private pickup/ dropoff car traffic?

To require parking away from its current location and have to go through the above dangers, expenses and inconveniences it better be FREE parking. I doubt that will happen. Right now I can walk into the train lobby and onto the track safely and quickly. I only need to cross parking garage traffic- not the street. I don't need to worry about slipping, sliding, falling or breaking any bones because of the weather. I am paying thousands of dollars and think that is the least I should get for it. By the way it really disturbs me that our enormous train ticket price increases are going to the general state budget - not our trains. This evening three train cars including the one I sat in did not have any lights or air conditioning- All for $270+ month.

I can't imagine anyone wanting to live by the train tracks however if you need apartments and stores please fill in the hole on the corner of Washington Blvd or across our mall. In fact new apartments just went up on Washington Blvd. near the corner of North street. Have they been filled already?
Perhaps stores and apartments can be put on top of the new garage just like the Target store in downtown.

The improvements which need to be made and which I have not heard any information on:

1. Speed up the line of cars exiting the garage. It has taken as much as 20 minutes to get out. Perhaps swiping a credit or prepay card and having more lanes to exit.
2. Place the ticket stand in a position where it does not make it difficult for cars entering and exiting at the same time. Currently you must drive on the left side to turn the car so the driver can reach the parking attendant. Worse case is a front end collision- best and most usual is a tie up of any traffic moving in or out of the garage.
3.Currently people park their cars for picking up or dropping off passengers in the driving lanes which is not allowed, and on the side of the garage which is allowed. The street parking rules are not obeyed or enforced. Currently these people block the flow of traffic and the entrance and exits to the garage by taking up driving lane space. Do not allow any parking, picking up or dropping off on the road between garage and station. Perhaps make a cell phone parking area for these people like the airports have. They can walk the 1/4 mile since they are NOT PAYING for parking.
4. Enforce driving rules or change the lights and lanes under the train track going south on Washington Blvd. Two lanes are needed to turn left into the station area so cars do not block Washington Blvd at the 95 entrance ramp.

When I have other thoughts I will pass them on. Thank you for taking time to read this note.

Sincerely,

Esther-Marie Giordano
[redacted]
Stamford, CT 06902

From: Kapil Khetan [redacted]
Sent: Friday, June 08, 2012 11:52 AM
To: Alexander, Mark W
Subject: stamford garage

Dear Mr. Alexander,

Please don't do anything stupid like moving the garage a ¼ mile away. It is a horrible idea that will ultimately result in things worsening for CT as more people either give up or move to a more convenient place.

Regards
Kapil Khetan

From: adlaurem [redacted]
Sent: Friday, June 08, 2012 5:48 PM
To: Alexander, Mark W
Subject: Stamford Garage-these comments are being sent on June 8th.

You have got to be kidding. As it is, we have to cross the street in rain, ice and snow, with cars trying to run us over as if we are targets (especially the taxis--whose drivers got their licenses in a Cracker Jack box!), despite us walking in the crosswalk. The garage should be built on top of the train station so that we don't have to cross the street and we can simultaneously shelter passengers on the train platforms with the footprint of the new garage.

Before I had a key card for the garage, I had to park in the Bell Street garage, and had to wait 15-20 minutes for their shuttle to take me to the station even at 6AM! That is an unacceptable additional amount of time to add on to a commute that is already much too long. My office will be moving from midtown to the Wall Street area within a year. Imagine a 15-25 minute ride to the train in my car, depending on traffic, followed by a 20-30 minute trip from a remote garage (including time for the shuttle to circle around), then a 5 minute trek to the platform and if the train is literally right there, a 45 minute trip to midtown, and then changing modes to subway, and add an additional 40 minutes downtown, followed by a 5 minute walk to work. That easily translates into a two hour plus commute one way using five modes of transportation, multiplied by 2, so that I'll spend a minimum of 4 plus hours commuting a day. This is torturous and wholly unacceptable.

I'm not willing to walk one step further than I do now. Half the time the escalator is out of commission, and we have to walk up the equivalent of 3 flights of stairs too. How much do you want to torture commuters? What do you have against us anyway? Why do you have to demolish the garage that's there? Are you selling it and the land under it to a "connected" real estate developer, or some Scottish bank?

This is insane and outrageous!

Debra Winthrop Pollack
[redacted]

From: Soule, Jeffrey [redacted]
Sent: Thursday, June 07, 2012 7:39 AM
To: Alexander, Mark W
Subject: Stamford Parking

Mr. Alexander,

Can you please confirm when we will no longer be able to park in the state garage at the Stamford train station?

I just heard of the decision to demolish this garage. If the new parking facility is not going to be in the same space then why demolish the existing garage before the new one is built?

I am a Connecticut resident and I am aware of our current financial status. Why would the state want to forgo over $1 million in revenue during a two year construction period? Wouldn't it make more sense to preserve the revenue during construction and build the new garage first? Who has the fiduciary responsibility to protect the tax payers of Connecticut?

For me personally, this is an egregious decision that must be addressed. This will disrupt the lives of more than 700 commuters and will add to our commute times and undoubtably increase our commuting cost. I am already stretched from a budgetary perspective and it will be difficult to manage any increases in my expenses. I currently pay $70 per month for parking and it appears that the garage next door just raised their monthly fee to $100, so it is evident that there will be a negative financial impact on me.

I pray that there will be some consideration for financial hardships of commuters before demolishing the Stamford train station garage. Please provide any additional details you have or a link to where I can stay abreast of these developments. Thank you.

Regards,
Jeff Soule

From: CTRailCommuterCouncil [mailto:ctrailcommutercouncil@gmail.com]
Sent: Friday, June 08, 2012 2:40 PM
To: Alexander, Mark W
Subject: FYI: Stamford Parking Garage / Public Comment

FYI... JC

From: Yelena kabilnitsky [redacted]
Sent: Friday, June 08, 2012 11:21 AM
To: CTRailCommuterCouncil@gmail.com
Subject: Parking Garage

To Whom It May Concern,
I am a handicapped commuter holding a monthly pass to the parking garage for many years. My daily commute to work takes 2 hours and it is essential to me to get to work on time.
You are announcing the upcoming demolition/construction of the parking garage and asking me where I will park. Let me ask **you** this question: where will I park my car while you undertake this project?
When planning such projects the city or whoever is responsible for it should also plan and arrange for an alternative option for the commuters, especially those like me. Due to my serious low-back problem I am not capable of long walks, especially in bad weather conditions, and require a parking spot close to the station.
I expect you to notify me in writing what your plans and intentions re my parking are.
Thank you.
Yelena Kabilnitsky
[redacted]

From: Neal Bantens [redacted]
Sent: Friday, June 08, 2012 1:26 PM
To: Alexander, Mark W
Subject: Stamford Parking Garage

Dear Mr. Alexander,

This is Connecticut civil planning at it's finest. Thank you for the well prepared, thoughtful procedure of upgrading our parking facility. After years of enduring patch-work maintenance that is obviously not enough, we now have to add another half an hour to an hour in round trip hiking to our car on top of our 2 hours plus daily commute. And what about the handicapped and less physically capable commuters, how long will it take them to get to and from the lot? How many thousands of commuters will be doing this "walk" every day? Including all of the commuters that do not live here in Stamford. It's not like we can go to their lots and park, where residency is required. And honestly, for how long?

Is there no better alternative? Why was this parking displacement not considered when the building across Washington was demolished? That walk would have been far more reasonable, 1 block. The private construction could have been delayed until the new garage was constructed. And really, does this stagnate real estate market need any more empty spaces to fill? This procedure is inept and poorly planned. Please consider a less time consuming alternative, please.

Thank you.

Neal Bantens
[redacted], Stamford CT 06905

From: Ken Seiter [redacted]
Sent: Friday, June 08, 2012 11:20 AM
To: Alexander, Mark W
Subject: Stamford Parking Garage

Mark,
I heard some concerning news regarding the demolition of the Stamford Parking Garage. I have some questions:
Why is it being demolished? Seems ludicrous and will place a tremendous hardship on many in the community.
Has any consideration been given to the mess it will create?
When will this be happening?
How long will it take?
What do commuters do in the meantime?
The Stamford station is a major transportation hub for the area and supports the many workers who need to travel to NYC daily in order to support themselves, families and the community. It would be a travesty for us who are key constituents for the area and not very positive for our representation in government.

Ken Seiter
[redacted]
New York, NY 10016
[redacted]

From: Laura Spichiger [redacted]
Sent: Friday, June 08, 2012 9:47 AM
To: Alexander, Mark W
Subject: Stamford Parking Garage

I have been using the Stamford Parking Garage for almost 14 years.
While the garage is in desperate need of repaid in some sections, the complete demolition of the site would cause enourmous traffic and delays for the thousands of commuters who depend on it. I also think that this could potentially cause a dangerous situation for pedestrians, if not managed properly.

I hope that a more commuter friendly solution can be found.

Regards,

Laura Spichiger
[redacted]
Stamford, CT 06903

From: arbit71[redacted]
Sent: Thursday, June 07, 2012 9:45 PM
To: Alexander, Mark W
Subject: Stamford Parking Garage Demolition

Dear Mark

I, Asif Osman, as a 10 year commuter and user of the Stamford Garage am extremely concerned about the demolition, loss of parking spaces, the at least 2 year wait for a new garage and the distance I may have to walk to catch trains to NYC.

A key appeal of Stamford as a town to raise my family was the easy access provided by the MTA and the convenience of parking. The proposed demolition and potential relocation of the garage will greatly inconvenience fellow commuters like myself and lessen the appeal of this great City to prospective residents.

I appreciate your consideration of my concerns. Thank you.

Asif Osman
Stamford resident and homeowner

From: Jeffrey Maron [redacted]
Sent: Friday, June 08, 2012 5:00 PM
To: Alexander, Mark W
Cc: [redacted]; [redacted]
Subject: Stamford Station Garage

Mr. Alexander,
I am writing to you as a Stamford resident and daily commuter on Metro North. I am also the holder of a monthly parking permit for the garage at the train station.
I have been made aware that the Connecticut Department of Transportation is soliciting bids for the replacement of the older portion of the garage and that they are looking at sites for its replacement as far as a quarter of a mile away from the station.
This is a step backward that will hurt Stamford and Connecticut overall.
I moved to Stamford primarily because of its convenient access to commuter rail into NYC. Initially I did not have access to the garage due to the restricted number of parking spots available and as a result I drove into the city every day. However, when I received a monthly permit for the garage, assuring me of parking, I began to take the train daily. Perhaps the only benefit of the train station is the parking garage adjacent to the station and its covered access to the station and train platforms.
While I appreciate that the State is looking to bring increased transit oriented development to Stamford, it is possible, and it should be the primary goal of this exercise, to combine parking directly at the station with what ever other development takes place on that site.
A quarter of a mile walk in the rain (as we had all week) or the snow (as we have every winter), or summer heat is a significant deterrent to using Metro North or Amtrak from Stamford. It also adds a significant time premium to already long commute. It makes living in Westchester more attractive, and puts commuters like me back into their cars, adding more traffic to the already overwhelmed highways.
A long walk will keep away vacationers or business travelers with luggage and families with children, especially in bad weather.
We have a valuable asset in a state parking garage located immediately adjacent to the station and that's where it should stay.
Regards,

Jeffrey Maron

From: R Chabot [redacted]
Sent: Friday, June 08, 2012 12:21 PM
To: Alexander, Mark W
Subject: Stamford Station Garage

The existing garage is perfectly located and ATTACHED UNDER COVER to the station. How can you even consider taking away this convenience for an alternative up to 1/4 mile away? A new expanded garage AT THE PRESENT LOCATION, with the same, convenient, undercover direct attachment to the station is the ONLY ALTERNATIVE you should consider. When what we already have works as well as it does, it makes no sense to destroy it. Why should train riders have to walk through rain and snow from a distant garage when the space by the station is already there? PLEASE DON'T TAKE AWAY A GOOD THING!!
Rodney Chabot
Member and past Chairman
Connecticut Rail Commuter Council

From: Lorraine Leonard [redacted]
Sent: Thursday, June 07, 2012 6:40 PM
To: Alexander, Mark W
Cc: 'Fred Leonard'
Subject: Stamford Station Garage Parking

I am completely opposed to commuters being asked to walk outside in the weather in order to get from the train to their car/s. Suggesting that parking could be as far away as quarter mile is an insult to commuters and a discouragement to their living in Stamford versus other communities.
The garage should be rebuilt where it is now, connected to the train and intelligent use of the airspace above it could provide housing, offices or whatever. Retail could even be accommodated on the streetscape with a parking ramp leading up to the floor above for the parking levels.
Offices and/or housing would be at a higher level producing pleasant views for the occupants and above the noise level of the station itself.
A public/private partnership is fine as long as the "public" meaning commuter's interests are served first.

Lorraine Leonard
[redacted], Stamford CT 06902
[redacted]

From: O'Connell, Richard [redacted]
Sent: Thursday, June 07, 2012 12:43 PM
To: Alexander, Mark W
Subject: Stamford Train Parking Garage Plans

As a daily commuter from Stamford to New York, I have a vested interest in the ongoing functioning of the Stamford train station.

I understand the need for a better parking garage at Stamford – the layout, the age, and the size all argue for an overhaul. At a minimum, the pools of rainwater in the stairwells reek. Furthermore, I know that change will involve some inconvenience – we have to demolish the existing structure to build a better one, and will have to park somewhere else in the interim.

I believe two goals should drive considerations for new plans:
There is a massive backlog for monthly parking permits at the current garage, and frequently the garage is at capacity. Metro North provides a truly effective mass transit solution, and the value of this should be maximized. As mass transit is a "green", "eco-friendly" solution, I believe it should be maximized. Assuming that Stamford continues to grow, we will have even greater demand for parking at the train station in the future. Therefore, our end state should have a far, far greater capacity than the current garage.
If the end state requires a 5-minute longer walk than the current state, this is adding 10 minutes a day x 1,000 people x 250 days = 41,666 hours per year of basically wasted time. While there is an argument that people need to exercise more, enforcing this by putting the parking garage far away seems unjustified (although perhaps putting the parking for Burger King a mile away would be a good idea). The end state should have substantial parking at the existing location, convenient for commuters with luggage or in the rain.

I would propose
Pave the construction project to the west of the station and make it the "temporary" lot.
Demolish the existing parking structure.
Build a much, much bigger multi-function building.
Resume construction on the site of the temporary lot.

An alternative would be to build an "over the tracks" parking garage, which could be a permanent addition to the parking system. This might require more engineering, and would require longer time before the demolition of the existing lot. On the other hand, creating space "over the tracks" would essentially add valuable real-estate on a permanent basis.

There may be objections to building a much larger structure:
It's just too big: There is very little in the way of "local character", given the run-down buildings nearby on Pacific, the new development occurring nearby, and the large Thompson building next door. Old Greenwich may have a credible argument, but Stamford has large nearby office buildings etc.
It's too expensive: The carrying cost of parking spots should be fairly minimal – there's no air conditioning, no carpet, no plumbing, just fluorescent lights. Having 10 stories of underground parking instead of 5 should not be much more expensive. Additionally, there is a chronic shortage of parking at nearby train stations. By keeping a base rate of $70/mo for Stamford residents, and offering monthly parking to Greenwich/Darien residents for $140, the cost could be defrayed.
We don't need that many parking spots: Excess parking will drive greater demand for commuters to live in Stamford, which will fill the lots. Announcing "There is a 3yr waiting list for a parking spot in Greenwich, but no waiting list in Stamford" will be a powerful selling point.

In conclusion, I think there is a solid case for a much bigger parking structure on the same location. I look forward to hearing more as the plans for the garage are finalized.

Sincerely,
-Richard

From: Davis, John [redacted]
Sent: Thursday, June 07, 2012 2:58 PM
To: Alexander, Mark W
Subject: Stamford Train Station Parking Garage

Mark,

This note is to confirm my objection to replacing the existing parking garage anywhere but the current site of the garage. Commuting into NY is a significant effort for all who do and we cannot add to that burden by placing the new parking structure up to 1/4 of a mile away. The new structure must stay at its current location. I do not have an issue with a mixed use structure as long as train station parking is maintained at its current location.

Regards,

John Davis
Daily Commuter to NYC

From: [redacted]
Sent: Thursday, June 07, 2012 8:41 PM
To: Alexander, Mark W
Subject: Station Parking

Mr. Alexander,
What will the parking arrangements be for the handicap permit holders? Thank you.

Malcolm Jacobs
[redacted]

APPENDIX C

Public Review Comments and Responses for Record of Decision

Stamford Transportation Center Parking and Transit Oriented Development

Stamford, Connecticut

State Project No. 301-047

Prepared for:

Connecticut Department of Transportation

December 2012

Prepared by:

Clough Harbour & Associates LLP

TABLE OF CONTENTS

1. Introduction C-1
2. Agency Comments and Responses C-1
3. Summary of Public Comments and Responses C-10
4. List of Public Comments Keyed to Responses C-27
5. Public Hearing Transcript and Comments Keyed to Responses C-104

1. Introduction

As required under the Connecticut Environmental Policy Act (CEPA), this document provides responses to comments that were submitted to the Connecticut Department of Transportation (CTDOT) during the public review period for the Environmental Impact Evaluation (EIE, dated August 2012) for the proposed Stamford Transportation Center Parking and Transit Oriented Development, State Project No. 301-047.

Notice of the EIE availability was published in the *Environmental Monitor* on August 21, 2012, beginning a 45-day public review period that closed on October 5, 2012.

A Public Hearing was conducted during this period on September 20, 2012 at the Stamford High School, 55 Strawberry Hill Avenue, Stamford, Connecticut. Approximately 63 individuals attended the Hearing, of which 24 provided comments in the form of oral testimony.

Throughout the 45-day comment period, CTDOT received comments from three public agencies, and 86 individuals or organizations. These comments were provided in the form of written correspondence including emails, letters, and comment forms.

The public review comments and responses are presented in the following sections of this document, summarized as follows:

- **Section 2**. Presents the correspondence submitted to CTDOT by public agencies during the public review period. Responses are provided for any substantive comments contained in the agency correspondence.
- **Section 3**. Provides a summary of the public comments that were submitted by individuals or organizations as written correspondence or oral testimony at the Public Hearing. The comments are organized into thirteen categories; each category includes a summary of the comments relating to that category, with corresponding responses.
- **Section 4**. Presents the written correspondence submitted to CTDOT by individuals and organizations during the public review period. The substantive comments contained within the written correspondence are keyed (or cross-referenced) to the summary of public comments and responses provided in Section 3.
- **Section 5**. Presents the transcript from the September 20, 2012 Public Hearing. The substantive comments provided via oral testimony are also keyed to the summary of public comments and responses provided in Section 3.

2. Agency Comments and Responses

Three public agencies submitted correspondence to CTDOT during the 45-day public review period, including: the South Western Regional Planning Agency (SWRPA); the Connecticut Department of Energy and Environmental Protection (CTDEEP); and the Connecticut Department of Public Health (DPH), Drinking Water Section. This section presents the correspondence from each agency followed by responses to the substantive comments contained in each correspondence. A "Response Key" is provided along the right side of each correspondence adjacent to the substantive comments and correlating to a numbered response that directly follows the correspondence.

SWRPA Correspondence

SWRPA

SOUTH WESTERN REGIONAL PLANNING AGENCY

Stamford Government Center
888 Washington Boulevard, 3rd
Stamford, Connecticut 06901
203 316 5190 PHONE
203 316 4995 FAX
www.swrpa.org

October 3, 2012

Mr. Mark W. Alexander
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06131-7546

RE: **Stamford Transportation Center Parking and Transit Oriented Development Environmental Impact Evaluation**

Mark:

Thank you for the opportunity to review and comment on the *Stamford Transportation Center Parking and Transit Oriented Development Environmental Impact Evaluation*. We are encouraged by the attention being devoted towards improvements to the Stamford Transportation Center, the busiest rail station in Connecticut and a focus point for development in the City of Stamford. South Western Regional Planning Agency (SWRPA) is in accord with the general goals of increasing the parking supply at and supporting transit oriented development in the vicinity of the Stamford Transportation Center.

SWRPA and South Western Region Metropolitan Planning Organization (SWRMPO) have long recognized the importance and potential of the Stamford Transportation Center. SWRMPO's *Long Range Transportation Plan, 2011 – 2040* includes among its list of recommended projects improved parking and station facilities at the Stamford Transportation Center. The *2009 South Western Region Rail Station Parking Study* documents the demand for additional parking at the Stamford Transportation Center and suggests the potential for new private parking facilities to alleviate some demand. SWRPA's *Regional Plan of Conservation and Development, 2006 - 2015* recommends land use policies of compact design, mixed use development, and increased residential density in areas well served by public transit. Beyond these policy considerations, a set of technical comments are provided on the attached sheet.

It is our hope that this initiative results in improvements that benefit commuters, the City of Stamford, and the State's economy. We look forward to working with the Connecticut Department of Transportation on this important project.

Sincerely,

Floyd Lapp, FAICP
Executive Director

Enclosure

DARIEN GREENWICH NEW CANAAN NORWALK STAMFORD WESTON WESTPORT WILTON

SWRPA Technical Comments:

Response Key

- *State and City Permits and Regulations*: The proposed development and parking, both temporary and long term, should comply with any and all applicable state and city regulations and requirements. A major traffic generator certificate from OSTA is a state example and Stamford noise ordinance compliance is a city example, along with planning and zoning, street use and opening permits for city streets, and building permits. **SWRPA-1**

- *Study Area Intersections (3.3.1.2, pp3-14 – 3-15)*: Traffic area of influence may extend beyond intersections analyzed in the EIE. Consider also analyzing: **SWRPA-2**
  - Washington Blvd @ Richmond Hill
  - Washington Blvd @ Pulaski St
  - Washington Blvd @ Henry St
  - Henry St @ Atlantic St

- *Pedestrian circulation (3.4.3, p3-56)*: The EIE analyzes the vehicular traffic impacts from the garage replacement and new trips generated by the TOD. Much less attention is devoted to pedestrian circulation through the Stamford Transportation Center, a subject deemed significant by several past studies of the station. For instance, demolition of the pedestrian bridge linking the old parking garage with the waiting room will move people using the 2004 garage to the other pedestrian bridge, Station Place, South or North State Street, the tunnel, and the platforms. This, along with increased pedestrian traffic between the station and Gateway Site, may exacerbate already crowded peak period pedestrian conditions (101). **SWRPA-3**

- *Shuttle service*: Following the Hartford and New Haven models, consider providing free shuttle bus service between existing parking facilities in downtown Stamford and Stamford Transportation Center to mitigate demand during demolition and construction. **SWRPA-4**

- *TOD Trip Generation (3.3.2.3.2, p3-44)*: According to what standards did the EIE estimate parking demand for the TOD? What is the basis for 20% internal capture rate? Was the rate at comparable buildings around Stamford Transportation Center investigated? Providing 2,185 parking spaces for the development is excessive and antithetical to the stated goal of encouraging transit use. **SWRPA-5**

- *Bicycle Facilities (3.4.1.2, p3-56)*: Bicycle parking at Stamford Transportation Center is primitive by contemporary standards. The proposed mitigation of adding bike racks to accommodate a minimum of 50 bicycles should be enhanced to provide secure/sheltered bike parking, preferably in the existing parking structure, new parking facilities, and in the proposed TOD development. Safe, secure, and convenient bicycle parking can replace some parking demand or grow transit ridership without adding to parking demand. **SWRPA-6**

- *Leading Pedestrian Interval (3.4.3, p3-56)*: Leading pedestrian intervals should be further studied before implementation in Stamford's traffic signal system. **SWRPA-7**

DARIEN GREENWICH NEW CANAAN NORWALK STAMFORD WESTON WESTPORT WILTON

Responses to SWRPA Comments

SWRPA-1. As stated in the EIE (See Sections 6 and 8), all applicable State and City regulations and permits will be obtained and complied with as part of the Proposed Action. Specific permits and certifications, such as those cited in the comment, will be determined as the Development Agreement is finalized and design of a preferred concept is progressed. It is the State's position that local zoning requirements and approvals do not apply to any portion of the Proposed Action that is located on state-owned land.

SWRPA-2. The EIE discusses that traffic impacts and mitigation of the Proposed Action will be further studied as necessary to address the specific configuration and access/circulation of the Proposed Action once the location and access characteristics are refined through the RFP selection process. The scope of further study, which may include analysis of intersections beyond those studied in the EIE (such as those noted in SWRPA's comment), will be determined as part of the project design and in conformance with permitting requirements.

SWRPA-3. Changes in pedestrian circulation through the Stamford Transportation Center, both during construction and in the final condition, will be affected by the details of the design concept (including location(s) of commuter parking, connectivity from parking and the TOD to the Stamford Station, and size, land-use mix and location(s) of the TOD) as well as the concepts for construction staging. All of these factors are unknown at this time. However, the evaluation criteria of the RFP solicitation for the Proposed Action requires that proposers demonstrate the feasibility of their concepts to providing adequate pedestrian accommodations at all times.

SWRPA-4. The Proposed Action requires that all of the existing commuter parking supply be maintained within a ¼-mile walking distance of the Stamford Transportation Center throughout the construction period, either in permanent or temporary facilities. Consequently, it is not expected that there will be a need or benefit to publicly subsidize shuttle operations from remote parking facilities. If a shuttle service is proposed by the developer, they would be required to demonstrate to CTDOT that reliable and timely service could be achieved during the construction of the Replacement Parking, and it would be their financial responsibility to adequately fund the service.

SWRPA-5. The parking demand for the TOD component of the Proposed Action, as described in Section 3.3.2.5 of the EIE, was estimated using the Urban Land Institute (ULI) Shared Parking Model. This methodology considers factors that affect parking demand such as [1] the relationships among the land uses of the TOD that can produce multi-purposed trips, [2] temporal (time-of-day and parking duration) characteristics that can affect shared parking synergies, and [3] mode share of non-automobile travel. For the purposes of the EIE, this model was applied to a conservative upper range of potential TOD development. The 2,185-space parking estimate does not represent a minimum design requirement for what should be provided for the Proposed Action, as the parking need will be dependent on the actual TOD configuration associated with the selected developer proposal. The EIE does conclude that this parking demand for this upper range of TOD is 30% less than would otherwise be expected if the same amount of development were constructed in a non-TOD context. The EIE also identifies strategies that can be considered in the design process to manage supply and price to achieve further reduction in demand which would then translate to a need for fewer spaces to be

provided, consistent with the goal of encouraging transit and non-motorized travel. The parking supply/demand at other sites within the vicinity of the Stamford Transportation Center was not investigated because the final configuration of the TOD in the Proposed Action is yet to be determined such that the sample results would be inconclusive in determining the parking supply to be associated with the Proposed Action.

It is also noted that there is a difference between the parking supply needed to support the TOD development and the amount of traffic generated on a daily or peak-hour basis by the TOD. To illustrate the difference, consider a scenario of a resident of the TOD who uses the Metro North rail service to commute to work. While this person's daily journey-to-work trip is made by transit, he/she may still want or require to own (and store) a vehicle on site for occasional use. In this case, there is no peak hour traffic generated but it does not eliminate the parking demand. Specific parking requirements for the TOD component of the Proposed Action will be determined as detailed concepts are developed, and strategies can be employed to further reduce the TOD parking demand, as described in the EIE.

The trip generation estimates described in the EIE (Section 3.3.2.3.2) considered an internal capture rate of 5% (not 20% as cited in the comment) because the conservative 5% rate is consistent with CTDOT's policy for development impact evaluations. However the EIE does identify that continuing research on TOD traffic generation suggests that higher trip capture rates may be achieved in TOD developments depending on factors such as the size and mix of land uses.

SWRPA-6. At a minimum, the Proposed Action will provide storage capacity for 50 bicycles. Opportunities to enhance this storage amenity, such as providing secure/sheltered bike parking, will be evaluated as part of the proposal review process and discussed during negotiations.

SWRPA-7. The leading pedestrian interval was offered as a possible pedestrian enhancement at signalized intersections in the study area, and is also a recommended strategy from the *Walkable Stamford* study. The specific implementation of this operational concept will be evaluated in the context of the detailed traffic studies required for design and permitting and will be coordinated with the City's traffic engineering staff.

CTDEEP Correspondence

Response Key

CONNECTICUT DEPARTMENT OF

ENERGY & ENVIRONMENTAL PROTECTION

OFFICE OF ENVIRONMENTAL REVIEW

79 ELM STREET, HARTFORD, CT 06106-5127

To: Mark W. Alexander - Transportation Assistant Planning Director
DOT - Office of Environmental Planning, 2800 Berlin Turnpike, Newington

From: David J. Fox - Senior Environmental Analyst **Telephone:** 860-424-4111

Date: October 5, 2012 **E-Mail:** david.fox@ct.gov

Subject: Stamford Transportation Center

The Department of Energy & Environmental Protection (DEEP) has reviewed the Environmental Impact Evaluation (EIE) for proposed replacement of a parking garage at the Stamford Transportation Center and related transit-oriented development (TOD) in the surrounding area. As previously noted, the Department supports efforts to expand the capacity of public transportation services through the provision of additional parking as well as projects to increase the demand through transit-oriented development. The following comments are submitted for your consideration.

The document has been prepared because it involves the construction of parking facilities for more than 200 vehicles. The parking as well as related TOD elements will be constructed via a public-private partnership. State money will be used for project elements related to transportation, including demolition of the existing garage, new parking facilities and transportation center improvements, while private capital will be used for the TOD elements. The project description in the EIE is limited to a depiction of the proposed action area boundary encompassing several city blocks surrounding the transportation center and a conservative projection of the upper range of development for the residential, office and retail space to be constructed that is presented in the traffic analysis. However, the location and configuration of the various project elements are not known and conceptual designs have not been prepared.

Because additional information regarding the proposed development is not available, the Department is not able to provide any more detailed comments than what was offered during scoping. Our previous recommendations concerning coastal management, stormwater management, remediation and demolition should be observed as planning and design of the project proceeds. Page 3-91 references our scoping comments from June 2012; however, the letter included in Appendix A was the response to the first scoping notice dated July 3, 2008. **DEEP-1**

The EIE states that the floodway, flood zone and stream channel encroachment lines associated with the Rippowam River will be avoided to the greatest extent possible. The floodway and encroachment lines do not extend beyond the riverbank to any significant degree, while the flood zone does extend landward for some 100 feet in the vicinity of Henry Street. In order to comply with State policy regarding floodplain development articulated at section 25-68d(b)(4) of the Connecticut General Statutes, new buildings should avoid the 100-year flood zone. **DEEP-2**

Response Key

Mark W. Alexander - 2 - October 5, 2012

The Department would like to take this opportunity to reiterate its recommendation regarding the use of low impact development techniques. Page 3-91 of the EIE states that "the *2004 Connecticut Stormwater Quality Manual* does not recommend infiltration of stormwater generated by land uses with potential for higher pollutant loads, but suggests that it may be allowable if appropriate pretreatment is provided." The project's residential, office and retail uses would not be expected to have high pollutant loads that would threaten the class GB groundwater at the site. As previously noted, siting of areas for infiltration must consider any existing soil or groundwater contamination that have resulted from historical land uses. **DEEP-3**

Page 3-97 states that the detention of stormwater is generally not recommended for sites in the lower portion of the watershed. In addition, the project action area's location behind the Stamford Hurricane Barrier, with most of the area draining to the Dyke Lane Pumping Station, requires that the design for the stormwater collection system for the proposed development consider the timing of flows and the capacity of the pumping station. Although detention/retention structures may not be desirable in this situation, green roofs and small scale infiltration techniques would still be viable options. **DEEP-4**

The *Low Impact Development Appendix* to the *Connecticut Stormwater Quality Manual* includes a section on urban retrofits and redevelopment. It is available on-line at: LID Appendix.

In keeping with the Department's interest in furthering the use of alternate fuels for transportation purposes, we recommend that electric vehicle charging stations be included in the project design for the parking garages. Increasing the availability of public charging stations will facilitate the introduction of the electric vehicle technology into the state and serve to alleviate the present energy dependence on petroleum. **DEEP-5**

Page 3-145 states that "potential air quality impacts from diesel exhausts will be addressed through proper operation and maintenance of construction equipment, and prohibition of excessive idling of engines." The Department recommends the use of construction equipment that has the best available controls on diesel emissions. If older construction equipment is employed, diesel oxidation catalysts or particulate filters, and the use of ultra-low-sulfur fuel can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would obviate the need for retrofits. The Department recommends that these types of provisions to reduce diesel emissions be included in the construction contracts. **DEEP-6**

The Department also recommends the use of newer on-road vehicles that meet either the latest EPA or California Air Resources Board (CARB) standards for construction projects. On-road vehicles older than the 2007-model year typically should be retrofitted with diesel oxidation catalysts or diesel particulate filters for projects. These on-road vehicles include dump trucks, fuel delivery trucks and other vehicles typically found at construction sites. Again, the use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

Additionally, as noted on the same page, Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies (RCSA) limits the idling of mobile sources to 3 minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. Use of posted signs indicating the three-minute idling limit is recommended. It should be noted that only DEEP can enforce Section 22a-174-

Response Key

DEEP-6

Mark W. Alexander - 3 - October 5, 2012

18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of the Department.

Thank you for the opportunity to review this proposal. If you have any questions concerning these comments, please contact me.

cc: Robert Hannon, DEEP/OPPD
Jeff Caiola, DEEP/IWRD
Chris Malik, DEEP/WPSD
Ellen Pierce, DEEP/APSD

Responses to CTDEEP Comments

DEEP-1. The scoping comment letter from CTDEEP has been updated in Appendix B of the ROD to the June 2012 letter.

DEEP-2. As stated in EIE Section 3.10.3, the consideration of proposal alternatives for new parking facilities and TOD sites in the Proposed Action will consider the proximity to regulatory flood zones including the 100-year flood zone to avoid placing new buildings in these areas to the greatest extent possible.

DEEP-3. The comment is noted, and it is agreed that the TOD component of the Proposed Action is not anticipated to have high pollutant loads that would threaten the class GB groundwater at the site. Considerations for siting areas for infiltration will consider existing soil or groundwater contamination from historical land uses.

DEEP-4. The comment is noted. The RFP requires that the Selected Proposer for the Proposed Action be responsible for complying with all applicable environmental permits, including stormwater management. Appropriate mitigation strategies, including opportunities for alternatives such as green roofs and small-scale infiltration techniques, will be determined by the specific details of the Proposed Action.

DEEP-5. The provision of electrical vehicle charging stations is a functional design requirement of the RFP for the Proposed Action. Charging stations are required to be provided at 1% of the total commuter parking spaces at each new parking structure, with provision for future expansion.

DEEP-6. CTDEEP recommendations for use of best available controls on diesel emissions during construction are noted and these provisions will be encouraged to be used in the project construction contracts to the extent possible as the design of the preferred development concept is progressed. The recommendations to post idling limit signs and to include language in the contract specifications similar to the anti-idling regulations of Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies (RCSA) will be incorporated.

DPH Correspondence

STATE OF CONNECTICUT
DEPARTMENT OF PUBLIC HEALTH

Jewel Mullen, M.D., M.P.H., M.P.A.
Commissioner

Dannel P. Malloy
Governor
Nancy Wyman
Lt. Governor

Drinking Water Section

October 5, 2012

Mark Alexander
Transportation Assistant Planning Director
State of Connecticut
Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Re: Notice of Environmental Impact Evaluation for the Stamford Transportation Center Parking and Transit Oriented Development

Dear Mr. Alexander:

The Drinking Water Section of the Department of Public Health has reviewed the above-mentioned project for potential impacts to any sources of public drinking water supply. This project does not appear to be in a public water supply source water area; therefore, the Drinking Water Section has no comments at this time.

Sincerely,

Eric McPhee
Supervising Environmental Analyst
Drinking Water Section

Responses to DPH Comments

No responses required.

3. Summary of Public Comments and Responses

Eighty-six individuals and organizations submitted comments to CTDOT during the 45-day public review period via emails, letters, comment forms, and oral testimony at the Public Hearing.

These public comments generally related to substantive concerns about the Proposed Action. A few comments related directly to the technical content of the Environmental Impact Evaluation (EIE) and the potential environmental impacts and associated mitigation measures presented in the document. This section provides a summary of the substantive public comments and concerns relating to both the Proposed Action and the EIE content. These comments have been organized into the following thirteen categories for the purposes of this summary (page references are shown in parentheses):

A. Location of New Commuter Parking Facilities (pg. C-11 through C-14)
B. Transit-oriented Development (pg. C-15 and C-16)
C. Public Involvement Opportunities (pg. C-16 through C-18)
D. Handicap Parking Accommodations (pg. C-18)
E. Commuter Parking Supply (pg. C-19)
F. Parking Management (pg. C-19 and C-20)
G. Commuter Amenities and Facilities (pg. C-20 and C-21)
H. Traffic Circulation and Access (pg. C-21 and C-22)
I. Transportation Master Planning (pg. C-22 and C-23)
J. Developer Selection Process (pg. C-23)
K. Quality Assurance for Design/Construction (pg. C-24)
L. Construction Impacts on Other Rail Stations (pg. C-24)
M. Technical Comments on the EIE (pg. C-25 and C-26)

Each of the above-listed categories (A through M) is detailed on the following pages and contains a summary of the public comments and concerns relating to that category, with corresponding responses. The summary provided under each category was developed to capture the overriding themes of the comments and concerns that are contained in the correspondence presented in Section 4, and the oral testimony presented in Section 5.

A. Location of New Commuter Parking Facilities

Summary: Approximately 85% of the individuals and organizations (hereinafter referred to as "stakeholders") who submitted comments to CTDOT during the public review period expressed concerns about the new commuter parking component of the Proposed Action. The stakeholder comments and concerns relating to the commuter parking component are generally summarized by the following points:

1) The new commuter parking facilities should not be moved further from the station and should remain at the current location of the Original Garage site because of the potential adverse effects on commuter travel and access to the Stamford Transportation Center and station that could result from moving the parking.
2) There will be new hardships imposed on travelers moving between a new garage location and the station, such as:
   - Potential for increased exposure to inclement weather.
   - Potential for increased walk distance for persons traveling with luggage/bags or small children.
   - Potential for increased walk distance for persons with special health or physical needs (such as those with mobility impairments, or those who do not have handicap parking permits/plates; see comment category "D. Handicap Parking Accommodations" for a summary of comments specific to handicap parking concerns).
   - Potential for conflicts between vehicles/pedestrians at intersections.
3) Commuting is "time-critical" and adding commute time by relocating parking will:
   - Negatively affect quality of life by reducing productivity and reducing time available for other activities/family.
   - Contribute to increased risk of missing train connections.
   - Negatively affect local property values.
   - Discourage commuter rail use at this station.
4) There will be a public safety risk for commuters associated with walking from more distant parking facilities.
5) Developer incentives should be provided to keep commuter parking where it is currently located, with "air-rights" provided for TOD above the parking.
6) The temporary inconvenience of more distant parking during construction should not be a deterrent for retaining permanent parking at the current location.
7) Construction staging should be considered to allow commuter parking to be maintained at the Original Garage site.

Response: The following numbered items are provided in response to the stakeholder comments and concerns presented under the summary section (above) for this category. The numbers directly correlate to the similarly numbered comments and concerns.

1) It is not a requirement or stipulation of the Proposed Action to relocate new commuter parking facilities to a site other than the Original Garage site. Instead, CTDOT's Request for Proposals (RFP) to private developers invites qualified proposers to offer development concepts that identify the best opportunity to replace and augment the commuter parking supply and to achieve other public transportation improvement objectives in a way that also provides the best value for the available public funds. The RFP does require that the development concept must provide the new commuter parking facilities within a maximum ¼-mile limit. This means that some, or all, of the 1000 or more commuter parking spaces required by the project could be relocated on the site of the Original Garage, or could be relocated to one or more other sites where the walking distance from parking to train service is comparable to the distance from the current commuter parking facilities serving the station (i.e., 600+/- feet, as measured from the center of the existing garage complex to the center of the Station terminal).

   In no case will the new commuter parking facilities be located further than ¼-mile away from the station. Additionally, the RFP requires that the location of any new parking spaces created by the Proposed Action must be acceptable to CTDOT if the location is other than the site of the Original Garage. These criteria provide the flexibility necessary to find effective and creative solutions that best meet the needs of the traveling public with the available public funding and which are consistent with locally- and regionally-adopted transportation and community development plans. As noted in the EIS (Section 3.1.1.3), the Proposed Action is consistent with the City of Stamford's Master Plan for the Stamford Transportation Center area, which recommends that commuter parking be provided at multiple locations that are distributed throughout the area to spread demand across the transportation system.

2) Through partnership with the private development community, the Proposed Action provides an opportunity to retain all or a portion of commuter parking at the site of the Original Garage, or otherwise proximate to the Stamford Station, that would not otherwise be reasonably feasible. In this event, there will be no substantive change in the walking distance between parking and the station. While the walking distance may be increased for some commuters as a result of the proposed project, all of the new parking to be provided as part of the Proposed Action will be located within a walking distance to the station that is within the ¼ -mile design threshold.

   The RFP's Functional Design Criteria require provisions for pedestrian accommodations for patrons of Stamford Station. Facilities and design treatments to appropriately accommodate the mobility, access, and safety needs for people moving between the parking facilities and the train station will include considerations of factors such as shelter from inclement weather, the range of pedestrian abilities and trip purposes, and safety. Specific details of this accommodation cannot be determined until a developer and design concept are selected, but the RFP requires replacement of the elevated pedestrian walkway between the Stamford Station and the Original Garage with a walkway to connect Stamford Station to the Replacement Garage(s) or to the 2004 Garage.

As described in the EIE, other transportation improvements are planned for the area around the Stamford Transportation Center that will further enhance pedestrian mobility and safety. Major elements include an elevated pedestrian crossing at Washington Boulevard with direct connection to the southern train platform, and an extension of the east pedestrian bridge to connect the 2004 Garage to the northern train platform.

3) The ¼-mile distance limit for the parking component of the project represents an outer boundary constraint for consideration of feasible concept proposals to the RFP. This should not be interpreted to suggest that all of the 727 parking spaces from the Original Garage and/or all of the additional commuter parking created by the project will be located at this distance. The ¼-mile maximum distance will maintain commuter parking supply within reasonable proximity to the Station and provide flexibility in the design of the Proposed Action to address considerations of mobility, access, safety, feasibility, impacts and cost. Even if parking is relocated, it is possible that the walking distance between new parking and the Stamford Rail Station will be comparable to the current condition such that there would be no impact to the average walking time. The selection process enables the evaluation of proposals to consider the benefits and costs of parking supply and location, and its impact on walking distance, in conjunction with the other project objectives, purpose and need.

   While individual travel experience through the Stamford Transportation Center may be different for some people than it is today because of the location of parking, the goal of the project is that overall commuting time to and from the station remains the same or better than it is today. Although specific changes in commuter patterns are difficult to project at present, the RFP requirements include elements to improve traffic circulation and reduce congestion, improve the parking access and revenue control system, and improve traveler information/wayfinding. These improvements will positively affect commuter's ability to get to the garage(s), get in and out of the garage(s), and to locate an available parking space within the garage(s), which may improve the overall time to get to and from the station platform.

   The elements of the Proposed Action that could affect overall commuting time include:

   - Parking location and space allocation (Commuter and TOD).
   - Walking distance and context (traffic control strategies at intersections, grade-separation of pedestrian facilities, grades along the walking pathway, etc.).
   - Parking system management improvements.
   - Access/circulation improvements for vehicles, pedestrians and bicyclists (including addressing congestion at taxi and kiss-and-ride staging areas).

   There are separate area projects that will address a variety of issues to improve efficiencies and reliability of travel around the Stamford Transportation Center. These projects are as follows:

   - MNRR bridge improvement, Urban Transitway Corridor, and I-95 Interchange improvement projects which will improve traffic circulation and mobility to and from the Stamford Transportation Center and surrounding area.
   - Pedestrian bridge across Washington Boulevard with direct connection to the train platform.

- Extension of the existing pedestrian bridge from the 2004 Garage to cross the north tracks and connect to the northern train platform.
- Provide a direct sidewalk connection to the east end of the south train platform
- Improved wayfinding system and real-time traveler information system.
- Traffic calming treatments and lighting improvements around the Stamford Transportation Center.

These combined actions are designed to enhance the quality, efficiency and safety of mobility and access for all users of the Stamford Transportation Center.

4) The location of the Replacement Garage(s), and the convenience and safety of commuters moving between the garage(s) and the rail station, are of paramount importance in the evaluation and selection of the development proposals. The RFP evaluation criteria consider the overall commuter and pedestrian experience and the level of thoughtful design and programming of the proposal. The objective is to deliver a project that improves safety, convenience and efficiency for commuters.

5) The selection criteria of the RFP states that the preference for a Replacement Garage is at a single location. The RFP also notes that the location of the Replacement Garage(s) is also very important in the selection process in terms of both vehicular access and the quality of the overall commuter and pedestrian experience. A specific location is not prescribed for the Proposed Action in order to allow flexibility and creativity in the proposals so that opportunities, constraints and trade-offs can be appropriately vetted through the selection process.

   The RFP solicitation for the Proposed Action includes the ability to consider property transfers or agreements for air-rights for development to further the flexibility in identifying an appropriate design solution that best meets the project's purpose and need.

6) The Proposed Action is designed to maintain the existing supply of commuter parking during construction because of the high value of transit ridership to the transportation system and to local/regional economies. The alternative to replace commuter parking at the site of the Original Garage as a ‚public action only' is considered to not be a feasible alternative because of the lack of publicly-available sites for temporary parking within walking distance of the train station during the demolition and construction phases, and because of the added cost and logistical issues for providing more distant parking and shuttle transport.

7) It is not feasible or cost-effective to maintain any amount of parking at the site of the Original Garage during demolition or construction activities due to safety, operational and logistical considerations. However, the private-sector proposals for the Proposed Action are required to identify the feasible concepts for construction staging/sequencing and to maintain the current supply of commuter parking within the ¼-mile range during construction.

B. Transit-oriented Development

Summary: Approximately 27% of stakeholders who submitted comments expressed concerns about the transit-oriented development (TOD) component of the Proposed Action. The stakeholder comments and concerns relating to the TOD component are generally summarized by the following points:

1) The role of private-sector participation, in the form of TOD, in the replacement of the Original Garage structure is unnecessary or otherwise questionable.
2) There is no apparent need or demand for more commercial, retail, or residential uses in the area of the Stamford Transportation Center.
3) The potential traffic, parking, and economic impacts of TOD on the area of the Stamford Transportation Center will be unacceptable.

Response: The following numbered items are provided in response to the stakeholder comments and concerns presented under the summary section (above) for this category. The numbers directly correlate to the similarly numbered comments and concerns.

1) In addition to the advantages of private-sector participation in the proposed project, the TOD component of the Proposed Action is consistent with local, State, and regional long range transportation plans which encourage TOD in the area around the Stamford Transportation Center.

   CTDOT has provided the opportunity for TOD on State-owned property in the area of the Stamford Transportation Center as part of the Proposed Action to facilitate a financial partnership with a private-sector developer in order to: a) address the need to maintain commuter parking facilities within ¼ mile of the Stamford Transportation Center during the construction of new parking facilities; and b) minimize the State's financial contribution during design and construction.

2) It is anticipated that market demand will ultimately dictate the need for various uses (in terms of retail, office, residential, or other uses) and the intensity of those uses (in terms of square feet or number of units) to be provided by the selected developer for the TOD component of the Proposed Action. It is also anticipated that the selected developer will have considered market demands, as well as location and proximity to other proposed developments in the area of the Stamford Transportation Center, in the process of developing their proposal such that the proposed space will be tenant occupied. Relative to the TOD component, the Department requires that it be provided in accordance with Section 13b-79kk of the Connecticut General Statutes.

3) The traffic demand and parking demand estimates presented in the EIE were developed for the purpose of identifying the potential environmental impacts and mitigation strategies associated with the Proposed Action. For this purpose, these estimates were based on a conservative upper range of development potential for the TOD component based on the conceptual proposals submitted by proposers in response to the Department's RFQ/CP.

   The estimated traffic demands assume a maximum reduction in trip generation of 20% for the TOD uses, consistent with current CTDOT practices for estimating potential traffic impacts of private development. It is anticipated that actual trip generation from

TOD uses will be lower than these estimates due to the proximity of the rail and bus transit services, and due to enhancements for pedestrian and bicycle access in the area of the Stamford Transportation Center. The potential effects that trip generation from TOD will have on specific locations and intersections in the area will be contingent upon the details of the design (such as site location and location of access drives) and the mitigation required by the Office of the State Traffic Administration's certification process for major traffic generators.

The estimated parking demands consider the shared-use potential of the assumed TOD uses. This parking estimate does not represent a requirement or even a target for what should be provided. These numbers also do not reflect parking supply and pricing strategies that could be applied to reduce the demand. Ultimately, the parking supply needed to support the TOD will be dependent on the specific sizes, configuration and mix of uses, and subject to applicable state and local codes/ordinances. Additionally, TOD does not by itself reduce parking demands; reductions can be realized by coupling TOD with parking management strategies to manage supply and parking pricing.

A quantitative evaluation of the potential effect of the Proposed Action on local property values was not completed as part of the Environmental Impact Evaluation.

C. Public Involvement Opportunities

Summary: Approximately 26% of stakeholders who submitted comments expressed concerns about the public involvement opportunities associated with the proposed project. The stakeholder comments and concerns relating to public involvement are generally summarized by the following points:

1) Public notices for the Public Scoping Meeting and the Public Hearing (conducted as part of the development of the Environmental Impact Evaluation), were not adequate.
2) The process for selecting a preferred developer and design concept should be transparent and should involve public participation. The public benefit of transparency should outweigh the value derived from the proprietary proposals.
3) There is a desire for additional public involvement opportunities associated with the project.

Response: The following discussion points are provided in response to the stakeholder comments and concerns listed in the summary section (above). These points are numbered to correlate directly to the points numbered under the summary section.

1) The public involvement process for the project has followed the procedures and requirements of the Connecticut Environmental Policy Act (CEPA), as set forth by Public Act Number 02-121. This public involvement included the following:
   - The Early Public Scoping process was initiated by giving notice about the Proposed Action to the Council on Environmental Quality (CEQ), the Office of Policy and Management (OPM), and to other state agencies. A Notice of Scoping was published through the *Environmental Monitor* (http://www.ct.gov/ceq) on May 8, 2012.

- The Early Public Scoping Process included a Public Scoping Meeting on May 24, 2012. This meeting was advertised in the *Environmental Monitor* in conjunction with the scoping notice.
- The comment period was open until June 8, 2012 which satisfied the required minimum 30 days after the initial Notice of Scoping in the *Environmental Monitor* and exceeded the 5-day minimum period after the Public Scoping Meeting.
- Through the Early Public Scoping Process, various written, email, and oral comments were received and documented from the public, the Connecticut Rail Commuter Council, and involved agencies.
- An Environmental Impact Evaluation (EIE) was prepared which documented and addressed the comments or information received during the Early Public Scoping Process, and evaluated the substantive issues raised.
- The EIE was distributed to state and local agencies, legislators and government officials for review and comment. The EIE was also made available for stakeholder and public review on the CTDOT website; at three locations in Stamford (City of Stamford clerk's office, SWRPA office, Ferguson Public Library); at the Connecticut State Library in Hartford; and at CTDOT Headquarters in Newington. (See EIE Section 9 for a complete distribution list.)
- A notice of availability of the EIE and a summary of it were published in the *Environmental Monitor* on August 21, 2012, and in the *Stamford Advocate* (on August 21, August 28, and September 9, 2012) and *La Voz* newspaper (on August 23, August 30, and September 6, 2012). The public review period started on the day the notice of availability was published in the *Environmental Monitor*.
- The public comment period was open for the required 45-day period, which ended on October 5, 2012.
- A Public Hearing was held on September 20, 2012. This hearing was advertised in the *Environmental Monitor*, as well as in the *Stamford Advocate* and *La Voz* newspapers, on the same dates as the notice of availability for the EIE.

Various media outlets, including the *Stamford Patch* and *CT Post*, had published articles describing aspects of the project throughout the period February 2012 through September 2012. These articles also announced the Public Scoping Meeting and the Public Hearing. On-line advocacy groups and blogs also provided a network that disseminated information and public discussion about the project.

The Connecticut Rail Commuter Council distributed a flyer on automobiles parked at the Stamford Transportation Center during the Public Scoping comment period and also in advance of the Public Hearing. CTDOT also distributed a flyer at the Stamford Transportation Center during the EIE comment period inviting comments on the project.

These various forms of communications have further expanded the opportunity to be informed of the project and to participate in the process by reviewing the Scoping and EIE materials and offering public comment.

Although the public involvement process for the development of the EIE has followed standard CEPA procedures and requirements, there were some public concerns expressed about the desire for more public outreach and involvement as part of this particular project. In light of these concerns, and subsequent to the EIE process, CTDOT has undertaken the following initiatives to improve public involvement for this project:

- CTDOT has created a project webpage that is accessible from their website homepage (Hyperlink). The webpage provides links to the RFP, as well as other project information such as project scope, updates, Frequently Asked Questions, and project fact sheets.
- CTDOT is soliciting additional public input on the project via their website and comment inbox at DOT.StamfordTOD@ct.gov.
- CTDOT is soliciting additional public comments through Stamford stakeholder representatives (see also Response C2, below).
- CTDOT is requiring that the selected developer conduct a public information program during the design process (see also Response C3, below).

2) A group of five community stakeholder representatives has been solicited to assist with the evaluation of the development proposals for the Proposed Action and to provide guidance in ensuring that the redevelopment best reflects local priorities and the needs of the community. These representatives were selected based on their experience with the needs of the region's commuters and business community. The formation of this group and naming of its members was officially announced by Governor Malloy on October 11, 2012.

3) CTDOT will require the Preferred Proposer to conduct a public information program during the design process for the Proposed Action. Additionally, there may be other forums for public input at the local level pertaining to the aspects of the project that would be within the permitting jurisdiction of the City of Stamford. Specifics about the schedule or forms of public input, if any, will not be known until a development agreement is finalized and the project moves forward to design.

D. Handicap Parking Accommodations

Summary: Approximately 9% of stakeholders who submitted comments expressed concerns about the handicap parking accommodations and access to be provided with the proposed project. The stakeholder comments and concerns relating to handicap accommodations are generally summarized by the following point:

1) What is the impact of relocating the commuter parking on Americans with Disabilities Act (ADA) accommodations and accessibility for handicapped persons?

Response: The following discussion is provided in response to the stakeholder comments and concerns in the summary section (above).

1) The ADA-accessible parking that is located in the Original Garage (26 spaces) will be relocated to the 2004 Garage prior to demolition of the Original Garage and maintained during the construction of the proposed improvements.

E. Commuter Parking Supply

Summary: Approximately 10% of stakeholders who submitted comments expressed concerns about the commuter parking supply to be provided with the proposed project. The stakeholder comments and concerns relating to the parking supply are generally summarized by the following point:

1) The Proposed Action does not include enough new commuter parking spaces. The project should include enough parking capacity to accommodate the existing permit wait list and to meet long-range projections of parking need.

Response: The following discussion is provided in response to the stakeholder comments and concerns in the summary section (above).

1) The amount of new commuter parking spaces included in the Proposed Action (237 spaces) represents the minimum requirement of the Proposed Action. The actual supply made available to commuters could be greater, and will be determined through the selection of a preferred design concept and the final design process. However, the added number of spaces prescribed by the Proposed Action is consistent with the Stamford Transportation Center Master Plan and other long-range transportation plans, as described in the EIE.

   The parking permit wait list is not a definitive indicator of actual parking demand for the Stamford Transportation Center because wait lists typically include people who may not use the space for daily commuting, people who are on multiple wait lists or who may be on the list for the Stamford station but have alternative accommodation (i.e., private parking, ride-sharing, etc.). As discussed in the EIE, parking utilization data from 2010 reported in a study by SWRPA indicates that the daily utilization of the existing parking facilities at Stamford Transportation Center is approximately 80%. Although the parking permit wait list indicates strong demand for parking permits, using that number to define the demand for daily parking spaces could result in an over-supply of parking.

F. Parking Management

Summary: Approximately 10% of stakeholders who submitted comments expressed concerns about the parking management aspects of the proposed project. The stakeholder comments and concerns relating to parking management are generally summarized by the following points:

1) The existing parking management system should be improved to provide better information to help motorists find available parking and to modernize the payment system to allow credit and pre-pay options.
2) What will be the impact of the project on parking and train ticket prices?

Responses: The following discussion points are provided in response to the stakeholder comments and concerns listed in the summary section (above). These points are numbered to correlate directly to the points numbered under the summary section.

1) The Proposed Action includes provisions for an improved, state-of-the-art parking management system that will include credit card and other modernized payment systems and will have the capability of providing real-time information about the availability of parking spaces.

2) The Proposed Action will not have an impact on the determination of parking fees or train ticket pricing. Commuter parking and other public assets at the train station will remain under the control of CTDOT, including the commuter parking fees. The State will continue to collect the revenues from the commuter parking and net revenues will be used for maintenance and improvements of stations and parking that the State maintains along the New Haven Line.

G. Commuter Amenities and Facilities

Summary: Approximately 9% of stakeholders who submitted comments expressed concerns about the commuter amenities and facilities to be provided with the proposed project. The stakeholder comments and concerns relating to commuter amenities are generally summarized by the following points:

1) Station platform access should be improved.
2) Maintenance issues with existing escalator/elevator equipment should be addressed to reduce service disruptions.
3) Climate-controlled pedestrian accommodations and moving sidewalks or similar conveniences should be provided if parking is relocated.

Response: The following discussion points are provided in response to the stakeholder comments and concerns listed in the summary section (above). These points are numbered to correlate directly to the points numbered under the summary section.

1) Primary elements of the Proposed Action involve parking supply and management improvements, and Station Place improvements to improve accessibility, circulation and quality of service for vehicular traffic flow, taxi/shuttle and kiss-and-ride operations, and for pedestrians and bicyclists. The Proposed Action will also be coordinated with other improvements to commuter amenities and facilities at the Stamford Transportation Center that are separately programmed and funded. These other improvements were described in the EIE and include the following:
   - Extending the existing pedestrian bridge from the 2004 Garage over the north tracks and connecting to the northern train platform.
   - Constructing a pedestrian bridge over Washington Boulevard to provide a direct connection between the west side of Washington Boulevard and the south train platform.
   - Providing a direct sidewalk connection to the east end of the south train platform.
   - Expanding and enhancing the amenities at the platforms and wait areas.
   - Providing a real-time traveler information/train status information system.
   - Improving wayfinding signage.
   - Providing streetscape/landscape improvements, street lighting and traffic calming measures at various locations around the Stamford Transportation Center (a City-funded initiative).

   These separate coordinated actions address a variety of issues that will achieve further efficiencies and reliability of travel at the Stamford Transportation Center that, in conjunction with the Proposed Action, will provide a better commuter experience.

2) Service issues related to existing escalator/elevator equipment will be reviewed by CTDOT with the facility maintenance providers to identify appropriate actions to reduce service disruptions. These issues will also be reviewed in the context of new facilities that are included in the Proposed Action to maintain reliable operations.

3) Considerations for pedestrian accommodations between the proposed new commuter parking facilities and the train station terminal and platforms will be included in the evaluation of proposals and as the design progresses to provide high quality accommodations consistent with the performance requirements of the project. It is noted that the RFP requires replacement of the existing elevated pedestrian walkway between the Stamford Station and the Original Garage with a walkway to connect Stamford Station to the Replacement Garage(s) or to the 2004 Garage.

H. Traffic Circulation and Access

Summary: Approximately 8% of stakeholders who submitted comments expressed concerns about traffic circulation and access associated with the proposed project. The stakeholder comments and concerns relating to traffic circulation and access are generally summarized by the following points:

1) Traffic access and circulation at the station should be improved to alleviate congestion.

2) Changes to left-turn lane assignments at the intersection of Washington Boulevard and Station Place should be considered to improve traffic flow.

3) A remote cell-phone waiting facility should be provided to reduce congestion at kiss-and-ride areas.

Response: The following discussion points are provided in response to the stakeholder comments and concerns listed in the summary section (above). These points are numbered to correlate directly to the points numbered under the summary section.

1) Improvements to access and circulation along Station Place for vehicles, pedestrians and bicyclists, including addressing congestion at taxi and kiss-and-ride staging areas, is a primary objective of the Proposed Action. The specific details of these improvements will be evaluated for each of the submitted development proposals responding to the RFP to identify the best concept for improving access and circulation, while also considering these improvements in the context of the parking improvements and other project objectives.

   In addition to the Proposed Action, several other projects, being advanced by the City of Stamford and CTDOT, will improve traffic flow and operations in the vicinity of the Stamford Transportation Center. As described in Section 3.21.2.2 (Cumulative Impacts) of the EIE, these separate but coordinated projects include:

   - Stamford Urban Transitway Project.
   - MNRR Bridge Replacement Project.
   - Washington Boulevard Pedestrian Bridge.

2) The development partner selected to advance a preferred concept to design will be responsible for conducting the necessary detailed traffic studies to identify changes to traffic flow patterns and volumes resulting from the detailed proposal and to obtain the

necessary Major Traffic Generator Certificate from the Office of the State Traffic Administrator and/or local applicable local City permits. This process will include the evaluation of geometric and/or traffic control improvements to address congestion and to mitigate the potential effects of the Proposed Action.

3) Reducing congestion at the kiss-and-ride area is one of the objectives of the Proposed Action and is a requirement of the RFP. Remote cell-phone waiting facilities can be effective staging areas that are typically employed at airports, where the road network surrounding the airport is more restrictive/controlled than is the case for the Stamford Transportation Center. In urban settings, the street grid provides informal opportunities for people to wait at curbside along the many nearby local streets for train arrivals. This context is likely to reduce the effectiveness of a formal, remote parking area dedicated to this purpose.

I. Transportation Master Planning

Summary: Several stakeholders who submitted comments expressed concerns about the proposed project and how it relates to a broader scope of transportation master planning in the area. The stakeholder comments and concerns relating to master planning are generally summarized by the following points:

1) The Proposed Action does not consider long-term master planning for the Stamford Transportation Center.
2) How is the Proposed Action being coordinated with the planning for a second train station in Stamford, and how does this potential second station affect the project's Purpose and Need?

Response: The following discussion points are provided in response to the stakeholder comments and concerns listed in the summary section (above). These points are numbered to correlate directly to the points numbered under the summary section.

1) As discussed in Section 3.1.1.3 of the EIE, the Proposed Action is consistent with the Stamford Transportation Center Master Plan that was prepared by the City of Stamford in 2010. This document identifies a preferred strategy for addressing long-range parking which recommends that parking at the Original Garage be replaced with a modest capacity increase but not concentrated at one location. The Proposed Action is also consistent with State and regional long range transportation plans which also recommend a management approach for modest parking capacity increases and encourage TOD in the area around the Stamford Transportation Center.
2) The Stamford East Main Street Transit Node Feasibility Study is being led by the South Western Regional Planning Agency (SWRPA) to investigate opportunities to create a community-based multimodal transportation facility to improve transit and promote transit-oriented development in the East Main Street neighborhood. The study goals include investigation of the feasibility of locating a facility in the vicinity of the future intersection of East Main Street and the Stamford Urban Transitway (which is approximately one mile east of the Stamford Transportation Center), and its ability to serve rail and/or bus operations. The primary project study area encompasses a ½-mile radius of the rail overpass located at East Main Street near Myrtle Avenue. The results of

this study will identify preferred land use and transportation strategies to accommodate growth in this area and to improve the livability of residents and workers in this neighborhood. While the goals of integrated land use and transportation systems of this study are similar to and compatible with the goals and objectives of the Proposed Action for the Stamford Transportation Center, the outcome of the East Main Street Transit Node Feasibility Study will not affect the Purpose and Need of the Proposed Action which are fundamentally to replace an aging parking structure, improve multimodal access and circulation at the Stamford Transportation Center, and to provide opportunities for TOD which enhances the multimodal public transportation services provided by the Stamford Transportation Center.

J. Developer Selection Process

Summary: Several stakeholders who submitted comments expressed concerns about CTDOT's process for selecting a private developer to implement the proposed project. The stakeholder comments and concerns relating to the selection process are generally summarized by the following points:

1) The developer selection process scores the proposals in a way where the Financial Proposal outweighs the Technical Proposal, of which Commuter Safety/Convenience/Amenities represents a small portion of this category.
2) The developer selection criteria should give priority to proposals that provide new commuter parking facilities at the site of the Original Garage.
3) The selection of a preferred design concept should maximize responsiveness to commuter concerns.

Response: The following discussion points are provided in response to the stakeholder comments and concerns listed in the summary section (above). These points are numbered to correlate directly to the points numbered under the summary section.

1) The RFP submission by the developers involves two parts: a Technical Proposal and a separate Financial Proposal. The screening of applicants will first be based on review and evaluation of the Technical Proposal. The Financial Proposals will only be evaluated for those submissions that meet or exceed the requisite criteria for the technical aspects of the project.
2) The garage location(s) are important and will be evaluated as described in the RFP along with the overall commuter and pedestrian experience.
3) The assessment will consider commuter safety, convenience and amenities. The priorities of commuters and other local interests will additionally be represented through the selection process by the community stakeholder representatives appointed by the Governor.

K. Quality Assurance for Design/Construction

Summary: Several stakeholders who submitted comments expressed concerns about assurances for the quality of the design and construction of the proposed project. The stakeholder comments and concerns relating to quality assurance are generally summarized by the following point:

1) How are design and construction quality going to be guaranteed for the 60-year design life of the project?

Response: The following discussion point is provided in response to the stakeholder comments and concerns listed in the summary section (above).

1) The RFP evaluation criteria requires that the developer proposals demonstrate that all aspects of the transportation improvements associated with the Proposed Action will meet or exceed the performance criteria specified in the RFP in a manner that will create long-life construction and low life-cycle cost. The performance criteria contained in the RFP requires a minimum service life of 60 years to be provided for all structural components. The RFP requirements also include mechanisms to assure that necessary ongoing maintenance is performed.

L. Construction Impacts on Other Rail Stations

Summary: One stakeholder who submitted comments expressed concerns about potential impacts to other commuter rail stations during construction of the proposed project. These concerns are summarized by the following point:

1) What is the impact on parking demand at other stations along the line during construction?

Response: The following discussion point is provided in response to the stakeholder concerns listed in the summary section (above).

1) The Proposed Action is designed to maintain the same supply of parking serving the Stamford Transportation Center as currently exists at temporary or new permanent facilities that are located within a convenient 5-minute walking distance (1/4 mile) of the Stamford Transportation Center. Specific details and logistics for construction will be developed as the design is progressed after a preferred project concept is selected. The objective is to maintain the current parking supply at reasonable convenience and to maintain traffic access/mobility at the Station during construction to limit any incentive for existing commuters to divert to other stations. As a result there should be no impacts to other stations along the line during construction.

M. Technical Comments on the EIE

Summary: Several stakeholders who submitted comments expressed concerns about some of the technical content of the EIE document. The stakeholder comments and concerns relating to the EIE are summarized by the following points:

1) The EIE did not adequately study the "Replace Original Garage on Existing Site" alternative.
2) The EIE is inconsistent in the discussion of the availability of parking within ¼-mile of the train station when discussing the "Replace Original Garage on Existing Site" alternative and the Proposed Action.
3) The impact of increased pedestrian/vehicle conflicts resulting from the Proposed Action are not adequately addressed in the EIE.

Response: The following discussion points are provided in response to the stakeholder comments and concerns listed in the summary section (above). These points are numbered to correlate directly to the points numbered under the summary section.

1) The "Replace Original Garage on Existing Site" alternative was evaluated by CTDOT to the extent necessary to conclude that it is not as cost-effective for CTDOT to deliver this alternative primarily because of issues related to the need to maintain the full supply of commuter parking within walking distance of the Stamford Station during construction. The statement in the EIE (Section 2.3) indicating that this alternative was not analyzed in detail refers to the fact that separate evaluations of the potential environmental impacts of this alternative were not conducted because the alternative was determined to not meet the proposed project's stated Purpose and Need. Because the Proposed Action does not preclude commuter parking from being provided at the site of the Original Garage, the investigations and evaluations of the potential impacts of the project described in the EIE also encompasses the environmental impacts and mitigation that would result from such a scenario where the parking is replaced in whole or in part at this location.
2) In describing the "Replace Original Garage on Existing Site" alternative, the EIE notes that this is not a feasible alternative because there is not sufficient space available to CTDOT within ¼ mile to accommodate temporary parking during construction. In contrast, the EIE identifies a "Proposed Action Boundary" within the ¼ mile radius of the Stamford Transportation Center where the parking components of the Proposed Action will be acceptable. The distinction between these alternatives are the issues of [1] control/ownership of the property, [2] ease/adaptability of sites for parking, and [3] cost for providing temporary parking use. The Proposed Action provides flexibility for developers to use their properties for temporary parking as a benefit to their proposal. CTDOT would not have had the ability to use private property without additional cost.
3) The EIE describes that the Proposed Action will increase pedestrian activity within the study area. These increases are associated with the movement of people between the Stamford Train Station and the increased commuter parking spaces and the movement of people associated with the activities created by the TOD. The specific impacts and potential mitigation will be dictated by the proposed location(s) of new commuter parking spaces and the size, location and land-use characteristics of the TOD. The EIE

assessed the upper range of potential TOD development as represented by the initial concepts submitted by developer teams in response to the RFQ/CP.

The EIE also identifies the permitting processes that will need to be complied with as the project moves forward through the design process. As required by the RFP criteria for developer selection, the developer will be responsible for providing detailed traffic evaluations of the preferred concept as part of the applicable state and local permitting at which time a more refined evaluation of design elements to accommodate the levels of projected pedestrian movements and interactions with other traffic can be more appropriately assessed by the permitting agencies.

4. List of Public Comments Keyed to Responses

Throughout the 45-day public comment period from August 21 to October 5, 2012, 62 individuals and organizations submitted comments to CTDOT via emails, comment forms, and letters. This section presents the written correspondence submitted to CTDOT listed in chronological order. Where applicable, substantive comments contained within the written correspondence are keyed (or cross-referenced) to the summary of public comments and responses provided in Section 3. It is noted that personal contact information has been redacted.

Response Key

From: Ralph Scott [redacted]
Sent: Monday, August 27, 2012 3:33 PM
To: DOT Environmental Planning
Subject: Stamford Train Station Parking

Two thoughts:

1. Parking should remain where is, closest to the trains. However, there is much unused space to make each floor of the lot larger. The upper floors of the lot should cantilever over the train station roadway that parallels the tracks on the south side. Having that road protected from the elements would be helpful also. Also add a couple more floors up.2 — **A-1** **E-1**

2. Possible idea: For a new building near the lot. Have the builder build the lower parking area of the building and then temporarily stop. Temporally use that as train parking while the old lot is rebuilt. When the new lot is done the builder puts on the office part of the building. Builder is given incentives to do this: property tax abatement, tax credits, etc. to make it worth his while. Maybe a zoning variance for size, etc. — **A-1** **A-6**

Ralph Scott

Stamford

From: "Carolyn Nadel-Farin" [redacted]
To: dot.environmentalplaning@ct.gov
Date: Mon Aug 27 17:19:25 EDT 2012
Subject: new garage in Stamford

As a female who parks my auto at the rail station garage in Stamford, I believe that safety and proximity to the train are the most valuable assets of the garage. Convenience and safety outweigh every other consideration. Sometimes I come home from NYC late at night. Many people do that. This is a bedroom community for many of us voters. I do not want to risk my safety and maybe my life because of someone's idea they would make money from shops in the station. Please have well lit parking within steps of the trains and a covered walkway, as exists now, in our new parking facility. Thanks. Carolyn Nadel — **A-1** **A-4**

From: Philip Farin [redacted]
Sent: Monday, August 27, 2012 5:39 PM
To: DOT Environmental Planning
Subject: Comment on Stamford Transportation Plan

Response Key

Do we really need more shopping at the Stamford Transportation Center at the expense of commuter convenience and safety? **B-1, B-2**

If the objective of the Department of Transportation is more parking spaces, why not simply provide more spaces near the station? **A-1, A-7**

The farther from the station these spaces get placed the greater the chance for safety/security issues. When I come back to Stamford late at night, I would rather not have to "run a gauntlet" to get to my car. **A-4**

Philip Farin

From: Allen Krim [redacted]
Sent: Monday, August 27, 2012 7:36 PM
To: DOT Environmental Planning
Subject: Stamford RR Parking

It is essential that the current parking garage location be maintained and enlarged and that any development be on top of the garage or on adjacent land. The primary purpose of the railroad station and immediate environs is to serve the riders of the railroad. It is unacceptable to reach for some financial increment to utilize that location and push train riders to walk up to a quarter mile to the station. **A-1**

Again – do not move parking away from its current location.

Allen Krim 17 Doral Farm Rd, Stamford, ct 06902

From: Adam Ditsky [redacted]
Sent: Tuesday, August 28, 2012 10:04 AM
To: DOT Environmental Planning
Subject: Stamford Transportation Center Garage

To Whom It May Concern:

There is no way parking spots should be relocated to a further distance at the Stamford Train Station. I currently park down the street from the station because of the waiting list for the garage so I have firsthand experience with how much time the walk wastes. **A-1**

I park at the closest outdoor lot to the train station located on Atlantic. It takes me 5 minutes to walk form my car to the train platform, and I walk at a solid pace. If I parked in the garage, it would take me 1 minute to get to the platform. By forcing people to park up to a quarter mile away, if the garage is relocated, 4 minutes per train ride, or 8 minutes/day, is added to the commute. That's 40 minutes per week or 2000 minutes per year (if one works 50 weeks). That's also 33 hours per year. By moving the garage, which I have been counting on getting a spot in at some point, you essentially add an entire work week's worth of time to a commute. That is not fair to the commuters. Convenience should be the first priority.

If developers want mixed use, perhaps they should build a taller building and incorporate stores, restaurants, etc. into a building that has parking, but to relocate the parking altogether or lessen the # of spots in their current location is simply not practical. **A-2**

Thanks

Response Key

Sent: Tuesday, August 28, 2012 11:01 AM
To: DOT Environmental Planning
Subject: Comments on Stamford Railroad Station garage

To: Mark Alexander
Transportation Assistant Planning Director
Connecticut Department of Transportation
2800 Berlin Turnpike, Newington, CT 06131

Dear Mr. Alexander:

I would like to offer my comments on the proposed redevelopment of the Stamford Transportation Center. I strongly believe that parking should not be relocated and should remain where it is now, except with more spaces added. The retail and commercial spaces can be located ¼ mile away where parking was supposed to go. It is much more important and makes much more sense for parking to be at the station, vs. having retail, residential, etc. there. **A-1** **E-1**

Even if parking were located ¼ mile away, the area is not the safest and I have grave concerns about walking in the area at night alone, as I often return from Manhattan after dark. This is another reason why it makes much more sense to have parking on-site. **A-4**

Sincerely,

Anna Ongpin
Stamford, CT 06903
[redacted]

From: Cali, Joseph J. [redacted]
Sent: Tuesday, August 28, 2012 11:41 AM
To: DOT Environmental Planning
Subject: Stamford Rail Garage: Mark Alexander, Transportation Assistant Planning Director,

Dear Mr. Alexander:

In response to an article in the August 26, 2012 Stamford Advocate, I write to share my comments regarding the replacement of the 1987 garage.

I cannot see <u>any</u> value or benefit for the commuter in relocating the parking garage from its current site. The convenience and safety for a commuter of having a parking garage connected to the train station by enclosed walkways is priceless. **A-1, A-4, A-6**

Moreover, one of the reasons I chose to purchase a home in Stamford was the availability ample parking at the station. I do not want to walk a quarter of mile, or so, in the blustering sun, pouring rain, or snow storms to catch a train. **A-2**

As you are aware, there is plenty of property in Stamford that is in sore need of redeveloping. This proposal to relocate this site of this garage is misguided and should be abandoned. It adds no value or benefit to the hundred of persons who commute daily to and from the Stamford Station. **A-2, B-1**

Lastly, thank you for seeking comments from those who use the garages at the Stamford Transportation Center. Common sense dictates that the 1987 garage be rebuilt or repaired in its current location.

From: Vlad Landres [redacted]
Sent: Tuesday, August 28, 2012 8:14 PM
To: DOT Environmental Planning
Subject: Feedback on Stamford railroad station parking

Response Key

Dear Sir or Madame,

My wife commutes from Stamford to Grand Central on a daily basis. I also commute to Grand Central on certain occasions. We are extremely concerned about the plans to move public parking away from its current location. We feel very strongly that the current parking building should be rebuilt on the same spot, possibly using the same footing. **A-1**

Today when environmental and energy independence needs call for the increase in public transportation, creating obstacles to commuters is counter-productive and is not in best public interest. Moving Stamford public railroad parking building from its current location even by a hundred yards is simply out of question!

Sincerely,

Vladimir & Galina Landres,
119 Wildwood Road, Stamford CT 06903

Response Key

Scott Neff
61 Seaview Avenue, #14
Stamford, CT 06902

August 29, 2012

Mr. Mark W. Alexander
Transportation Assistant Planning Director
P. O. Box 317546
Newington, CT 06131-7546

Dear Mr. Alexander:

As a regular user of the Stamford Transportation Center and the 727-space Stamford Parking Garage, I am writing to request that CTDOT only consider an expansion of the parking garage on this site. It is my understanding that there is currently consideration to utilize this space for retail and other possible uses. **A-1**

I've used the current parking garage for the last 12 years, and believe that this site is best suited for commuter parking. The proximity to the Stamford Transportation Center (STC) makes it the most ideal place for commuters to park and easily transfer to the STC for connecting trains.

Please do not turn this garage into yet more retail and/or residential space – we need it for commuters and I think by adding more parking spaces, more commuters will come and use this already well situated parking garage.

Thank you,

Scott Neff

Response Key

1 Cobblers Lane
Norwalk, CT 06851
August 31, 2012

Mr. Mark W. Alexander
Transportation Assistant Planning Director
Connecticut Department of Transportation
P. O. Box 317546
Newington, CT 06131-7546

Re: State Project No. 301-0047

Dear Mr. Alexander:

I believe that the Stamford Railroad Station Parking Garage should be rebuilt at its **current location**. The DOT has always encouraged ridership on the trains, so to build a new parking garage away from its present location is counter-productive, in my view. A-1

People who take the trains should not have to deal with additional travel time and be exposed to inclement weather by building an off-site parking garage approximately a quarter-mile away from the railroad station. In addition, the existing garage is handicap accessible since it is 200 feet away from the platform. A-2, A-3 D-1

If the DOT is interested in providing retail development at the train station location, then by all means, encourage and invite more local entreprenieurs to set-up shop **inside** the train station **at its present location**. This will bring in additional rents to the benefit of the DOT as well as providing more amenities for the commuters. B-1, B-2

It makes more sense to me to build Transit Oriented Development (TOD) such as offices and/or residential units and, if necessary, retail establishments one-quarter mile away, within walking distance of the train station and bus terminal. My research shows that TODs usually are located within a radius of one-quarter to one-half mile from a transit stop, as this is considered to be an appropriate scale for pedestrians. It seems more logical to me – to let a couple of hundred of the occupants of offices and residential units to walk instead of asking 1,000 commuters to do that. A-1, A-2, A-3 B-1

Since the Stamford Transportation Center is the busiest stop on the New Haven line outside of Grand Central Station, the primary goal of this project should be serving the train riders with a safe and convenient train station – so why not re-build a new parking garage at the Stamford station in **the right place where it should be – at its exact current location.**

Sincerely,

Jo-Anne Horvath

(Mrs.) Jo-Anne Horvath

Response Key

From: Dona Lessow <dlessow@gmail.com>
Sent: Friday, September 14, 2012 9:35 PM
To: DOT Environmental Planning
Subject: Plan to move train station parking garage

Hello,

As a senior, I would like to object to moving the parking garage 1/4 mile from the train station. **A-1**
I'm sure you will have parking spaces for the handicapped at the station, but (1) will you have **D-1**
enough; and (2) what will those of us who are not as mobile as we used to be but we cannot be
considered handicapped do? I cannot walk that distance in good weather much less bad weather **A-2**
conditions.

The current parking garage, although cumbersome, is convenient, has plenty of handicap spaces and is accessible to the station. If we cannot find parking, we do have a second option in Metro Center next door to the parking garage. Please reconsider the plan for those of us of any age who need the convenience of the current garage.

Thank you.

Regards,

Dona Lessow
dlessow@gmail.com

Response Key

From: Dev Ashish [redacted]
Sent: Saturday, September 15, 2012 7:11 AM
To: DOT Environmental Planning; Alexander, Mark W
Subject: Fwd: CT DOT plans for the Stamford Parking Garage

Hello,

In response to Martin Cassidy's article in Stamford Advocate, I'm sending my comments below as another Stamford resident who opposes the DOT's decision to relocate the parking garage at the Stamford train station,

-- Dev
---------- Forwarded message ----------
From: **Dev Ashish** [redacted]
Date: Thu, Aug 9, 2012 at 5:27 AM
Subject: CT DOT plans for the Stamford Parking Garage
To: Gerald.fox@cga.ct.gov, michael.molgano@housegop.ct.gov
Cc: CTRailCommuterCouncil@gmail.com

Hello,

I'm writing to you after having read the CT DOT commissioner's article in the newspaper about the proposed plans for replacing the Stamford Train Station. I have also read other articles linked here.

I have to voice my complete dissent to the plans to demolish the garage, make the space available to retail, and relocating the garage farther away from the station. Has there been any effort made to circulate a questionnaire to the Stamford commuters at the train station/platform/cars during peak hours asking for their opinion? After all, MNR does this regularly to inform us about various things, like explanations for service disruptions and others. **A-1** **C-2, C-3**

I've been a Stamford resident for 12 years now. The commute time to NYC and relatively easy-to-find parking in the garage, albeit on daily payment, were important factors for me in choosing to live in Stamford. I also know some people who drive down from nearby towns to Stamford to park at the garage.

By moving the garage, CT DOT will, among other things, increase the commute time for all users of the garage. Others will also not appreciate having the garage taken away after being on the waiting list for it for 2.5+ years. **A-3**

Will the DOT provide covered walkways to the proposed garage(s) to help us deal with bad weather? What about easing the pedestrian chaos and improving safety during peak hours with folks from RBS/UBS/downtown running to catch their trains? Are handicapped commuters supposed to just deal with it? **G-3** **A-4** **D-1**

I'm sure such points have come up during your meetings. Nonetheless, I thought I should reiterate at least some of them.

Thanks and regards
Dev

Response Key

From: Ted [redacted]
Sent: Saturday, September 15, 2012 11:48 AM
To: DOT Environmental Planning
Subject: Att: Mark Alexander

The DOT's plan for redevelopment at the Stamford RR station ignores the needs of a great number of Stamford and other Connecticut residents who use the station every working day. One of the main reasons I moved to Stamford many years ago was the convenience of the daily commute to NYC. Please consider the needs of commuters as well as their contributions (financial and otherwise) to the community. Ted Shiffman, Stamford, CT

A-3, A-4
G-1,-2,-3

Sent from my iPhone

From: Tutun, Mark [redacted]
Sent: Monday, September 17, 2012 10:14 AM
To: DOT Environmental Planning
Subject: transportation center hearing: attention Mark Alexander

I will not be able to attend such an important public hearing. **The challenges of the day should begin at work, not getting to work.**

I have previously submitted my comments suggesting that the parking garage should be re-built at its current location, or over the highway above the bus terminal or take the vacant lots on either the east or west side of the transportation center. To put that much parking any further from the station costs the commuter valuable time, discourages using mass transit, and adds to the exposure to the weather and safety of the commuter.

A-1, A-2
A-3, A-4

H-1

Additionally, no matter what you decide, the traffic around the train station must be improved. The current areas for pick up/drop off create enormous bottlenecks, as well as the bottlenecks at Washington Blvd and the new transit way.

G-2

And lastly as long as got me started, perhaps you can order escalators that work more than 50% of the time. Many commuters cannot negotiate the stairs that well and the elevators do not put you at all the tracks. The committee should hang around there in the morning or evening and see what the commuter is going through.

We should encourage mass transit by making the commuting experience convenient and not a hassle.

Thank you for your attention to this most important matter.

From: Angela Ferrara [redacted]
Sent: Monday, September 17, 2012 1:38 PM
To: DOT Environmental Planning
Subject: Stamford Garage Parking Lot

I am a Stamford resident for the past 18 years. Even back then, it took me about a year to finally get a space at the train station. The cost is expensive but worth it because of its location at the station. There are many nights when its dark at 5pm and/or when there are late nights at work which make the walk to the car a bit frightening but if the existing station is taken down and you need to walk ¼ mile to your car, that walk could be very intimidating at best. Please reconsider this proposal as it will affect the lives of many Stamford commuters!

A-1

A-4

Angela Ferrara

From: [redacted]
Sent: Monday, September 17, 2012 2:20 PM
To: DOT Environmental Planning
Subject: Stamford Parking Garage

Response Key

Mr. Alexander,

If the parking is moved 1/2 mile from the station, what arrangements will be made for the monthly commuters who have DISABILITY PARKING PERMITS? Appreciate knowing your thoughts in this matter. Thank you. **D-1**

Malcolm Jacobs
203-595-0038
917-602-0444 (cell)

From: Laura Spichiger [redacted]
Sent: Monday, September 17, 2012 3:52 PM
To: DOT Environmental Planning
Subject: Stamford Transportation Center Parking

I strongly support the construction of a new parking facility on the exisiting garage footprint. **A-3, A-6**
While inconveniencing the commuters for some period of time during construction is unavoidable, asking the thousands of commuters to walk 1/4 mile to the train station from a new location would be a terrible decision. There is definitely room for improvement with regard to the traffic flow on the south side of the station and forcing more pedestrians into the traffic flow would only result in more accidents and potential injuries. **H-1, H-2**

I would strongly discourage any additional commercial development in the near vacinity of the train station. During high traffic periods, the congestion is already overwhelming. Adding to the traffic due to additional commercial establishments would only inconvenience the commuters rather than provide any additional convenince. **I-1** **H-1, H-2**

PLEASE THINK OF THE COMMUTERS WHEN MAKING THESE DECISIONS RATHER THAN THE DEVELOPERS.

Regards,
Laura Spichiger
16 Butternut Place
STamford, CT 06903
[redacted]

From: [redacted]
Sent: Monday, September 17, 2012 5:37 PM
To: DOT Environmental Planning
Subject: Stamford train station parking

I am not a commuter but I realize how important parking at the train station is. Moving the parking away from the station would not benefit Stamford and would be a hardship for commuters. You have one chance to get this right...please can we use logic over greed. **A-1**
Susan Troy-Brace
Stamford, CT

Response Key

From: Cappetta, Michael [redacted]
Sent: Monday, September 17, 2012 6:01 PM
To: DOT Environmental Planning
Cc: Fleming, Kevin
Subject: RE: Stamford Parking Garage and TOD Public Hearing

Gentlemen:

Thank you for giving me this opportunity to submit comments. I apologize, as I am a commuter, I will not be able to attend the session on 9/20 at 7 PM.

I am concerned about the Transportation Center / Parking Garage and Transit Oriented Development plans.

Primarily, the Stamford Railroad station has a terrific convenient setup with the garage several dozen yards from the tracks and the station.

Any new development of a parking garage should maintain this convenience. Should a new garage be located up to a ¼ mile away, it would be a detriment to its use. I for one, would not want to walk a ¼ from a separate garage to the train station in the snow or rain or through un-lit dangerous areas. **A-1, A-3, A-4**

Further, as we are all aware Stamford is a growing community and the train station, inclusive of the garage is a key economic driver for the community bringing in skilled workers and helping those with skills commute to other towns /cities to work. We all want people to use mass transportation more, it's good for the community, environment, etc. **A-3**

The best plans for the new Railroad station garage would be one that emphasizes convenience, safety of commuters and ease of access to the garage and other facilities.

Appreciate your consideration of my input.

Sincerely,

Mike Cappetta
42 Briar Woods Trail
Stamford, CT

From: Scott Keyes [redacted]
Sent: Monday, September 17, 2012 9:14 PM
To: DOT Environmental Planning
Subject: Stamford garage

Moving the parking ramp away from the station (1/4 mile) is ridiculous!!!!! **A-1**

We live in Stamford for easy access to NYC via train. I take the train each week

The new parking ramp needs to accommodate all those on the monthly waiting list AND a lot more. The ramp needs to be next to the station (within 200 feet) **E-1**

Scott Keyes
57 chesterfield road
Stamford

Sent from my iPad

From: David Tunick [redacted]
Sent: Tuesday, September 18, 2012 7:47 AM
To: DOT Environmental Planning
Subject: Comment on moving Stamford train station parking garage

Response Key

I am a 68-year-old lifelong Connecticut resident, taxpayer, voter, and daily Stamford MetroNorth commuter to New York and Amtrak business passenger. I hope to go on working another ten or twenty years. I have a few crushed and ruptured disks so that walking distances causes some pain; carrying my briefcase is a strain – the two combined are best avoided. Moving the Stamford train station parking garage anywhere but just proximate to the station itself would be a hardship for me. **A-1, A-2**

Whether or not someone is a Super Adult (which I prefer to Senior Citizen), a mother with kids and gear in tow, a commuter in a rush, a resident worried to death about property values plunging even more because of the garage move, a Sunday Broadway matinee ticketholder looking for convenience and not a long walk, or just about anyone else who wishes to take the train rather than drive - transplanting the station parking does not make sense, except maybe to those who don't take the train.

I understand that a redevelopment is intended. Would this not be the time to step back and take a look at the station itself, access to the station, and the area surrounding the station? Let's face it: the Stamford Train Station, the way it is now, is less than ideal, both in practical terms and architecturally. Access on both sides is choked (under the bridges, the taxis, cars waiting for passenger pick-up, etc.), and the area is ripe for development – commercial as well as residential, especially as the market improves. Right now it feels blighted and has almost a third world feeling. It certainly is not up to representing the state as its first significant commercial gateway, our first express stop. It should be a quality train station, an introduction to Connecticut that we can all be proud of, sleek and comfortable in its use. A parking garage that requires any kind of walk does not fit this description. But that's only a small part: anything less than a complete overview, master plan, and execution of the Stamford Train Station and surrounding area would not serve Stamford nor the State of Connecticut. **H-1** **I-1**

David Tunick

71 Saddle Rock Road
Stamford, CT 06902

[redacted]

From: Hilary Schwartzberg [redacted]
Sent: Tuesday, September 18, 2012 5:16 PM
To: DOT Environmental Planning
Subject: Stamford Train Station Parking Garage

Response Key

To Whom It May Concern:

My husband and I are writing to express our opposition to the proposal to eliminate the parking garage adjacent to the Stamford Transportation Center. First, it is highly concerning that the DOT has been planning to eliminate the garage without giving appropriate public notice of its intentions. A decision of this magnitude should be made only when all opinions have been heard, as is the purpose of a public comment period. We learned of this plan only as a result of an email sent to us by a real estate broker, Thomas Kijek, another concerned individual and resident of Stamford. The period for public comments should be extended and more sufficient notice should be provided to the citizens of Stamford, so DOT can proceed with a more clear idea of the impact such a decision will have on the city and its multitude of commuters, including ourselves. We plan to inform everyone we know in person, via email, and via social media of this misguided plan - we are confident that doing so will bring forward more commuters who share our opinion and oppose this proposal. **C-1**

My husband and I chose to move to Stamford because we wanted the best of both worlds that Stamford offers: suburban lifestyle and easy commuting to New York City for our very demanding and time consuming jobs. Adding any time at all to our daily commute will make an already day and commute even more taxing. As a couple who has a monthly pass in the Bell Street garage, we walk between the garage and the train station every day. This walk between Bell Street and the train station is longer than the "five minute walk" that proponents of tearing down the garage have promised commuters. Additionally, we are on the waiting list for the current garage, a waiting list that is over 1000 people long and which can last up to five years. This underscores the need for more immediately accessible commuter parking, not none, as the current plan would allow for. May we add, that prior to purchasing our home, we made the decision not to move to Darien in order to save the five to ten minutes of our commute each morning and evening. By taking away the parking at the train station, any advantage to our living in Stamford will have been eliminated. Surely, this will factor into any moving plans and decisions that our family makes going forward. **A-3** **E-1** **A-1**

When construction in the lot next to the transit station began recently, we were not the only commuters who were excited to have more parking immediately adjacent to the train station. However, we now understand that this construction is actually a sad and insufficient replacement for the current garage. Failing to account for the

needs and desires of the commuters who reside in Stamford is a decision that the City of Stamford and the State of Connecticut is a mistake. The City of Stamford already has substantial vacancies in its commercial spaces and needs no more commercial buildings at this time. Construction of a substantial number of residential units is already under way. This will attract even more commuters who will need more parking, not less. Additionally, those individuals considering moving to Stamford who would be commuters will choose to live in other cities and towns that provide parking immediately adjacent to the trains. **B-1, B-2**

We urge you to reconsider the plan to eliminate parking immediately adjacent to the transportation center, as its negative effects will far outweigh any positive ones of adding any commercial space.

Sincerely,

Hilary M. Schwartzberg, Esq.
Daniel T. Saltus, Esq.

From: Ross Taylor [redacted]
Sent: Thursday, September 20, 2012 9:37 AM
To: DOT Environmental Planning
Subject: Stamford Parking

Response Key

It is my strongly held belief that moving parking away from the Stamford train station to a location as much as five blocks distant will hurt all residents of Stamford, and the City itself. Adding time to the commute will reduce the attractiveness of Stamford as a home for commuters, which will result in reduced property values (especially among higher end properties in North Stamford and Shippan, which most directly compete with our neighboring communities of Greenwich, Darien and New Canaan) and thus reduced tax revenues. Real estate in Stamford has sold at a discount to comparable properties in neighboring communities for as long as I have lived here (1986), and it is time that the City take steps to close that valuation gap, rather than allow ill-conceived moves that will only widen it. Closing the gap will allow for more money to fund the services residents expect of a city the size of Stamford, while also providing a way to deal with the massive debt burden (including unfunded public pension obligations) that is already hanging over the City. **A-1** **A-3**

Anyone who commutes knows that time is critical. Moving parking five blocks away will add 10 minutes or more to each side of a daily commute. For me, this will take what is already an investment of 3 hours a day commuting to one that is nearly 3 and a half hours. Additionally, since the weather is rarely perfect, it will mean that I will more often arrive at the office wet (be it rain or sweat-soaked), uncomfortable (be it hot or cold) and no longer dressed for success. Add in the fact that anywhere that parking is moved will create new traffic bottlenecks (which could add even more time to one's commute) and you have an idea where the only winners will be developers, out of town reverse commuters who can avoid going into Stamford entirely, even though they work here, and the agency that is able to sell the property. Residents of Stamford, whether they use the train station or not, will all be losers. **A-2, A-3** **H-1**

An added concern is that, given the high probability that UBS will be largely or completely vacating its current building in the next 10 years (I am in the Financial industry and this is the not so secret dirty little truth that all know but no one seems to want to acknowledge), and the number of other projects being constructed close to the train station, we could easily be looking at another "lost decade" for the City should we not be able to adequately fill the new commercial space with businesses paying their full tax load. Too often we have relied on tax abatement gimmicks to attract new businesses to town, or to keep the one's we already have. I have yet been able to find one Stamford or State official who can show that the "incentives" given out to these lucky businesses to locate in my city have actually increased the value of my home, improved the quality of my life, or reduced my tax burden. If anything, they have led to a city that is suffering from increased traffic congestion, has had to add additional resources (particularly fire) to service these new businesses while receiving little true economic benefit. Our infrastructure is already insufficient to meet the demands our current commercial and residential base is imposing on it. Adding more development, particularly below I-95, without first addressing the problems prior development has created is only going to make these problems worse, and make our neighboring communities all that more attractive when people look for a place to live. It is time that Stamford start to be run for its residents, instead of developers and outsiders who make use of "pay to play" tactics to further their own interests. **I-1**

Ross Taylor

From: Paul E. Knag [redacted]
Sent: Thursday, September 20, 2012 2:27 PM
To: DOT Environmental Planning
Subject: Stamford Parking Garage

Response Key

Please note that I, like most residents and workers in Stamford, strongly oppose any relocation of the existing parking garage at the railroad station. **A-1**

Having parking that is at the station rather than blocks away is critical to the effective utilization of the Stamford station and rail network.

We will hold all relevant politicians responsible if, instead, you place the interests of these crony capitalists over the interests of the public.

Paul E. Knag

[redacted]

Response Key

Stamford Transportation Center Parking and Transit Oriented Development
Stamford, Connecticut
State Project No. 301-047

COMMENTS

DATE: 9/19/12

THE CONNECTICUT DEPARTMENT OF TRANSPORTATION IS INTERESTED IN YOUR IDEAS AND COMMENTS ON THE STAMFORD PARKING GARAGE AND TRANSIT-ORIENTED DEVELOPMENT (TOD).

PLEASE COMPLETE THIS SELF ADDRESSED FORM (PLEASE PRINT CLEARLY), AND LEAVE IT WITH A STUDY TEAM MEMBER THIS EVENING, OR MAIL BY OCTOBER 5, 2012 (FIRST-CLASS POSTAGE REQUIRED).

NAME ALLEN KRINN ADDRESS 17 DORAL FARM RD
CITY STAMFORD STATE CT ZIP CODE 06902

I HAVE BEEN INFORMED ABOUT THIS STUDY PRIMARILY THROUGH: *(PLEASE SELECT ONE)*

☐ NEWSLETTERS ☐ PUBLIC MEETINGS ☐ NEWSPAPER ADVERTISEMENT ☐ WEB SITE
☐ RADIO NEWS ☒ NEWSPAPER ARTICLES ☐ FRIENDS/NEIGHBORS ☐ OTHER _____

COMMENTS: *(PLEASE PRINT CLEARLY)*

(1) MOVING PARKING AWAY FROM CURRENT CLOSE LOCATION WILL DISCOURAGE NON COMMUTERS TO CHOOSE TO USE THE TRAIN RATHER THAN DRIVE. JUST WHAT WE DON'T WANT FROM A PUBLIC POLICY PERSPECTIVE. A-3

(2) IF NEED A PRIVATE/PUBLIC DEVELOPMENT WHY NOT HAVE CALLED FOR A PROJECT WITH PARKING ON THE EXISTING SITE. DOING SO WOULD DEVELOP THE AIR RIGHTS ABOVE THE EXISTING GARAGE & TAKE VALUE DIRECTED INTO BUILDOUT OF THE GARAGE. A-1

THANK YOU FOR YOUR PARTICIPATION IN THIS STUDY.

Response Key

Stamford Transportation Center Parking and Transit Oriented Development
Stamford, Connecticut
State Project No. 301-047

COMMENTS

DATE: 9/20

THE CONNECTICUT DEPARTMENT OF TRANSPORTATION IS INTERESTED IN YOUR IDEAS AND COMMENTS ON THE STAMFORD PARKING GARAGE AND TRANSIT-ORIENTED DEVELOPMENT (TOD).

PLEASE COMPLETE THIS SELF ADDRESSED FORM (PLEASE PRINT CLEARLY), AND LEAVE IT WITH A STUDY TEAM MEMBER THIS EVENING, OR MAIL BY OCTOBER 5, 2012 (FIRST-CLASS POSTAGE REQUIRED).

NAME: Dan Fox ADDRESS: 14 Carter Drive

CITY: Stamford STATE: CT ZIP CODE: 06902

I HAVE BEEN INFORMED ABOUT THIS STUDY PRIMARILY THROUGH: *(PLEASE SELECT ONE)*

☐ NEWSLETTERS ☐ PUBLIC MEETINGS ☐ NEWSPAPER ADVERTISEMENT ☐ WEB SITE

☐ RADIO NEWS ☐ NEWSPAPER ARTICLES ☐ FRIENDS/NEIGHBORS ☒ OTHER: _____

COMMENTS: *(PLEASE PRINT CLEARLY)*

I would like to be certain that access to the Transportation Center by disabled/handicap individuals is never compromised regardless of the extent of construction or outcome of the project

D-1

THANK YOU FOR YOUR PARTICIPATION IN THIS STUDY.

Stamford Transportation Center Parking and Transit Oriented Development
Stamford, Connecticut
State Project No. 301-047

COMMENTS

DATE: 9/20/12

THE CONNECTICUT DEPARTMENT OF TRANSPORTATION IS INTERESTED IN YOUR IDEAS AND COMMENTS ON THE STAMFORD PARKING GARAGE AND TRANSIT-ORIENTED DEVELOPMENT (TOD).

PLEASE COMPLETE THIS SELF ADDRESSED FORM (PLEASE PRINT CLEARLY), AND LEAVE IT WITH A STUDY TEAM MEMBER THIS EVENING, OR MAIL BY OCTOBER 5, 2012 (FIRST-CLASS POSTAGE REQUIRED).

NAME GREG SHULAS ADDRESS 22 RANIO PLACE #13
CITY STAMFORD STATE CT ZIP CODE 06906

I HAVE BEEN INFORMED ABOUT THIS STUDY PRIMARILY THROUGH: *(PLEASE SELECT ONE)*

☐ NEWSLETTERS ☐ PUBLIC MEETINGS ☐ NEWSPAPER ADVERTISEMENT ☐ WEB SITE
☐ RADIO NEWS ☐ NEWSPAPER ARTICLES ☐ FRIENDS/NEIGHBORS ☐ OTHER JIM CAMERON COMPUTER COUNCIL

COMMENTS: *(PLEASE PRINT CLEARLY)*

Keep parking where it is. — A-1
DONT Replace OLD STAMFORD PARKING GARAGE WITH COMMERCIAL Development
Put Commercial Development outside CURRENT PARKING SITE — A-1, A-2, A-3, A-5, B-1
Be TRANSPARENT — C-2

THANK YOU FOR YOUR PARTICIPATION IN THIS STUDY.

Response Key

Response Key

Stamford Transportation Center Parking and Transit Oriented Development
Stamford, Connecticut
State Project No. 301-047

COMMENTS

DATE: _____

THE CONNECTICUT DEPARTMENT OF TRANSPORTATION IS INTERESTED IN YOUR IDEAS AND COMMENTS ON THE STAMFORD PARKING GARAGE AND TRANSIT-ORIENTED DEVELOPMENT (TOD).

PLEASE COMPLETE THIS SELF ADDRESSED FORM (PLEASE PRINT CLEARLY), AND LEAVE IT WITH A STUDY TEAM MEMBER THIS EVENING, OR MAIL BY OCTOBER 5, 2012 (FIRST-CLASS POSTAGE REQUIRED).

NAME Michael Young ADDRESS 463 Cove RD #3
CITY Stamford STATE CT ZIP CODE 06902

I HAVE BEEN INFORMED ABOUT THIS STUDY PRIMARILY THROUGH: *(PLEASE SELECT ONE)*

☐ NEWSLETTERS ☐ PUBLIC MEETINGS ☐ NEWSPAPER ADVERTISEMENT ☐ WEB SITE
☐ RADIO NEWS ☐ NEWSPAPER ARTICLES ☐ FRIENDS/NEIGHBORS ☒ OTHER Neighborhood Assn.

COMMENTS: *(PLEASE PRINT CLEARLY)*

I Am Not Pleased with CT DOT's Treatment ~~of~~ Fairfield County in General and Stamford in Compared To The Rest of The State we are undersupported in Highways and Transit. Hartford collects our Taxes and gives Little in Return! Taking, The Physical Taking of The Stamford Parking Garage for a Money-Making Venture is ~~pure~~ about stupid. I Condem The DOT's Current Agenda. I Find The "Let Them walk ¼ mile" attitude repulsive. I ask all in attendance To contact Their State Representatives in This Matter.

To Close: My Brother left CT Due to poor Transit and Parking. He no longer pays taxes

THANK YOU FOR YOUR PARTICIPATION IN THIS STUDY.

A-1, B-1

Response Key

(2) ~~As As Prelude~~ I have ~~had~~ To walk from the Rich Forum lot to the train station in all kinds of horrible weather promised shuttles never materialized. **A-2**

I'm Michael Young & I live ~~in the~~ 463 Cove in Stamford.

(1) I travel for my business at differ. hours and typically encounter a full parking lot. I pay a lot of taxes to CT **E-1**

FOLD HERE AND SEAL WITH TAPE – DO NOT USE STAPLES

FIRST-CLASS
POSTAGE
REQUIRED

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BUREAU OF POLICY AND PLANNING
OFFICE OF ENVIRONMENTAL PLANNING, ROOM 2159 (NE2)
P. O. BOX 31746
NEWINGTON, CONNECTICUT 06131-7546

From [redacted] **On Behalf of** C Hall
Sent: Friday, September 21, 2012 7:42 AM
To: DOT Environmental Planning
Subject: Stamford train station garage

Response Key

Please don't move Stamford train stn parking lot. Moving the parking lot away from the train stn is NOT an improvement. **A-1**

What we need is slightly larger spaces, especially in the "red" section, more monthly passes, and a vendor who takes credit cards. The current vendor only takes cash and checks. That's ridiculously 1970s technology. Are they paying any tax on the cash they take in??? **E-1** **F-1**

Thank you.
--
Christine Hall
Freelance Editor
P.O. Box 3041
Stamford CT 06905
[redacted]

From: Rica Mendes [redacted]
Sent: Friday, September 21, 2012 7:39 AM
To: DOT Environmental Planning
Subject: Stamford Transportation Garage
Importance: High

Moving the Garage from being onsite next to the Stamford Train Station to ¼ mile away is utterly foolish. Between day to-day commuters and those that travel occasionally with luggage etc, that ¼ mile distance will create a genuine hardship. There are also many of us that wouldn't qualify for handicap parking, but due to health issues (I'm a recent cancer survivor, and chemo has made longer walks, including ¼ mile challenging) and injuries that wouldn't qualify one for a handicap space, for whom that ¼ mile would be preventative. **A-1, A-2**

Rica Mendes
[redacted]

From: [redacted]
Sent: Friday, September 21, 2012 12:58 PM
To: DOT Environmental Planning
Subject: Stamford Parking Garage

Response Key

No, No, No. Any OTHER state or city department of transportation would be scrambling to OBTAIN property adjacent to a train station for convenient commuter parking--but the CDOT can't wait to take it away? Does this make sense at all? No. Let the mixed-use development be placed 1/4 mile away from the station at the site you want to stick the commuters. As it is, during inclement winter weather, I pray that I don't fall on ice, or be mowed down by one of the Stamford taxis that make their home in the station's garage as I cross the street before dawn at 6 AM when my commute takes place. (Why do the taxis get to stay in the garage and take up room there anyway? There is a whole open air area in the garage that could be (and used to be--before taxis) used by commuters for parking.) And now, you want me to walk UP TO 1/4 MILE EXTRA TO GET TO THE TRAIN STATION? NO WAY!

A-1, A-2, A-3, A-5
B-1

My husband and others I know are handicapped, and he (who has a knee replacement and a degenerative disease in his joints) can't walk 1/4 mile--repeat--THEY ARE HANDICAPPED AND NEED THE GARAGE TO BE AT THE STATION. If you live in North Stamford, it can take up to 40 minutes to commute from High Ridge or Long Ridge Road in the morning, then it takes 10 minutes to park and walk to the platform, and 48 minutes for the express to GCT. If you work on Wall Street, add 30-40 minutes more to the commute time. That means that WITHOUT any further inconvenience, the commute takes in excess of 2 hours each way. That's over 4 HOURS A DAY COMMUTING! Do you want us to endure even more punishment?

D-1

A-3

Before I earned my parking spot in the garage (my wait was 2 years) I had to park in the Bell Street Garage, which is probably 1/4 mile away from the train. They ran a shuttle to the station, but the shuttle was unreliable, hardly ever there, and if you had to wait for it, it could take 25 minutes for it to return, and then 5 minutes to drive to the station, adding 30 minutes to this commute. Many times I had to guess if the shuttle was about to arrive or if it had just left, and then, based on the weather, and how late I could be for work, I might walk to the station. This was never pleasant, as it is not the best neighborhood, and I feared for my safety. Wait and take the shuttle or walk and risk your life and limb, either way add 30 minutes to the already 2+ hour commute each way. With you planned new offsite garage, you would have us commute 5 HOURS PER DAY. This is unacceptable--REAPEAT, UNACCEPTABLE!!!

This plan was very ill-conceived, and the fact that the fate of commuters who already use the station is in the hands of people (YOU) who would count our interests as only 1/3 of the factors in weighing whether or not to give some sweetheart deal to a real estate developer instead of thinking of the welfare of all of the citizens of Stamford is probably ultra vires and needs to be enjoined if you don't come to the conclusion not to build a new garage in a less convenient location for already harried and exhausted (and sometimes handicapped) commuters.

Why can't you build a new commuter garage ON TOP of the station, or even spanning I-95, the way roadside rest areas are built over autostrasses/autostradas in Europe? And why can't you make it really big so that it not only accommodates existing demand, but demand 50 years into the future? That way, when this new garage is finished, you can knock down the existing garage, and let your real estate developer have the site for his TOD.

A-5

E-1, I-1

Thank you for your attention. Please actually read this comment again so that you can absorb all of the information I have imparted to you. Also, always have the best interests of the commuting public at heart; your **greed** surrounding this stupid plan of yours to give away the best location for the commuter garage in Stamford is not becoming to a public agency.

Debra Winthrop Pollack
[redacted]

Response Key

From: Anurag Jain [redacted]
Sent: Friday, September 21, 2012 8:28 PM
To: DOT Environmental Planning
Subject: Parking garage at Stamford station

There will be an adverse affect on my commute to New York City if you move the parking. Your plan is not useful for the citizens and are not in best interest of the community. A-3

If you continue with the plan I will have no choice but to move out of CT. Please look beyond immediate financial gain.

Thanks
Anurag Jain
29 Hazelwood Lane
Stamford CT 06905

From: Scott Keyes [redacted]
Sent: Friday, September 21, 2012 9:00 PM
To: DOT Environmental Planning
Subject: Stamford Garage

To whom:

I take the train from Stamford to NYC every week. The garage needs to be at the train station....no question....who could possibly consider another alternative. A-1

Look at Europe. Go to any major city....anywhere. Parking is AT THE STATION. Why? Because then people use it.

I live in Stamford. Stamford is thriving because of the train station. We need more convenient parking of commuters not less.....

I understand there are over 800 people on the waiting list. Does not that tell you something about the success of the current configuration!!!!!!!!!!!

Scott Keyes
57 Chesterfield Road
Stamford, CT

Response Key

State of Connecticut
SENATE
STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

SENATOR TONI BOUCHER
TWENTY-SIXTH SENATE DISTRICT

LEGISLATIVE OFFICE BUILDING
ROOM 3701
HARTFORD, CT 06106-1591
CAPITOL: (860) 240-0165
TOLL FREE: (800) 842-1421
FAX: (860) 240-0055
E-mail: Toni.Boucher@cga.ct.gov

DEPUTY MINORITY LEADER

RANKING MEMBER
EDUCATION COMMITTEE
HIGHER EDUCATION COMMITTEE
TRANSPORTATION COMMITTEE

MEMBER
FINANCE, REVENUE AND BONDING COMMITTEE

September 21, 2012

Mr. Mark W. Alexander
Transportation Assistant Planning Director
P.O. Box 317546
Newington, CT 06131-7546

Dear Mr. Alexander,

As a legislator, I represent seven communities in Fairfield County that depend heavily on the New Haven Line for travel and to commute to and from work each day. Many of my constituents also make extensive use of the Stamford Train Station and parking garage. As the current Stamford parking garage reaches the end of its useful life, the Department of Transportation has undertaken the necessary step of constructing a new and larger parking facility to better accommodate commuters' needs. While this development would be a welcome improvement, the potential location of the new garage raises some troubling possibilities.

The DOT has stated that the new parking garage could be constructed as far as a quarter mile away from the train station. Though a quarter mile may seem like a reasonable distance, it could cause considerable safety and convenience issues, particularly for the disabled and for senior citizens. Although I appreciate Commissioner Redeker's pledge that additional parking will be available at the station itself, the lack of specific information about the DOT's plans so far leaves doubts as to how well people with special needs will be accommodated. Placing a new parking structure so far from the train station would also add a considerable amount of time to daily commutes, further inconveniencing the public. A-4 D-1 C-3 A-3

This was also the opinion of most of the people who attended Thursday's hearing. One of the chief concerns that commuters expressed was that the DOT would relocate the new parking garage in order to develop the land under the current garage for unrelated purposes. They regard this plan as a misuse of valuable land. I agree with these commuters that in constructing a new garage, the DOT B-3

SERVING: BETHEL, NEW CANAAN, REDDING, RIDGEFIELD, WESTON, WESTPORT, WILTON

Printed on recycled paper

Response Key

should give priority to their convenience, eschewing any development that would push parking farther away from the platforms.

In order to minimize the inconvenience to rail passengers, and to offer the easiest possible access to the train station, the new parking garage should occupy the same space as the current one. Any alternative parking that the DOT provides near the train station should be for temporary use, until the new parking structure has been completed. This arrangement would provide the most benefit to the many commuters who pass through the Stamford Train Station each day. **A-1**

I fully appreciate the challenges that the DOT faces in building a new parking garage to serve the busiest train station in Connecticut. I hope that you will decide to keep commuter parking in its current location as the best means of accomplishing this goal. Thank you for your consideration of this important matter.

Sincerely,

Toni

Toni Boucher
State Senator

Response Key

From: Mike Barbis [redacted]
Sent: Saturday, September 22, 2012 9:43 AM
To: DOT Environmental Planning
Subject: Stamford Train Station

CT Department of Transportation:

Have you completely lost your minds???? Could you please explain why you would move the Stamford train station parking garage a ¼ mile away from the station platforms?

Let me ask you a few more questions:

1. Are you from anywhere in Fairfield County?
2. Have you ever commuted on Metro North?
3. Would you just try to commute for one day?

I think you need to be able to answer YES to those three questions before you should be in a position to make a decision about the Stamford train station's parking garage .... You cannot unilaterally decide to move this garage away from its current location.

Please re-consider the very ill conceived idea to move the existing garage. While it is in bad shape, it should be rebuilt in the current location. **A-1**

Sincerely,

Mike Barbis

From: Patrick Steele [redacted]
Sent: Saturday, September 22, 2012 11:48 AM
To: DOT Environmental Planning
Subject: Stamford Parking Garage

This is the most insane idea I have heard of for a long time.

Come on DOT - put yourselves in the place of the users of the station and garage and use the common sense God gave you!

If you can not come up with a better idea than this, and allow the users to have meaningful input, then maybe the users should be making these decisions and not you. **C-3**

Patrick

Patrick Steele
[redacted]
Via iPad

Response Key

From: Nora King [redacted]
Sent: Saturday, September 22, 2012 11:53 AM
To: DOT Environmental Planning
Cc: mike@mikebarbis.com; 'Sen. Duff, Bob'; 'John Igneri'

Have you lost your minds? Why would you move the Stamford Train Station parking ¼ mile away. I think someone needs to look at the people that work for the DOT and question all of their skill levels. They obviously do not have the business acumen to make many of the decisions they are making in the past few years. They seem to not understand traffic calming and the importance of public transportation. **A-1**

Another bad decision is the lowering of the road under the Rowayton Bridge. This is ludicrous. Let's let cars move faster in a pedestrian area. What happened to the concepts of foot paths and walkways?

I think these bad decisions now need to be escalated to Gov. Malloy because there is no way he would think moving the train station parking in Stamford ¼ of a mile is a good one.

Regards,
Nora

[redacted]

From: Ted Shiffman [redacted]
Sent: Saturday, September 22, 2012 9:36 PM
To: DOT Environmental Planning
Subject: Stamford Parking Garage

It's time for the State to be more concerned with those who use the garage every weekday rather than the builders who will be getting rich off the system. Governor Malloy should step in and make sure this project never gets off the ground. **B-1**

Ted Shiffman

Sent from my iPad

From: Aviva Budd [redacted]
Sent: Sunday, September 23, 2012 12:18 PM
To: DOT Environmental Planning
Subject: Stamford Parking Garage

Response Key

To whom it may concern:

I travel to NYC frequently by rail and was a daily commuter to NYC by rail. The convenience of the parking facility to the Train station has supported the development of Stamford. Relocating a material portion of the parking to within ¼ mile will , predictably, negatively affect the convenience of living in Stamford and working in NYC. Many of our residents work in NYC and it is short sighted to trade an essential facility location for just another office building. The office building development in retrospect will have less of an impact on Stamford economic advancement then maintaining a convenient commuter experience. There are many office building development sites in Stamford and surrounding the train station. For the State to raise funds in this way is not wise. It would be better to raise the parking fees and maintain and improve the commuting experience.

A-1

B-2

Aviva Budd
Retired Real Estate Development Attorney

From: Michael Cappetta [redacted]
Sent: Sunday, September 23, 2012 5:25 PM
To: DOT Environmental Planning
Subject: Transit Oriented Development Bad Idea at Stamford RR Station

Gentlemen:

Thank you for allowing me to comment on the Transit Oriented Development program. Just to say this bluntly, this is a bad idea. The one thing making the Stamford Railroad Station really great to use is the proximity of parking.

I am a regular commuter, been doing it for 20 years. If you moved the garage a quarter mile away, I will use Stamford to commute. I will either drive to New York, or go to a different train station.

If you commute and understand just how important convenience is during the commute you can appreciate how another quarter mile walk 2 times per day is a big deal. Imagine doing it in the rain and snow each morning and evening for 20 years. It's going to suck.

A-1
A-2

Plain and simple. Don't do this to us, the regular commuters.

Did you ever consider asking us what we need in a train station or a parking garage. I am sure you would get some very good ideas about how to make things even better. Talk to us more, and listen to the feedback and ideas to make the railroad station and garage better for the community.

B-2, B-3

Sincerely,

Mike Cappetta
42 Briar Woods Trail
Stamford, CT 06903

Response Key

From: Jennifer Sclar [redacted]
Sent: Monday, September 24, 2012 1:09 PM
To: DOT Environmental Planning
Cc: Kevin O'Brien
Subject: Comment on Stamford Station Garage

To whom it may concern:

It is my understanding that you are still soliciting comments on the proposal to move the current garage to a location within 1/4 mile of the station and replace the existing garage site with retail space. We moved to Stamford 9 years ago in order to live in a vibrant community that would allow my husband and I to easily commute to our jobs in the City. The availability of convenient parking and multiple express trains made Stamford a perfect choice. Quite simply, if the parking garage is moved and we find ourselves adding a 10 minute walk (often in inclement weather) to either side of our commute, we will move. Part of what attracts commuters to Stamford is the fact that it is an easily accessible transportation hub. If you take that away it will be become increasingly likely that commuters will forego Stamford in favor of surrounding towns (where public schools are excellent and parking is convenient to the train). Commuters don't need retail shops next to the train station, they need parking. The town destroys one of its great advantages over surrounding towns at its great peril.

A-1
A-2
B-1, B-2

Sincerely,
Jennifer Sclar and Kevin O'Brien

Response Key

Stamford Transportation Center Parking and Transit Oriented Development
Stamford, Connecticut
State Project No. 301-047

COMMENTS

DATE: 9/26/12

THE CONNECTICUT DEPARTMENT OF TRANSPORTATION IS INTERESTED IN YOUR IDEAS AND COMMENTS ON THE STAMFORD PARKING GARAGE AND TRANSIT-ORIENTED DEVELOPMENT (TOD).

PLEASE COMPLETE THIS SELF ADDRESSED FORM (PLEASE PRINT CLEARLY), AND LEAVE IT WITH A STUDY TEAM MEMBER THIS EVENING, OR MAIL BY OCTOBER 5, 2012 (FIRST-CLASS POSTAGE REQUIRED).

NAME FRED LEONARD ADDRESS 20 BEECHWOOD DR

CITY STAMFORD STATE CT ZIP CODE 06903

I HAVE BEEN INFORMED ABOUT THIS STUDY PRIMARILY THROUGH: (PLEASE SELECT ONE)

☒ NEWSLETTERS ☐ PUBLIC MEETINGS ☐ NEWSPAPER ADVERTISEMENT ☐ WEB SITE

☐ RADIO NEWS ☐ NEWSPAPER ARTICLES ☐ FRIENDS/NEIGHBORS ☐ OTHER _____

COMMENTS: (PLEASE PRINT CLEARLY)

1/4 MILE IS TOO FAR AWAY FOR COMMUTERS WHO ARE RUSHING TO CATCH A TRAIN. INCLIMATE WEATHER IS A MAJOR PROBLEM. THE GARAGE NEEDS TO BE CLOSE TO THE STATION! A-1 A-2

THANK YOU FOR YOUR PARTICIPATION IN THIS STUDY.

FROM : PHONE NO. : Sep. 24 2012 03:23PM P1

From: CAROL FEENEY [redacted]
Sent: Thursday, September 27, 2012 1:16 AM
To: DOT Environmental Planning
Subject: parking garage

Response Key

The parking garage at the Stamford Train Station needs to be AT the Stamford Train Station, not a quarter of a mile away. Commercial development is not what the riders need or want. **A-2** **B-2**

Get real!

Carol Feeney

From: Diana Toomey-Wilson [redacted]
Sent: Thursday, September 27, 2012 10:46 AM
To: DOT Environmental Planning
Subject: Stamford Train Station Parking

Dear Mr. Alexander,

Not to raise the 'sexual discrimination' flag, but as a woman I feel that a quarter mile walk to my car in the dark is very insecure. Would you want that for your wife, daughter or mother? The proposed location would discourage commuting for me, or at least limit my flexibility to work late, neither of which would enhance my career opportunities. Please think through the needs of all the constituents who would patronize the lot, I'm sure then you'll understand best how it needs to be designed. **A-1, A-4**

Respectfully,

Diana Toomey-Wilson

Response Key

Stamford Transportation Center Parking and Transit Oriented Development
Stamford, Connecticut
State Project No. 301-047

COMMENTS

DATE: September 27, 2012

THE CONNECTICUT DEPARTMENT OF TRANSPORTATION IS INTERESTED IN YOUR IDEAS AND COMMENTS ON THE STAMFORD PARKING GARAGE AND TRANSIT-ORIENTED DEVELOPMENT (TOD).

PLEASE COMPLETE THIS SELF ADDRESSED FORM (PLEASE PRINT CLEARLY), AND LEAVE IT WITH A STUDY TEAM MEMBER THIS EVENING, OR MAIL BY OCTOBER 5, 2012 (FIRST-CLASS POSTAGE REQUIRED).

NAME William McGirr ADDRESS 131 Highline Trail

CITY Stamford STATE CT ZIP CODE 06902

I HAVE BEEN INFORMED ABOUT THIS STUDY PRIMARILY THROUGH: (PLEASE SELECT ONE)

☐ NEWSLETTERS ☐ PUBLIC MEETINGS ☐ NEWSPAPER ADVERTISEMENT ☐ WEB SITE
☐ RADIO NEWS ☐ NEWSPAPER ARTICLES ☐ FRIENDS/NEIGHBORS ☒ OTHER Business

COMMENTS: (PLEASE PRINT CLEARLY)

I am a long-term Stamford resident who no longer commutes to work. I am a Realtor and feel Stamford is dependent on having a convenient parking garage to accommodateour commuter residents, and those on the garage waiting list. The existing parking garage should be torn down and be replaced by a new larger garage to be erected in the same location. If the developer insists on a 35-story complex, this essential garage should be a part of this structure. Many cities have made this accommodation. If BLT will not do this, there is no reason why they cannot erect their proposal complex, meeting Stamford Buildings and zoning where they plan to build the large parking garage. For the health and growth of our city it is essential that we consider the needs of our commuters.

A-1

Sincerely,

William (Bill) McGirr

Cc: Gov. D. Malloy
Sen. Carlo Leone
Sen. F. Scott Franz
Sen. Robert Duff
Rep. William Tong
Rep. Gerald Fox
Rep. Livy Floren
Rep. Daniel Fox
Rep. R. Mangano

Cc: Sen. R. Blumenthal
Sen. J. Lieberman
Rep. J. Himes
Rep. C. Murphy

Cc: Mayor M. Pavia
Ms. Sandy Goldstein
Ms. J. Mallozzi

THANK YOU FOR YOUR PARTICIPATION IN THIS STUDY.

Sep. 24 2012 05:29PM P1 PHONE NO. : FROM :

Response Key

Stamford Transportation Center Parking and Transit Oriented Development
Stamford, Connecticut
State Project No. 301-047

DATE: 9/27/12

COMMENTS

THE CONNECTICUT DEPARTMENT OF TRANSPORTATION IS INTERESTED IN YOUR IDEAS AND COMMENTS ON THE STAMFORD PARKING GARAGE AND TRANSIT-ORIENTED DEVELOPMENT (TOD).

PLEASE COMPLETE THIS SELF ADDRESSED FORM (PLEASE PRINT CLEARLY), AND LEAVE IT WITH A STUDY TEAM MEMBER THIS EVENING, OR MAIL BY OCTOBER 5, 2012 (FIRST-CLASS POSTAGE REQUIRED).

NAME Vicky Popson ADDRESS 63 Rowan Circle
CITY Stamford STATE CT ZIP CODE 06905

I HAVE BEEN INFORMED ABOUT THIS STUDY PRIMARILY THROUGH: (PLEASE SELECT ONE)

☐ NEWSLETTERS ☒ PUBLIC MEETINGS ☒ NEWSPAPER ADVERTISEMENT ☐ WEB SITE
☐ RADIO NEWS ☒ NEWSPAPER ARTICLES ☐ FRIENDS/NEIGHBORS ☐ OTHER _____

COMMENTS: (PLEASE PRINT CLEARLY)

It is not prudent to have 28 Parking lot far from our Stamford Station.

Not only inconvenient, but dangerous late evening, weather, traffic, etc.

A-1, A-4

A-2

THANK YOU FOR YOUR PARTICIPATION IN THIS STUDY.

FROM : PHONE NO. : Sep. 24 2012 03:25PM P1

Response Key

Stamford Transportation Center Parking and Transit Oriented Development
Stamford, Connecticut
State Project No. 801-047

COMMENTS

DATE: 9/27/12

THE CONNECTICUT DEPARTMENT OF TRANSPORTATION IS INTERESTED IN YOUR IDEAS AND COMMENTS ON THE STAMFORD PARKING GARAGE AND TRANSIT-ORIENTED DEVELOPMENT (TOD).

PLEASE COMPLETE THIS SELF ADDRESSED FORM (PLEASE PRINT CLEARLY), AND LEAVE IT WITH A STUDY TEAM MEMBER THIS EVENING, OR MAIL BY OCTOBER 5, 2012 (FIRST-CLASS POSTAGE REQUIRED).

NAME Nan Feldman ADDRESS 14 Windermere La

CITY Stamford STATE Ct ZIP CODE 06902

I HAVE BEEN INFORMED ABOUT THIS STUDY PRIMARILY THROUGH: (PLEASE SELECT ONE)

☐ NEWSLETTERS ☐ PUBLIC MEETINGS ☐ NEWSPAPER ADVERTISEMENT ☐ WEB SITE

☐ RADIO NEWS ☐ NEWSPAPER ARTICLES ☑ FRIENDS/NEIGHBORS ☐ OTHER _____

COMMENTS: (PLEASE PRINT CLEARLY)

These plans for moving the garage show a complete disregard for the people of the Stamford community. It should not be moved — The garage should be rebuilt and expanded and remain in place

Thank you
Nan Feldman

A-1

THANK YOU FOR YOUR PARTICIPATION IN THIS STUDY.

PHONE NO.: Sep. 24 2012 09:23AM P1

Response Key

From: Betty Sheets [redacted]
Sent: Saturday, September 29, 2012 9:01 AM
To: DOT Environmental Planning
Subject: Stamford Parking Garage

I read with amazement that the new parking garage being planned for Stamford would be located a "quarter mile or less" from the train station. To move the garage from its existing location will SUBSTANTIALLY reduce its usefulness. A quarter mile on top of the already lengthy commute from home to New York office could well be the straw that breaks the camel's back, even in sunny weather. In rain, forget it! To put a mix of residental, office and retail space between the train station and the new parking facility really makes no sense. **A-1, A-2, A-3**

Betty Sheets
Stamford resident

From: Deborah Doane [redacted]
Sent: Sunday, September 30, 2012 3:14 PM
To: DOT Stamford.TOD; DOT Environmental Planning
Subject: Stamford Train Station Parking Garage

To Whom It May Concern:

I have been reading about the upcoming deadline for developers to submit plans for redeveloping the parking garage at the Stamford Train Station and I am gravely concerned about the lack of transparency the DOT has provided to the public and ridership of MetroNorth trains. **C-1, C-2, C-3**

Any plan that suggests parking should be further from the Ticket Office is completely flawed and should be considered unworkable. As a commuter, I dealt with a good deal of inconvenience while the 2nd garage was being completed and attached to the rear of the original parking garage. I cannot imagine what it would be like if the parking is moved away from its current site. **A-1**

Please provide us, the public and ridership, with ongoing communication as to the status of the plans for the garage. And do not even consider putting it in a different spot, no matter how inconsequential the distance. If you were commuting regularly you'd know how important every minute is!

Regards,

Deborah Doane
163 Turner Road
Stamford, CT 06905

From: Brian McDermott [redacted]
Sent: Monday, October 01, 2012 9:00 AM
To: DOT Stamford.TOD; DOT Environmental Planning
Subject: Stamford Parking Garage

Response Key

Dear Sir/Madam,

I have been reading about the upcoming deadline for developers to submit plans for redeveloping the parking garage at the Stamford Train Station and I am gravely concerned about the lack of transparency the DOT has provided to the public and ridership of Metro North trains. **C-1, C-2, C-3**

I strongly urge you NOT to locate the garage away from the immediate station grounds. The garage should be no further from the station than its current location. I understand that you may want the garage above or below commercial space and that might be a fine idea to generate income that would work well for both the commuter and your budget. However the garage should NOT be moved a quarter mile away as I've been reading in the papers. The average commute is probably 1.5 hours each way, leaving about 2.5 hours free time at the end of the day. Take away another 7 minutes for a shuttle on either side of the commute and you take away greater than 10% of the commuter's precious free time. The idea is, quite frankly, outrageous to anyone who's had to commute. **A-1** **A-3**

A commuter's life is already difficult, don't add another leg to his commute.

Regards,

Brian McDermott
163 Turner Road
Stamford, CT 06905

From: Anurag Jain [redacted]
Sent: Tuesday, October 02, 2012 4:32 PM
To: StamfordTOD, DOT; DOT Environmental Planning
Cc: ctrailcommutercouncil@gmail.com; michael.molgano@housegop.ct.gov
Subject: Comment on CDOT's plans to demolish the old garage at Stamford's rail station

Dear Mr. Mark W. Alexander:

Please consider this as a request to abandon your plans to demolish the old garage at Stamford's rail station. This will impact my daily commute and surely for my fellow commuters who park their vehicle at the Stamford garage. Moving it to any other location will increase the commute time and walking to train station will burden the commuters with wasted productivity. Other towns like Fairfield are moving to add more parking spots closer to the train station, however you're moving in a completely opposite direction. **A-3**

You are completely aware that this is not in best interest of the community and I urge you to leave your personal interests and short term gains out of this project and do what is good for the community. If you're not convinced, please come down to the train station during peak hours and see how the garage touches the commuters every day.

We call Stamford home and this garage has been part of the living experience. How will you feel if someone came along and took your garage away from your home?

A daily commuter from Stamford to New York City.

Thank you!
Anurag Jain
29 Hazelwood Lane
Stamford, CT 06905

From: [redacted]
Sent: Tuesday, October 02, 2012 4:47 PM
To: DOT Environmental Planning
Subject: garage plan

Response Key

and please explain what will happen to the people who park in the handicapped spaces and will truly not be able to walk less than 1/4 mile. people movers? i thought not. some of us depend on the spots in the station to be able to commute and therefore keep our jobs. **D-1**

ann wright
[redacted]

From: Caroline Schroeder [redacted]
Sent: Tuesday, October 02, 2012 5:29 PM
To: StamfordTOD, DOT; DOT Environmental Planning
Cc: CTRailCommuterCouncil@gmail.com
Subject: Stamford Parking Garage

To whom it may concern:

Please do not move the parking garage another quarter of a mile away from the train station. I am a working Mom commuting every day to NYC. I spend almost 3 hours a day commuting. **A-1**
Having to park farther will add another 30 minutes to my commute, which will mean I will spend even less time with my kids at night. I beg you, please don't do that! **A-3**

Thank you for your consideration.

Caroline Schroeder

From: Rachel Lussier [redacted]
Sent: Tuesday, October 02, 2012 8:36 PM
To: DOT Environmental Planning; StamfordTOD, DOT
Cc: Jim Cameron
Subject: Stamford Parking Garage: No more short-sighted development

Response Key

Dear Connecticut (& Stamford) Department of Transportation,

I am writing to express my disapproval of the possible relocation of the current Stamford commuter parking facility. The LAST thing Stamford (or the State for that matter) needs right now as another ill-conceived development. There is currently an over abundance of both residential and commercial properties in the downtown vicinity. Adding more will only hamper the strength and stability of the new & vacant properties in the region, I.E. Trump Apartments, South-End Development, etc. A-1 B-2

I have lived in Stamford long enough to see the effects of the shortsighted building projects that have taken place over the past several decades. The piece-meal approach has left Stamford with poor road & traffic patterns, inconvenient parking, little or no consideration for pedestrian access, etc. I believe this lack of planning is at the heart of why many businesses in downtown Stamford fail to survive. I-1

They way to financial success for both the State & the city of Stamford is good INFRASTRUCTURE: better commuter facilities, better roads, better parking, better pedestrian pathways. Rebuild the current garage in the same location but bigger and charge more per month if necessary. To do otherwise would undermine the attractiveness of Stamford (or the State) as a satellite to the tri-state business community.

Slow and steady wins the race.

Rachel Lussier

From: cindy fong [redacted]
Sent: Tuesday, October 02, 2012 9:00 PM
To: DOT Environmental Planning
Subject: Comment on Stamford parking garage

I would like to comment on options currently considered to replace the parking garage at the Stamford Transportation center. I am a daily commuter and would like to strongly recommend that any new development plan should keep the garage in the current location. I am handicapped and dependent upon the escalators and elevators that connect the parking garage to the train station to get me to the station safely and efficiently. Even though it stipulates that any new development requires that the garage location be within <0.25 of a mile from the station, moving the garage from it's current location would present an added burden for someone who has limited mobility. A-1 D-1

Please consider the importance of accessibility for this garage for someone who is so dependent upon it.

Thank you for your consideration.

Cindy Fong
4 Fitch Lane
Riverside, CT 06878
[redacted]

Response Key

Darren P. Kelly
116 Wildwood Rd.
Stamford, CT 06903

Via Standard Mail and E-Mail

October 2, 2012

Mark W. Alexander
Transportation Assistant Planning Director
P.O. Box 317546
Newington, CT 06131-7546
dot.environmentalplanning@ct.gov

Re: Comments and Questions – City of Stamford Metro North Parking Garage

Dear Mr. Alexander,

While several comments can be made in regards to the proposed relocation of the Stamford Metro North parking garage this letter focuses on lost time both for the individual and for all the commuters who use the garage for business purposes Monday through Friday during non-government holidays. It is important to consider the economic detriment to the City of Stamford and the state of Connecticut due to the consequences this relocation will have on commuters and their productivity in aggregate.

Mr. James Redeker has been quoted in The Stamford Times, page 11, September 30, 2012, that the garage "will be located a quarter mile or less from the train station. Using this information I have made assumptions in calculating lost time associated with a parking garage that is to be located farther away than the current garage. One such assumption is that the new garage will be located an incremental five (5) minute walk on average. Note this is one way and excludes additional time for the challenges that present themselves during rush hour including stairs, elevators, crosswalks, around barriers, cars etc. A single commuter would add 10 plus minutes to their commute per day. In singular form, this may not sound like a lot, but what commuter thinks of their commute in the singular? Commuting is plural and it's a string of trips over days, weeks, months, years and even an entire career. Moreover, as a planner, one needs to consider the collective impact on all those commuters as they are real contributors to the City's, State's and Nation's productivity and GDP gains ...or losses. Therefore the following tables make an effort to demonstrate that impact in terms of lost time and value using various metrics. For an incremental travel time of 10 minutes per day for 1,000 spots assuming one person per vehicle at 100% of garage capacity, over 40,000 hours per year will be permanently lost. These lost hours cannot be spent at work, and they cannot be spent with family. If one were to translate this into a Full Time Equivalent ("FTE"), the amount of time that an individual works per year typically assumed at 2,000 hours per year, the project consumes 20 FTE's. Again, this is for one year only. Assuming a reasonable design life of 30 years for a reinforced concrete structure, the garage's relocation would consume 625

Response Key

FTE's. This is a considerable amount of time permanently erased from a community's productivity. To put this in other terms, it would be the equivalent of the government forcing 625 people to sit idle for eight (8) hours per day Monday through Friday for an entire year. One could naturally argue that the garage will not always be at capacity and therefore at a 50% usage rate one would still have over 300 persons idled for an entire year, still a sizeable outcome.

Table 1: Lost Productivity in Units of Time

			Lost Time				
Minutes	Reps/D	Parking Spots	Min/D	Min/Yr	Hrs/Yr	FTE/Yr	FTE
5	2	1,000	10,000	2,500,000	41,667	20.8	625

An additional layer to this analysis would be assigning a value to the lost time as time is not free. First, since this analysis is directly connected to the work day with a substantial commute to begin with, ten minutes of incremental lost time per day per commuter has more value as compared to that given up on a weekend. By connecting lost time with wages or even a percentage of wages, one can see a substantial net effect on the commuter and/or its employer. The second table details the dollar impact to that collective bunch of commuters and/or its employers using the garage at various garage usage volumes. At a fifty percent capacity rate on work days with an estimated value of an average commuter's time at $20 per hour, $12.5 million dollars is lost. At a one-hundred percent rate at $60 per hour, $75 million dollars is lost. Realistically, the value forever lost with a relocation with a longer walk is somewhere in between. Either way, one cannot dispute that this is a significant and unnecessary sacrifice in connection with the relocation of a parking garage.

Table 2: Lost Productivity in Units of Nominal Dollars

	Average Weekday Garage Capacity		
Rate/Hr	50%	75%	100%
$ 20.00	$ 12,500,000	$ 18,750,000	$ 25,000,000
$ 40.00	$ 25,000,000	$ 37,500,000	$ 50,000,000
$ 60.00	$ 37,500,000	$ 56,250,000	$ 75,000,000

The end result is that the relocation of the garage has a considerable effect on productivity as a net loss as no other activity can be done while walking during such a short period of time. This time is lost forever and cannot be made up. The simple fact is that commuters will consider these consequences of an additional 10 plus minutes when making the decision to use the Stamford Metro North Station and its parking garage.

Response Key

In conclusion, one of the primary goals of the Department of Transportation should be to locate the new garage so the net effect is to keep the average distance between the station and the garage either the same or less as compared to its current location. A-1

I have detailed the following questions that may provide further clarity to the above analysis and allow a greater appreciation of its economic impact for your consideration and response.

Questions:

1. Location:
   a. What exact locations have been considered for the new garage's location? A-1
   b. Mr. James Redeker has been quoted in Stamford Time, page 11, September 30, 2012, that the garage "will be located a quarter mile or less from the train station". Please be more specific in defining "Train Station" and "Parking Garage" as train station could mean, in loose terms, any part of the entire property of the Train Station as could Parking Garage. Therefore should the closest edge of the garage be located one-quarter mile from the outer edge of the train station property, the actual distance from a parked car in the farthest part of the garage could be considerably longer than a quarter mile to the train platform. This will assist in clarifying the real distance from a parked car to the train platform. A-1

2. Has a discounted cash flow been calculated for the (i) removal of the garage and the installation of the garage in the existing location versus (ii) removal of the garage and the installation of the garage in proposed location (s)? If so, is it available for public review with inputs such as: A-3

   a. The design life of the garage?
   b. The anticipated average weekday vehicular use over the life of the garage?
   c. The budgeted construction cost of the garage?
   d. The budgeted annual capital expenditures and maintenance costs of the garage including minor and periodic major maintenance items?
   e. The method by which the garage will be paid for? If it is a combination of revenue receipts, city, state and federal contributions, please include the breakdown.
   f. The anticipated annual revenue receipts associated with parking?
   g. The anticipated annual revenue receipts associated with other sources of income associated with the project? (i.e. retail, office, housing, etc.)
   h. The anticipated cost of a day parking ticket?
   i. The anticipated cost of a monthly parking ticket?
   j. The number of Full Time Equivalents ("FTE"), based on 2,000 hours per year, does the Project intend to employ?

Response Key

Thank you for your consideration in this matter. I can be reached at [redacted] or [redacted] and look forward to discussing this matter with you.

Sincerely,

Darren P. Kelly

Cc:

Mr. William Tong	Representative - State of Connecticut
Mr. James Redeker	Commissioner - Connecticut State Department of Transportation
Mr. Jack Condlin	President - Stamford Chamber of Commerce
Mr. Jim Cameron	Chairman - Metro North Commuter Rail Council

From: Ken Neuhaus [redacted]
Sent: Wednesday, October 03, 2012 12:42 PM
To: StamfordTOD, DOT; DOT Environmental Planning
Cc: carlo.leone@cga.ct.gov; michael.molgano@housegop.ct.gov
Subject: Proposed Stamford Garage Demolition

Response Key

Your proposal for the demolition of the Stamford garage and its relocation a quarter mile away represents a SIGNIFICANT DISSERVICE not only to commuters, but to the entire community. A significant aspect of Stamford's attractiveness is the relative ease of commute to NY -- frequency of train service and adjacent parking. Stop insulting our intelligence by stating that "...overall commuting time -- to and from the station--remains the same or better than it is today" and "...financial considerations do not outweigh customer and convenience..." **A-1**

The proposed relocation not only adds precious minutes to the commute, but will also require commuters to go from their car to the rail line unprotected from the elements and across a major thoroughfare. I suggest you take the time to walk the distance -- imagine doing this at 630 or 7AM, in the winter when it is dark, cold and snowy and you are dodging other cars racing to the garage so that their occupants can make the train. The commute will be longer, more inconvenient and could well become a significant public safety issue. **A-2, A-3** **A-4**

This also does not bode well as potential residents investigate Stamford as a prospective residence. You are eliminating one of the few assets that Stamford has in comparison to other communities along the Metro North New Haven Line corridor. Why can't developers use the footprint of the proposed parking lot as the foundation for their new building - it is only a quarter mile from the current location? If the current Stamford parking lot must be used, why can't the developer be required to incorporate commuter parking in the new building. **A-1, A-2, A-3** **B-1** **A-5**

If our elected representatives can be this shortsighted and oblivious to an issue of such importance to the community, then perhaps we should find new representatives.

Sincerely,
Ken Neuhaus
--
Ken Neuhaus
[redacted]

Sent: Wednesday, October 03, 2012 1:35 PM
To: StamfordTOD, DOT; DOT Environmental Planning
Cc: ctrailcommutercouncil@gmail.com; carlo.leone@cga.ct.gov; scott.frantz@cga.ct.gov; gerald.fox@cga.ct.gov; william.tong@cga.ct.gov; patricia.miller@cga.ct.gov; michael.molgano@housegop.ct.gov; livvy.floren@housegop.ct.gov; terrie.wood@housegop.ct.gov
Subject: COMMUTER ALERT: Stamford Garage

Response Key

To the Dept of Transportation of Stamford, CT -

It has been encouraged that commuters from Stamford, like me, voice our opinions regarding the potential new development of the Stamford Garage.

It has been publicized that the Stamford garage may potentially be relocated to a different place as far as 1/4 of a mile away from the train station.

My opinion is that it would add time to my commute, maybe up to 10 minutes depending on the new garage architecture/configuration. **A-3**

It has also been promised that time to commute from our homes to the garage will not be changed. Well, even if that's true, I still have to add the incremental time **from the garage to the platform** to my entire commute.

Being a Stamford resident that pays state and local taxes, but do not benefit from the Stamford public school system due to its quality, the math will become a lot easier for me to move to a place such as New Canaan, Darien (then with a similar total commute time as Stamford) or to Greenwich (then with lower total commute time than Stamford). In these towns I can have my 2 kids in the public school system and save a great deal of money. The time difference wasn't worth before, but now it may as well be.

When I moved to Stamford from NYC, I always gad the argument that Stamford is an express station and should not be compared to Greenwich/New Canaan/ Darien. By moving the garage, this is exactly what is being done. Now these towns will have comparable or better commutes.

Stamford will end up emptying and that is not good for business, municipal revenues and real estate values. Socio-economic problems and increased crime will follow.

In short, the DOT should focus on making Stamford **more attractive rather than less attractive for families that commute (higher income, more tax revenue, better real estate markets). If Stamford becomes less attractive, I'll probably move.** And many neighbors like me (commuters with kids in private schools) will move too. Please take that into consideration for a long term plan for Stamford.

Best regards,
Nelson Andrade

Response Key

From: Jeff Lewis [redacted]
Sent: Wednesday, October 03, 2012 2:30 PM
To: StamfordTOD, DOT; DOT Environmental Planning
Cc: michael.molgano@housegop.ct.gov; CTRailCommuterCouncil@gmail.com
Subject: Fwd: Stamford Parking Garage

I am re-submitting comments previously sent to Mr. Alexander.

Thank you

--------- Forwarded message ---------
From: **Jeff Lewis** [redacted]
Date: Wed, Jun 6, 2012 at 1:35 PM
Subject: Stamford Parking Garage
To: Mark.W.Alexander@ct.gov

I am writing to you because I understand that you are the correct person to communicate with about future plans for the Stamford parking garage. If that is incorrect, would you please forward to the correct person?

I use the station & garage daily, and no one can dispute that the Stamford garage needs help - and lots of it. That said, there are many proposals I have read about that would involve moving parking to an alternate location, some very remote. I therefore write to express my opinion that any garage plans must (1) have a new structure (if there is to be one) conveniently located for commuters/customers such that it is not a long walk from car to train, (2) allow people parking to connect to the station area above the tracks, and (3) be done in a way that does not disrupt the hundreds of people who currently use the station and garage. These are important for the general commuters and more important particularly to elderly and physically handicapped, I understand that what I am saying may in the eyes of some be mutually exclusive, but that does not mean that these priorities can be ignored. The current proposals to place parking 1/2 mile or more (when you take into account where the cars will be) is not acceptable from the users standpoint.

A-1
A-2
A-6, A-7
A-3

Thank you,
Jeff Lewis (67 East Lane, Stamford)

From: Sanzo, Jerome (Eurohypo) [redacted]
Sent: Wednesday, October 03, 2012 3:30 PM
To: DOT Environmental Planning; DOT Stamford.TOD
Cc: William.Tong@cga.ct.gov; CTRailCommuterCouncil@gmail.com
Subject: Stamford Station Garage and Transit Oriented Development - Request for Comments
Importance: High

Response Key

I am writing concerning the request for proposals concerning the Stamford Transportation Center Garage and the proposed Transit Oriented Development Project. I have been commuting from Stamford Station for over 25 years and I currently have a space in the Garage for which I am paying $70/month. I strongly object to any proposals to relocate the Garage from its existing site. **A-1**

At the present time, it takes me between 25-30 minutes EACH way from my home in North Stamford to navigate through downtown Stamford traffic and find a space in the existing Garage. The Department of Transportation and the City of Stamford have collectively ignored the requirements of growing traffic volume in downtown Stamford, particularly around the Train Station. For example, there is no delicate way to put this: Station Place is simply a mess at any time of day. Clearly nobody in the local or state government has put any thought into traffic patterns or the volume of traffic there. Therefore, to consider MORE density through some sort of Transit Oriented Development, which would mean more residential near the Station, more retail, and therefore MORE traffic, is ludicrous and irresponsible. In addition, to move the Garage further away from the Station and platforms is to show a complete lack of consideration for those commuters who rely on timely commutes to and from their jobs, for which they have the "privilege" of paying taxes to the States of Connecticut AND New York, as well as property taxes to Stamford. **H-1** **B-3**

It is my view that the Department of Transportation's role should not be to play commercial real estate developer. Instead, the DOT should be focused on ways to improve the quality and quantity of mass transit in Fairfield County. Instead the quality has obviously deteriorated during my commuting life from Fairfield County to New York City over the past 25 years. The winter of 2010-2011 was particularly abysmal for train commuters into and out of Stamford. The trains currently are unreliable, unpleasant, and increasingly more expensive. Why is the DOT not focused on improving the quality and quantity of train travel in Connecticut? **A-3, B-1**

Currently my monthly commuting costs are approximately $348/month including the monthly train ticket and monthly parking at Stamford Transportation Center Garage. All this gets me is the likelihood of standing room only trains during the morning rush hour, and an approximately 1 ½ hour door-to-door commute EACH way. IF the DOT decides to increase the time of my commute and increase the cost of parking, at what point do you think it will be a rational choice for me to drive into New York City every day? I may find I could save money and I would definitely save time. Isn't this the opposite of what the DOT should be encouraging?

Thank you for your consideration of my opinions.

Sincerely,

Jerome Sanzo
52 Davenport Ridge Road,
Stamford, CT 06903

From: Gregory Shulas [redacted]
Sent: Wednesday, October 03, 2012 3:40 PM
To: StamfordTOD, DOT; DOT Environmental Planning
Subject: Opposition against current Stamford Garage Reconstruction Plan

Response Key

I am asking the DOT and the state to modify its current plans to demolish and reconstruct the Stamford parking garage near the Stamford Train station. These plans would result in a relocation of parking space for commuters to a location potentially a quarter of a mile away from the train station. It is clear that this is a new inconvenience to commuters and favors a private developer. The state should be trying to make our commute easier, not harder. I ask that the plan be modified to ensure existing parking spaces for commuters remain. The changes will prolong commute times and potentially cause us to miss trains. You should not relocate parking spaces further away. Your job should be to improve our commute, customers are supposed to come first, not developers. This is a premiere train station too so these changes are a huge step back that will be further magnified. I would ask for you to be more transparent too. This whole process has the aura of secrecy. For example, at your public hearing, you don't mention in your main summary page that spaces will be moved. You just say things like intermodal development and other engineering speak terms

A-1
B-1
C-2

These are my personal views and do not represent any views of my employer.

Gregory Shulas
[redacted]

From: William Allyn [redacted]
Sent: Wednesday, October 03, 2012 4:18 PM
To: DOT Environmental Planning
Subject: Stamford Train station parking garage

Gentlemen:

Since the Stamford train station parking garage was open, more than 20 years ago, despite the construction delays due to faulty construction, we have used the parking facility as a safe and convenient way to travel, either into New York city as a commuter, or as an AMTRAK passenger. Initially, our parking space was more than 100 yards away, subject to inclement weather, rain, snow, ice and wind, and the occasional vandal. My car was broken into and windows smashed. We cannot stress enough how important the location of the garage is, both for safety and proximity to the train. As tax paying residents (City, State and Federal), we cannot understand the logic of moving the parking garage more than a quarter of a mile away. More than likely, a half mile away.

A-2
A-4

Reconstruction of the garage is obviously needed, but convenient parking is essential for those individuals who travel every day into New York and beyond. Its favorable location cannot be denied, and those of us who will continue to pay for its upkeep, should be considered FIRST, rather than the consideration of revenue generated by a high rise and/or retail space.

A-3
B-1

Joyce and Bill Allyn
Halliwell Drive
Stamford

From: [redacted]
Sent: Wednesday, October 03, 2012 6:10 PM
To: StamfordTOD, DOT; DOT Environmental Planning
Cc: CTRailCommuterCouncil@gmail.com; lile.gibbons@housegop.ct.gov; david.lucey@mac.com
Subject: Commuter upset about Stamford Train Station plans

Response Key

My Friends and I take the 5:41am express train every day parking in the Stamford lot and returning around 7pm.

Several considerations from our perspective:

1/ Our daily trip door to door is already a challenging 2 hrs 30 mins round trip so the additional half mile round trip (about 10 additional minutes walking time) would add to the 2 miles total we already walk to/from GCT to our offices. Under certain weather conditions, this would be onerous and the safety of the area after dark (when we will be walking for much of the year) is a concern. **A-3** **A-2** **A-4**

2/ James Redeker has written in his September 28th press release that financial considerations do not outweigh customer priorities. However, the RFP states in item 11.2 that " the Financial Proposal will have 66% of total available points" with the "Technical proposal" composing 34% (with "Commuter Safety, Convenience and Amenities" represents only a small part of this category), so this seems to be the source of the distrust. **J-1**

3/ In my opinion, the appearance of making such an important decision away from public scrutiny carries with it a presumption that something is not right. Transparency should outweigh any value which could be derived from any "proprietary" bids especially considering the poor track record of the 1987 station construction and original parking lot which was in need of replacement after only a couple of decades. **C-2, C-3**

4/ We understand that there may be a need to replace the garage, but the handling has left us with a period of uncertainty about the security of our parking which we have held and paid for consistently many years. Do we hold priority rights on any new spaces allocated? Why rush to move ahead before alternative options have been better prepared and clearly explained?

5/ The infrastructure immediately around the station already is insufficient to handle current volumes, so the idea of additional retail, housing and office space makes no sense. There are already large new developments at Harbor Point, across from the station on Washington Blvd, on Washington Blvd down towards Tresser and on Atlantic between Federal and Tresser so it is very difficult to understand why additional non transport/parking related capacity is even allowed for consideration at the expense of at least 1500 daily commuters. **H-1**

The Fairfield County I-95 corridor already has very significant traffic congestion issues, so please don't punish those of us who already spend more than $3500 per year to leave our cars behind. If anything, there should be a greater effort to incentivize more people to travel to work on public transportation as we do!

David Lucey
[redacted]

Response Key

From: Terry Grossman [redacted]
Sent: Wednesday, October 03, 2012 6:10 PM
To: StamfordTOD, DOT; DOT Environmental Planning; CTRailCommuterCouncil@gmail.com
Cc: carlo.leone@cga.ct.gov; scott.frantz@cga.ct.gov; Gerald.fox@cga.ct.gov; William.Tong@cga.ct.gov; Pagtricia.Miller@cga.ct.gov; michael.molgano@housegop.ct.gov; Livvy.Floren@housegop.ct.gov; Terrie.Wood@housegop.ct.gov
Subject: STAMFORD TRAIN STATION PARKING GARAGE

To: Connecticut Officials,

The location of the parking garage at the Stamford Train Station has been a tremendous asset in the growth of Stamford. Replacing the old garage with anything other than another garage would be a travesty. **A-1**

Adding more time to commutes for no reason other than to have more commercial and residential development doesn't make sense The area between the train station and the Long Island Sound is currently undergoing tremendous development of both commercial and residential structures. There is no need to make commuters suffer. **A-3**

I hope smart minds prevail because the efforts made by our elected officials regarding the location of the new garage won't be forgotten. The garage is an extension of the commuters home.

Also, over the years, has not there been a move to make public transportation more popular so as to relieve the roads of congestion. Moving the garage would seem to contradict that goal as more commuters refuse to huff and puff that extra distance every day. **A-3**

As a Stamford resident, I implore you not to mess with OUR ASSET.

Yours truly,

Terry Grossman, Stamford resident

Response Key

From: Pankosky, Valerie [redacted]
Sent: Thursday, October 04, 2012 11:30 AM
To: StamfordTOD, DOT; DOT Environmental Planning
Cc: 'CTRailCommuterCouncil@gmail.com'; 'carlo.leone@cga.ct.gov'; 'scott.frantz@cga.ct.gov'; 'Gerald.fox@cga.ct.gov'; 'William.Tong@cga.ct.gov'; 'Patricia.Miller@cga.ct.gov'; 'michael.molgano@housegop.ct.gov'; 'Livvy.Floren@housegop.ct.gov'; 'Terrie.Wood@housegop.ct.go'
Subject: Stamford Train Station Garage

On September 13, 2012, the Transportation Committee of Stamford's Board of Representatives held a meeting to discuss the above-captioned.

Attached please find the minutes of that meeting along with attachments that include additional public input.

Please accept this document as a formal comment submission on the CDOT's plans for the Stamford Rail Station garage.

Thank you,

Robert "Gabe" DeLuca, Chair
Transportation Committee

[redacted]

1

Response Key

Transportation Committee - Board of Representatives

Robert "Gabe" DeLuca, Chair Terry Adams, Vice Chair

Report of Meeting

Date: Thursday, September 13, 2012
Time: 7:00 p.m.
Place: Republican Caucus Room, 4th Floor, Government Center, 888 Washington Boulevard

The Transportation Committee met as indicated above. Present were Chair DeLuca, Vice Chair Adams and Committee Member Reps. Coleman, Lombardo, McMullen and Young. Excused/absent was Committee Member Rep. Giordano. Also present were Reps. Layton and Taylor; Ernie Orgera, Director of Operations; Jim Cameron, Connecticut Rail Commuter Council; and State Representative Gerry Fox.

Item No.	Description	Invitees (or designee)
1. T28.031	REVIEW; Stamford train station parking garage plans.	G. Fox DOT representative Jim Cameron

Chair DeLuca stated he initially wanted to hold a public hearing on this subject, but due to scheduling, there was not adequate time to notice the meeting. Due to the importance of this subject, he, along with Reps. Taylor and Layton, spread the word that this meeting was taking place.

Chair DeLuca stated that, in his opinion, it is ridiculous to move the garage a quarter mile away, especially without taking into consideration weather and other things. He has spoken with State Representative Gerry Fox who also feels the garage should remain at its current location. He spoke with Sandy Goldstein, Director of the DSSD, and Jack Condlin, Executive Director of the Chamber of Commerce, who both expressed opposition to relocating the garage. A-2

Rep. Annie Taylor is opposed to the relocation. She believes most Stamford residents think this is a poor idea. This proposal will only financially benefit the DOT and is not designed to take into consideration Stamford citizens at all. Rep. Taylor stated that she is outraged by this, adding: B-1

1

Response Key

- A quarter of a mile is not an acceptable walking distance. The DOT study reports this as a 5 minute walk, and this may be so for a healthy young person on flat ground, in good weather and with no traffic lights, which does not encompass all commuters in Stamford. **A-1** **A-3**
- North Stamford residents have a 30-minute drive to the station. This could add an additional 15 minutes to commuting time. In 45 minutes, she can drive and be crossing the water into Manhattan.
- Available parking adjacent to one of the only express stops into Manhattan is a huge selling feature for Stamford. If this is removed you will see already depressed real estate values go down further, which will reduce tax revenue and money for education for Stamford's children which will further deter people from moving into Stamford. **A-1**
- Something should be done to persuade DOT to reconsider this proposal. On the pure commercial side of the equation, in terms of economic development, Stamford has seen a lot of economic development that has been initiated with attractive tax incentives for businesses, and she does not really know what return Stamford has seen from this economic development.
- Further commercial activity near the train station, a really congested area, will impact negatively on the quality of life. **B-3, I-1**
- The BOR needs to do something to persuade the DOT of the folly of this idea. It is inappropriate for the DOT to increase its revenues on the backs of Stamford residents.
- She submitted emails she has received from other Stamford residents that could not attend. (emails attached)

Rep. Layton stated he is also opposed to relocating the garage. Last month, the BOR approved a grant for $450,000 to do a study of transit-oriented development around the Glenbrook and Springdale train stations. We should consider lessons learned from Glenbrook and Springdale vis-à-vis parking and apply them to the Stamford train station. E.g., there is free parking on the weekend to encourage people to shop in the area. Anything that increases parking helps merchants. Rep. Layton stated there are other things the State can do to make the garage more friendly. **A-1**

Jim Cameron is the Chairman of the Metro North Rail Commuter Council, a body that was created by the legislature and has been in existence for 26 years. Members are volunteers and are appointed by the legislature for four-year terms. He lives in Darien, and has been on the Council for 15 years. Mr. Cameron stated:

- What is shocking is that this meeting is being held now, when eleven days from today, the bids for this DOT project are due.
- There has been no public input sought by the DOT on this project. There have been no public hearings. There has been no discussion on what is planned for this garage. **C-1**

2

Response Key

- The Commuter Council has been dealing with this issue for 5 years, since the DOT made the decision that the old garage should be demolished instead of repaired in place. It has been arguing all that time that a new garage should be built on the site of the current garage, which is literally 100' from the train station, and that the RFP should incentivize developers (by giving extra points or benefits) who situate the new garage in the existing place (or right near the train station). **A-1** **J-2**
- Mr. Cameron referred to the RFP (a 236-page document available here).
- He showed the Environmental Impact Evaluation (EIE), which was based on the only public hearing held so far (in May, with 24 hour public notice). There was no public notice, there was nothing on the DOT website. The Environmental Impact Scoping public hearing was held in the Government Center. The only two members of the public present were himself and State Rep. Gerry Fox. **C-1**
- The document was issued in August and addressed the environmental impact of what could be developed at that location.
- He distilled the documents down to a 1-page fact sheet (attached). There is a lot of confusion around this because the DOT has done a terrible job of explaining it to the public.
- The "old" garage next to the station has 727 spaces. There is the 2004 garage, which was built adjacent to the old garage, and is connected to the garage. Now there is a new proposed garage.
- The evaluation looked at 4 different options: 1) do nothing; 2) repair the garage; 3) demolish and build a new garage at its current location; or 4) build new garage within a quarter of a mile.
- The ¼ mile distance comes from legislative efforts by former State Senator Andrew McDonald to make sure that the old parking would not be torn down with no parking left available during construction.
- The new document has eliminated the possibility of replacing the garage in the current footprint. The DOT's own study will argue that this cannot be done because they claim that former Senator McDonald's legislation required that substitute, temporary parking for 727 spaces be found within a quarter of a mile of the existing train station. The EIE deems this is impossible, so DOT has eliminated the possibility of replacing the garage where it currently exists. A developer will probably propose building a new garage because with this as part of the package, the developer gets to develop the property on the garage's current footprint and then, at their own expense, build a new garage within a ¼ mile. **A-1**
- There is no requirement to connect this garage with covered walkways to the train station. **A-2**
- The new garage would have 1000 spaces, or about 280 spaces more than the existing garage. He called Pro-Park today, and there is a 3-year wait for the approximately 1,000 people on the waiting list. The DOT project does not address the demand for parking. **E-1**
- The Council is concerned about what this means to commuters. Are commuters going to now go to Noroton Heights, Springdale or Greenwich.

3

	Response Key
From past history of construction at this station, it is always a mess. To try and demolish the existing garage and rebuild in that space seems impossible.	
• Once the contract is signed, a developer has 3 years to build a new garage. This means a developer will come in, find land within ¼ mile, build a new garage, open that garage and then start demolition on the existing garage.	A-1
• The RFP also tells the developers how the DOT will evaluate the proposals. It says that 34% of their decision will be based on technical aspects, the type of garage, how it will be connected to the train station. Two thirds of their decision is based on how much money can be earned by the DOT, through leasing, land sales, etc. The DOT is literally twice as interested in making money off this state land as it is in how commuters will be served.	J-1
• He asked how DOT can even conduct an environmental impact study when it doesn't know the finished proposal. DOT took the "conservative upper development range" because all of the developers that bid on the RFP had to go through a qualification procedure and speak in somewhat general terms of what they might build. They took the largest possible development that was addressed in the RFQ and evaluated its environmental impact. There would be a 1,000,000 sq. ft. building, with 400,000 sq. ft. of residential housing (425 units); 500,000 sq. ft. of office space (and there is considerable empty space in Stamford already), and 100,000 sq. ft. of retail space that would support the residents and businesses occupying the building.	B-3
• This is supposed to be a transit-oriented development, with offices and homes close to the train station so that you don't need a car. The environmental study says a building of that size would require 2,185 parking spaces, three times as many spaces already in the garage that exists. The current garage is 5 stories, 50,000 sq. ft., and if they build a garage 3 times as large (to accommodate 2,100 cars), the building would be 15 stories tall. With all of this together it would have to be a 35 story building on that piece of land next to the station.	
• Both of these documents say that because this is state-led, local zoning does not have any authority. They will build what they want on this space.	C-1, C-2, C-3
• Rep. Fox and he are the only two people who have spoken up to the DOT so far. There is another public hearing on Thursday, September 20, 2012 at 7:00 p.m. at Stamford High School. This will be the first and last chance most citizens and commuters will have to speak on this issue.	
• He feels they have lost the battle about moving the garage. The DOT, by its own environmental evaluation said it is not possible to build on the current space. The Commuter Council is trying to make sure that whatever they build, it has the easiest possible connections to the train station.	A-1
There will probably not be moving sidewalks, but there should be something to ensure it is above grade, not crossing streets and protected from the weather.	A-2

4

Response Key

- His larger concern is he does not understand how a piece of state land can be put through a development process like this with no public input. The DOT has not held public hearings on what commuters think of this idea. They have rejected the Commuter Council's request to include certain things in the RFP. **C-1**
- Anything they do beyond the date the proposals are due is moot. They want a decision by December, and they are moving forward as fast as they can. He is afraid that next Thursday night may be political theater but have no impact. There may be something the legislature can do. The Commissioner of the DOT told them that they want a decision by December, and they are moving forward as fast as possible. From a civics point of view, he finds it shocking that we are this close to having this development shoved down our throats. **C-2, C-3**
- Once the bids are open the negotiations between the DOT and the developers are behind closed doors.

State Representative Gerald Fox thanked Chair Deluca for putting this meeting together. He stated:

- He and Mr. Cameron have the same goal which is commuter convenience, and whatever the final result, he wants to ensure that the users have the most convenience.
- He and Senator Leone spoke with the DOT Commissioner today. The Commissioner did say there is a public hearing next week to discuss the environmental impact. He advised the Commissioner that there were people that wanted to come and speak about the location of the garage, and the Commissioner said there is no limit to what can be discussed at the public hearing. People can also submit written testimony to the state. (Mr. Fox will provide a mailing address to the Board of Reps office.)
- Mr. Fox discussed the environmental impact study to see if it precludes the garage from being built at its current location, and the Commissioner disagreed with that position. He stated that legislation (which Mr. Fox supported) that was enacted several years ago requires that temporary parking be set up before demolition/construction.
- A few years ago there was a proposal to put the garage at 650 Atlantic Street, and as a delegation, this was stopped (and this was about an eighth of a mile away).
- Mr. Fox states that it is true that State property is not subject to city Zoning, but this also allows adjoining properties to utilize their piece. Private property is subject to Stamford's zoning regulations. Anyone who bids on this will probably try to utilize their land.
- He states he does not have access to the bids but would think the number is limited and bidders would most likely own land adjacent to this property. The Commissioner has agreed to appear before this Committee and give a presentation at a later date.

5

	Response Key
Mr. Cameron stated that while he did not want to argue with the Commissioner *in absentia*, he did take issue with Mr. Fox's statement that the Commissioner has not precluded building on the existing footprint. Mr. Cameron read directly from the Commissioner's Report: "The alternative (building on the existing footprint), was determined not to be feasible due to no available sites within ¼ mile and would not meet the project's purpose and need and is therefore not analyzed in detail."	A-1
Rep. Taylor asked, since the delegation was able to stop the move to 650 Atlantic Street, whether the delegation could be successful in stopping the DOT in moving the garage. Mr. Fox said it is possible but we should wait and see what the bids reveal. He noted that there is not, at this time, a plan to move the garage.	
Chair DeLuca called for members of the public to speak:	
• Mr. David Tunick confirmed that the DOT Commissioner reports to the Governor (who is from Stamford). Mr. Tunick asked whether the Governor's connection to Stamford would help address the problems with this project. Mr. Fox responded that proximity to the train station is the most important thing to commuters, he is waiting until he sees the bids come in as there may be something that everyone likes, and then there will be a back and forth. He is hoping that the project will ultimately shorten the commute time. Something has to be done with the existing garage.	A-1
• Mr. Tunick asked Mr. Fox what the number one priority was and asked for an explanation of how this project got this far without any attention by this Committee. Mr. Fox responded that it is state-owned land. Mr. DeLuca stated that in the past, the BOR has always been successful when it passed a resolution and delivered it to the State. While he is not certain it will be successful this time, he is confident that if the BOR passes a resolution, the State delegation will do its best to see that it influences the process. Mr. Tunick suggested the original garage be doubled in size.	A-1, E-1, I-1
• Mr. Terence Moore echoed Ms. Taylor's comments and expressed his displeasure at having the garage relocated. He also said that the Committee should advocate for Stamford residents in having priority for the 1,000 spaces proposed for the new garage. There are residents concerned with how those spaces will be allocated. As a daily commuter and monthly pass holder for 12 years, every night he sees people leave the garage and head toward Darien and Greenwich. Stamford residents who are losing the 797 spaces at the garage should be afforded the opportunity to be first on the list for the 1,000 spaces.	A-1
• Mr. Thomas Kijek, a local realtor, said that relocating the garage will not only devalue Stamford property but will create a situation where people think about relocating to other communities.	A-1
• Ms. Myra Kifer echoed Rep. Taylor's comments. She was a full time commuter for 30 years, had a monthly pass at the garage, and while there	

6

Response Key

is a 3-year wait, she knows someone who got a spot after waiting 6 months (this was last month). It is difficult to discriminate against people based on residency in a public garage. She is also concerned regarding walking for those handicapped and elderly commuters. There are also commuters that work long hours, who will then have to walk through poorly lit, partially undeveloped parts of town and worry about their personal safety. She remembers cars being broken into and people being mugged. She hopes something positive comes out of this meeting. D-1 A-4

- Mr. Fox stated that a proposal that involves walking through dimly lit, dangerous areas is not a proposal that would be considered.
- Mr. Tom Young stated that he knew nothing of this plan, and it sounds like it is going to be a boondoggle. He agrees with previous speakers. He asked how they DOT is requesting developers find a garage within ¼ mile, but then state that it can't find temporary parking within a ¼ mile. C-1 M-2
- Ms. Cynthia Reeder, in response to Mr. Fox's suggestion that everyone wait until the bids are in, stated it seems that given the track this project is on, that time is of the essence. Mr. Fox stated that he previously suggested comments be submitted at this time. Ms. Reeder said that the bidders would probably be BLT and other local property owners. The dilemma for the Committee and the legislators is that we lose control over the planning and zoning for our own community. She is concerned about overdevelopment, and is certain it will be a big mess in the process. A key piece is finding the temporary parking.
- Mr. Fox responded to Ms. Reeder's question stating that this project could be stopped by legislation. There was $35 million approved several years ago for a garage. If it is stopped, there must be something else in its place. This is all state money.
- Mr. Holzweiss stated that he commutes every day. He went to a meeting about 2 years ago on the garage. The State suggested a location for parking, and the State was unaware that the company had closed, the building had been demolished and the property was being developed. The State has no idea what was going on in Stamford. He went on to note that the traffic flow – both northbound and southbound – from the garage is horrible. At the same meeting, he asked the State if it ever considered taking, through eminent domain, the space behind the current garage (where there is a parking lot). DOT responded they didn't want to take the land as it generates revenue for Stamford. Mr. Holzweiss stated that DOT should look at making the Transportation Center more like an airport, with multiple lanes for taxis and pick up and drop off locations. H-1
- Mr. Holzweiss added that the State has never considered a completely new entrance and exit around the current Metro Building that will shuttle the traffic around so more cars can be staged to enter I-95.
- Mr. Holzweiss noted there are a lot of people with out of state plates that hold monthly passes, adding that Darien and New Canaan require residency for a pass. Mr. Cameron stated that if the garage/lot is owned by the State, there can be no discrimination based on residency.

7

Response Key

Mr. Fox stated that during his first four years in the Legislature, there were 4-5 DOT Commissioners. There is some continuity right now, and the new Commissioner is getting to know the area better.

- Ms. Bontemps stated that Hartford may be "a little in bed" with BLT, who has been doing a wonderful job in the South End. Because of the boatyard issue, she has been attending the Planning Board meetings over the past year, and she has heard a lot of stuff thrown out, BLT's lawyer has spoken about having a tunnel going to their property for their parking lot, about having shuttles taking people to the station from their parking lots. They seem to have a lot of power in this town. The shuttle she believes is a horrible idea, just another way for them to make money and it will be difficult with packages, kids, strollers.

Mr. McMullen stated that the City should have some authority over this, especially in that a temporary parking will have to be found. Ms. Taylor read into the record an email (see attached) regarding temporary parking. Mr. McMullen stated that the DOT argument is that the new garage must be built prior to tearing down the existing garage, and this is why the new garage will be situated away from the train station. Mr. Cameron noted that if up to 5 surface lots are used for temporary parking, proper signage advising commuters where space is available would be needed. Mr. Cameron stated that the RFP has written the RFP so that a beautiful garage will be the end result with elevators, fire suppression systems, etc. His big concern is that it will be a beautiful garage that is a 10-15 minute walk from the train station. A-1

Ms. Taylor stated regarding the issue of concentration of development in that area, we may end up with a line of demarcation along I-95, with the center of Stamford becoming a poor stepchild. There is significant congestion, and it is not community-friendly. Not only it is bad for daily commuters, it is also bad for Stamford's planning. She quoted a recent letter to the editor (regarding the boatyard), "It is always tempting to provide free market forces, but as the growth management studies reveal, there will be dire consequences over the long haul." The "long haul" is the component that we are missing in Stamford (vis-à-vis development). We are great at throwing all these tax incentives and having all this development, but to what end? We are sitting on a lot of vacant areas, we have the huge hole in the ground – these are issues. It is an overall issue, and it is unfair to let the State ignore that. H-1, I-1

Mr. DeLuca stated that he will have the Commissioner come down to a future meeting. He will provide a contact address to the BOR Office. Mr. Cameron provided the Board Office with an email address for comments.

2. T28.032	RESOLUTION; amending the hours for parking meter enforcement from 8:00 a.m. to 6:00 p.m. to	**COMMITTEE APPROVED**

8

Response Key

FACT SHEET

THE GARAGES:	LOCATION NOW	PROPOSED	SPACES	RATES
The "Old" Garage	Adjacent to RR Station	Demolish	727	$ 70 mo / $ 10 day
2004 Garage	Adjacent to RR Station	No Change	1190	$ 70 mo / $ 10 day
"New" Garage	Proposed	1/4 Mile from Station	1000	???

WAITING LIST: (as of 2010) 1040 names = three year wait

PROPOSED "TRANSIT ORIENTED" DEVELOPMENT: *Based on "conservative upper development range" per RFQ's*

One million sq. feet: 400,000 sq ft residential (425 units), 500,000 sq. ft offices, 100,000 sq. ft retail

Would require 2185 parking spaces (approx. three times size of current garage).

If built on footprint of existing garage (50,000 sq ft): New TOD garage = 15 stories, residences/offices/retail 20 stories, total 35 stories.

Local zoning regulations do *not* apply to any state land. New garage must open within three years of contract.

RFP Review Criteria: 34% based on technical points, 66% based on maximizing income to CDOT thru sale / lease etc.

CT Rail Commuter Council: 9/13/12 *www.trainweb.org/CT* *CTRailCommuterCouncil@gmail.com* *203-952-5758*

Thursday, September 13, 2012 5:49 AM

Response Key

Subject: Re: Response: Transportation Center Parking - Public Hearing v
Date: Wednesday, September 12, 2012 7:02 PM
From: Tom Lombardo [redacted]
To: [redacted]

Art-
Shall we contact Mr. Mehan and suggest that he share any remarks with the committee via e-mail so that
they will be part of the record?

The potential negative impact on all Stamford property owners if we cease to be commuter friendly does I-1
exist. As the spouse of a woman who commuted daily for 22 years, I have heard stories of people who
moved here rather than living on the Danbury branch because they were not electrified. Just a thought.

----Original Message-----
From: *Art Gelston [redacted]
To: [redacted]
Sent: Wed, Sep 12, 2012 6:53 pm
Subject: Response: Transportation Center Parking - Public Hearing v

Response from NSA member.

From: Michael Mehan [redacted]
Sent: Wednesday, September 12, 2012 4:06 PM
To: North Stamford Assoc
Subject: Re: Transportation Center Parking - Public Hearing v

While not a commuter, I am for sensible development of our transportation infrastructure and A-1
think the idea of moving the garage anywhere from its current location is absurd. However, tomorrow night I already have plans, but I will continue to monitor the situation and hope to make future events to help save our transportation center from this stupidity.

Sent from my iPhone

On Sep 12, 2012, at 10:55 AM, North Stamford Assoc <nostamfordassoc@optonline.net> wrote:
Dear NSA MEMBER,

Annie Taylor, the city representative for the 19th district covering a large part of

Page 1 of 3

Thursday, September 13, 2012 5:50 AM

Response Key

Subject: Re: Response: Transportation Center Parking - Public Hearing v
Date: Wednesday, September 12, 2012 7:15 PM
From: Tom Lombardo [redacted]
To: Annie Selkovits Taylor selky@optonline.net, artgelston@optonline.net

Annie-

I'll contact Mr. Mehan. You may certainly use my remarks --- If I can be present I'll make them in person ---
let me know which is preferred.

Thanks for the "heads up"
Tom
-----Original Message-----
From: Annie Selkovits Taylor <selky@optonline.net>
To: Tom Lombardo <TALGTL1@aol.com>; artgelston <artgelston@optonline.net>
Sent: Wed, Sep 12, 2012 7:09 pm
Subject: Re: Response: Transportation Center Parking - Public Hearing v

I would like permission to read the comments aloud at the meeting tomorrow so, as Tom notes, they will go into the record and be included in a summary we (at the BOR) intend to forward to the State.

On 9/12/12 7:02 PM, "Tom Lombardo" [redacted]

Art-
Shall we contact Mr. Mehan and suggest that he share any remarks with the committee via e-mail so that
they will be part of the record?

The potential negative impact on all Stamford property owners if we cease to be commuter friendly does
exist. As the spouse of a woman who commuted daily for 22 years, I have heard stories of people who
moved here rather than living on the Danbury branch because they were not electrified. Just a thought.

-----Original Message-----
From: *Art Gelston <artgelston@optonline.net>
To: 'NSA Lombardo, Tom' <talgtl1@aol.com>; selky <selky@optonline.net>
Sent: Wed, Sep 12, 2012 6:53 pm
Subject: Response: Transportation Center Parking - Public Hearing v

Page 1 of 4

Thursday, September 13, 2012 5:51 AM

Response Key

Subject: Response from member: Transportation Center Parking - Public Hearing vi
Date: Wednesday, September 12, 2012 11:10 PM
From: *Art Gelston <artgelston@optonline.net>
To: Tom Lombardo TALGTL1@aol.com, Annie Selkovits Taylor selky@optonline.net

Here's an exchange I had this evening with another member who brought up a good point on handicapped individuals.

From: Myra Kreiman [redacted]
Sent: Wednesday, September 12, 2012 9:57 PM
To: North Stamford Assoc
Subject: Re: Transportation Center Parking - Public Hearing vi

I hope to be there.

Myra

On Wed, Sep 12, 2012 at 12:26 PM, North Stamford Assoc <nostamfordassoc@optonline.net> wrote:

Sorry – no. We do not have any more info than the meeting notice. That's a great question which can be raised at the hearing.
Art Gelston, Director NSA

From: Myra Kreiman [redacted]
Sent: Wednesday, September 12, 2012 11:43 AM
To: North Stamford Assoc
Subject: Re: Transportation Center Parking - Public Hearing vi
Thanks for the notice. Do you know what their overview is regarding handicapped drivers who may not be able to walk the 1/2 mile? D-1
As a former commuter this plan is untenable. A-1
Myra Kreiman Kijek
646-334-5468 <tel:646-334-5468>

On Wed, Sep 12, 2012 at 10:56 AM, North Stamford Assoc <nostamfordassoc@optonline.net> wrote:

Dear NSA MEMBER,

Page 1 of 3

Thursday, September 13, 2012 6:34 PM

Response Key

Subject: Moving parking away from the train station
Date: Thursday, September 13, 2012 6:33 PM
From: Ross Taylor Somerset [redacted]
Reply-To: [redacted]
To: Annie Selkovits Taylor selky@optonline.net

Home Address:
219 Old Long Ridge Rd
Stamford CT 06903

This is a bad idea on so many levels. First and foremost, it will make the commute for Stamford residents more difficult, uncomfortable, uncertain and time consuming. All of this will reduce the attractiveness of Stamford as a place to live versus our surrounding communities, all of which put the interests of their residents ahead of those of real estate developers. Given that most development done in Stamford seems to come with tax incentives, adding more office space only seems to result in increased strains on our infrastructure and services without increasing our tax revenues. This is wrong and needs to be corrected. The community should be managed for the good of those who live here, not those who commute in to work and do little to help our economy, property values or tax base.

A-1, A-2, A-3

B-1

I-1

There are so many other problems that it also will cause that I do not/ cannot here take the time to discuss them but they are real and equally problematic.
Sent via BlackBerry by AT&T

Thursday, September 13, 2012 6:12 PM

Response Key

Subject: Objections to the proposal to move the parking at the train station
Date: Thursday, September 13, 2012 5:07 PM
From: Owen Carragher[redacted]
To: Annie Selkovits Taylor selky@optonline.net

Home address:
52 Mountainwood Rd
Stamford 06903

Dear Ms. Taylor:

As you know, I am one of your constituents and I have discussed with you my concerns and emphatic objections to the current, highly amorphous, and unacceptably opaque plan by the CT State DOT to tear down the original parking garage adjacent to the train station and replace it with a building that has not yet been adequately described to the public (as I understand it, responses to the RFP are due later this month; it is not clear to me when the public will be allowed to comment on whatever proposals are formally submitted).

I had hoped to attend tonight's meeting at 7 but I am afraid that a family commitment is almost certainly going to prevent that. As such, I would ask that you convey to your colleagues my objections.

While I understand and accept that there will be temporary dislocations during demolition and construction regardless of what plan is implemented for the garage, it is imperative that the replacement garage remain in the same location as the current original garage (ie: the one constructed in the late 1980s). I do not understand how anyone could possibly suggest that permanently moving more than 700 of the current spaces to a remote location is a good idea. Indeed, I can only assume that such suggestions are made without any understanding of or interest in the current burdens of commuting. A-1

As you know, I commute to Manhattan every day. My teenage son commutes with me to High School in Manhattan. It currently takes me approximately 1.5 hours door to door from my home in North Stamford to my office in mid town. Between 20 (on a very good day) and 35 minutes

Page 1 of 6

Response Key

(on the higher end) of that typically results from the drive down Long Ridge to Washington Boulevard and then into the parking garage. At 7 am we usually do that in 18- 20 minutes. At 8 am it is more like 30 (it is not unheard of for it to take 20 minutes to get from Bulls Head to the garage as you get closer to 9 am). Washington is already a nightmare with traffic and traffic lights that allow you to proceed only one light at a time. Quite frankly, I am already at my maximum patience for commuting. I put up with it, like every other commuter I know, because we love this town. But, there are limits. A-3 H-1

In reading the DOT's environmental impact evaluation I see that four potential courses of action were considered. Doing nothing and temporary repairs are illogical and understandably were rejected. The two remaining choices were apparently rebuilding in place or putting up a mixed use building which would relocate parking 1/4 of a mile away. A-1

Rebuilding in place should be the obvious solution. It certainly should be the obvious choice if the commuters -- the taxpayers who use the system -- are taken into account. However, DOT appears to have rejected that possibility and the only explanation I was able to glean for doing so is that there was no temporary parking available within 1/4 of a mile during the construction phase (see ES-8 to ES-9). This is an important point I will return to in a moment as it would appear to contradict subsequent justifications put forth by DOT. A second potential motivation is hinted at when it is said that building in place also "...would not meet the project's purpose and need and thus is not analyzed in detail." (See ES-9). If facilitating transportation is the motivation of the project -- and I respectfully submit as a taxpayer and a commuter that must be the overwhelming and determinative consideration -- then it is hard to see how building in place would not fit the project's purpose and need. But it is apparently not. M-2

Response Key

It seems that the real purpose of this project is to build more office space and retail space. I do not mean to be inflammatory but frankly I can think of only one word to describe such a motivation: CRAZY. It is pretty hard to see who would benefit from such development (other than the developers of course); certainly Stamford residents and commuters would not benefit. As I will point out below, I think Connecticut taxpayers as a whole would definitely not benefit. A-2 B-1

The absolute last thing that Stamford needs is a greater concentration of people at that location. I cannot imagine what kind of retail would succeed there as it is unlikely that people would want to drive through that already congested and sclerotic area to go shopping. Additional offices would only add to the congestion. I am sure any argument for office space will emphasize that people working in the building would commute by rail. That would almost certainly be true for many people working there. It is just as certain that it would not be true for everyone. Look next door to the Thompson building. A lot of people who work at Thompson drive to work -- and park in the public and private garages! Adding offices means more congestion. I am not even taking into account the empty pit across Washington from the Thompson building where other development is apparently under way. B-3

I doubt very much that Stamford needs any more office or retail space right now. If I am wrong about that, there are certainly many other locations that would be more suitable that would not cause as much inconvenience and dislocation. B-2

Despite all of its current ambiguities, a centerpiece of DOT's plan is that the new and moved parking spaces will be within a quarter mile of the station. Seeking to minimize any complaints, DOT suggests that will only be a five minute walk. Please allow me to make some observations.

Page 3 of 6

Response Key

First, this calculation appears to be based upon the generally accepted notion that a healthy adult on open unbroken ground walks 4 miles an hour. It does not take into account weather, the hills surrounding the station, the traffic lights, briefcases, packages and suitcases (which is not restricted to Amtrak riders). It also ignores the impact upon children and the elderly. It ignores the fact that many commuters will be going in very early or coming home very late, when they are already tired. It almost certainly will be more like an additional ten (perhaps 15 for some) minute walk and it will often feel much worse. While that does not sound like much, if you add it to an hour and a half commute it is a lot. It is also a lot in the snow, or rain, or at 6:30 am or at 11 pm at night. A-2

Second, it seems to me that DOT's claims about the temporary parking within 1/4 mile are entirely inconsistent. Somewhat illogically, DOT claims that there is not enough temporary parking to rebuild in place but there is enough temporary parking to build the mixed use building. When discussing the temporary parking for building in place, DOT claims (See 2-2) that only 3 of 10 potential locations within a half mile were acceptable and that they could only handle 500 spaces, thereby leaving the temporary parking over 200 spaces short. I do not readily see any explanation for why 7 of the possible locations were not acceptable but perhaps I missed it. On the other hand, when discussing replacing the garage with a TOD, DOT ignores the earlier discussion and says merely that based upon submissions, replacement parking will take a variety of forms within 1/4 of a mile (See 2-3). If replacement/temporary parking can be found within a quarter of a mile for the TOD, why not for building in place? M-2

I fully understand and appreciate that there will be a period of inconvenience during demolition and construction. I do not understand why that period of inconvenience needs to be made permanent in order to add to the congestion by the train station. As DOT's charts demonstrated, A-6

Response Key

B-3
H-1, H-2

the congestion downtown by the train station is already horrible (See Table 3-1 and subsequent tables). Last night, by chance I was at the train station earlier than usual (6:15 pm) and the traffic exiting the station was absolutely horrible, approaching gridlock. Common sense tells us that it will only get worse with the DOT's plan.

Should this horrible plan go through as proposed, with added congestion at the station and more remote parking, I will be forced to reconsider how I go about commuting to work. As it is, I occasionally drive to Manhattan because it is sometimes easier. If this goes through I expect that I will turn to driving to work as my primary means of commuting. And, I do not think that I will be alone. I expect that quite a few of my fellow commuters will do the same. I do not see how that would be good for anyone. The only other alternative I would have would be to move out of Stamford to a place where my commute will be shorter.

I most respectfully ask that you and your colleagues vigorously fight this horrible proposal.

Thank you for your time and consideration,

Owen Carragher

[redacted]

Response Key

From: kori meyers [redacted]
Sent: Thursday, October 04, 2012 11:59 AM
To: DOT Environmental Planning; michael.molgano@housegop.ct.gov
Cc: CTRailCommuterCouncil@gmail.com
Subject: Stamford Rail Station Garage

Dear Representative Molgano and all those involved in this proposal,

I am responding to the Connecticut DOT letter "Connecticut DOT Wants to Hear from You!"

I am very disturbed about the proposal concerning the DOT Transportation Project.

As both a tax payer and a 13 year commuter from the Stamford Train Station, I do not believe that this proposal will in ANY way better service Metro North customers. In fact, it will make commuting far more difficult. **A-2**

The letter states, "Our goal is that the overall commuting time -- to and from the station -- remains the same or better than it is today". How is that possible????? **A-3**

Having a new garage 0.25 miles farther away from the existing one (and that is measured from the beginning of the lot, NOT the end) will increase travel time for current and future commuters. It is impossible to claim that is will not when the walk is at least .25 miles farther away. **A-2**

Furthermore, the letter continues, "Financial considerations do not outweigh customers and convenience..." This is a blatant lie. The city officials are clearly searching for development projects in that particular space as they believe it can bring in more revenue than elsewhere. There are empty places in Stamford near the station that will NOT inconvenience current MTA customers, so why aren't they being proposed for development? It is clearly ALL about financial considerations. **B-1, J-1**

This has been pushed through citizens without any real discussion or vote to gauge the needs and desires of the citizens. The city/state officials are supposed to represent the interest of their constituencies and this clearly is an underhanded way of pushing through a government agenda. This is directly against the responsibilities of our elected officials. **C-2**

This letter (Connecticut DOT Wants to Hear from You!) is deceitful and misrepresents the true needs of the citizens; clearly putting the needs of our politicians ahead of their constituencies.

I will NEVER vote for ANY official engaged in this disturbing and deceitful plan!

Feel free to contact me. I look forward to your response.

Sincerely,
Bill Meyers.

Response Key

Sent: Thursday, October 04, 2012 3:07 PM
To: DOT Environmental Planning; DOT Environmental Planning
Cc: 'CTRailCommuterCouncil@gmail.com'; 'carlo.leone@cga.ct.gov'; 'scott.frantz@cga.ct.gov'; 'Gerald.fox@cga.ct.gov';
'William.Tong@cga.ct.gov'; 'Patricia.Miller@cga.ct.gov'; 'michael.molgano@housegop.ct.gov'; 'Livvy.Floren@housegop.ct.gov'; 'Terrie.Wood@housegop.ct.gov'
Subject: Stamford Station Parking Garage Proposed Relocation

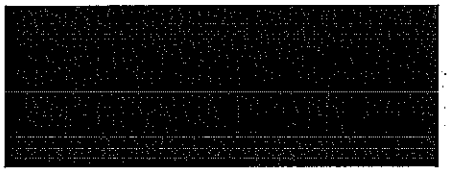
State of Connecticut DOT:

I live in Stamford, CT and commute to Manhattan daily. **I am writing to express that I, like the rest of my fellow commuters are vehemently opposed to Stamford train station's parking garage being relocated to any other location than where is it.** A-1

This all comes down to dollars and cents. The DOT needs money, has a piece of expensive land it can sell for a huge profit and the hell with who it effects. The DOT serves the people of the State of Connecticut and the city of Stamford. The DOT's proposal to move the Stamford train station parking garage up to a ¼ mile from the train station, clearly is not serving the city of Stamford. **The DOT is obviously not acting in the city of Stamford's best interest.** Instead, the focus is on the tremendous profit to be made at the city of Stamford's expense, so the DOT can balance their state budget. B-1

DOT, find another way to balance your budget - one that's not at the expense of Stamford commuters!! Stamford commuters obviously live in the State of Connecticut too –we HAVE TO BE CONSIDERED!! LEAVE THE STAMFORD TRAIN STATION PARKING GARAGE WHERE IT IS!!

Sincerely,
Suzette Kolacki



From: Linda Pastore [mailto:linda.pastore@pb.com]
Sent: Thursday, October 04, 2012 4:07 PM
To: DOT Environmental Planning
Subject: Stamford Parking Garage Development

Dear Mr. Alexander:

For your review, I have attached our company's comments related to the Stamford Parking Garage Development.

If you have any questions regarding the attached, please contact Maureen Fahy at 203-351-6663.

Thank you.

Linda Pastore
Executive Assistant to
Maureen Fahy, VP Global Real Estate

Response to Comments

Pitney Bowes

October 4, 2012

Mr. Mark W. Alexander
Transportation Assistant Planning Director
Connecticut Department of Transportation
PO Box 317546
Newington, CT 06131-7546

Re: Stamford Transportation Center Parking and Transit Oriented Development – State Project No. 301-047

Dear Mr. Alexander:

This letter is in response to the Environmental Impact Evaluation dated August 21, 2012 for the Stamford Transportation Center Parking and Transit Oriented Development (TOD).

As a Fortune 500 company headquartered in the South End of Stamford for the past 92 years, we are proud members of the Stamford community and we are excited and encouraged by the recent developments taking place in the South End. This community is transforming and greatly benefitting from recent infrastructure investments such as a new elementary school, grocery store, and critical road improvements. While the continuing progress in the South End is exciting for the people who live and work here, we are mindful that there is more that needs to be done. We believe it is critical that all types of development in this area including the plans for the Stamford Transportation Center take into consideration the unique needs and geography of this community.

For your review and consideration, we have prepared the following comments utilizing the project goals outlined in the *Purpose and Need* section (1.3) of the Environmental Impact Evaluation.

1. **Replace the aging Original Garage that services the Stamford Transportation Center with low maintenance long service life facilities that accommodate the number of parking spaces lost during construction; plus adds at least 273 new commuter parking.**

For our company and the approximately 700 employees that commute on a daily basis to the South End either through the Stamford Transportation Center or via one of the main arteries into this area (ex. Atlantic Street or Washington Boulevard), we are very focused on protecting access and mobility to and from the South End community. The Evaluation report discussed in multiple sections, the potential impact of the garage's construction, dispersal of temporary parking,

1

Response Key

and inclusion of new commuter spaces on the traffic flow patterns in the area. We understand that ridership on Metro North going through the Transportation Center has increased dramatically in the last few years and Stamford has become one of the top destinations for reverse commuters in the country. While all of this is positive for the City of Stamford, the area's infrastructure needs to be improved in a balanced way that accommodates additional commuters and maintains traffic flow. An increase in parking spaces as identified in the Evaluation has the potential to increase the number of cars in and out of Station Place. While the traffic flow has been initially assessed, as demonstrated by the estimates in the Evaluation, there are still many variables that could exacerbate traffic if not properly addressed. The scope of the Transit Oriented Development is one of these variables. H-1 H-2

Another variable is the development activity on Washington Boulevard such as the Harbor Point, Gateway, and future Bridgewater projects. Washington Boulevard is a major artery into and out of the South End. With all of these projects being developed on Washington Boulevard and none in the final phase of planning or construction, it is essential that the impact of these projects on traffic and mobility in the South End is continually assessed and mitigated throughout the duration of this project, and once area construction projects are completed or revised. Similar to Atlantic Street, Washington Boulevard, will be congested during peak traffic periods even with anticipated road improvements. H-1, H-2

Also, along these lines, we would like to highlight the Metro North Railroad Bridge Replacement Project (section 3.3.2.2.) as a critical component in establishing an effective traffic pattern in and around the Stamford Transportation Center. It is noted in the Evaluation that the analysis related to the Replacement Project is not finalized and could not be included in the Evaluation. This project and in particular the Atlantic Street overpass replacement needs to be a priority and timed in relation to the Stamford Transportation Center development. Improvement of the Atlantic Street overpass is a key component for improving access into and out of both the Transportation Center and the South End. H-1

2. **Expand the availability of parking and improve multimodal traffic and pedestrian flow around the Stamford Transportation Center and Station Place.**

Within the Evaluation report, mitigation measures for effectively dispersing parking during the construction phase of the project and after its completion are vague. There is potential to effectively disperse parking during and after construction in a strategic fashion which utilizes capacity on both Washington Boulevard and Atlantic Street. As the streets which flank Station Place, parking needs to be balanced in relation to the current and projected traffic patterns along with the area development projects. A-6, A-7

2

Response Key

Mitigation measures should also include efforts to promote walking, bicycling, mass transit, and other mobility measures that reduce pollution, decrease the number of vehicle trips, and promote a broader use of the neighborhood. The provision of sidewalks, trails, and private streets, connected to transit stops and an interconnected street network within these mixed-use developments provides multiple mobility options. We would also emphasize the importance of utilizing the parameters in the Stamford Master Plan that support mixed-use development and pedestrian-friendly development. The Plan emphasizes the need to have more than one place to park and options to improve overall pedestrian access to the Stamford Transportation Center. **A-2, A-3, A-4, A-5 G-1, G-3 H-1 M-3**

Pitney Bowes continues to support projects which generate less vehicle traffic in this area. We offer free shuttles for employees to and from the Transportation Center, encourage carpooling, and foster an employee alternative workplace program where employees can choose their work location (including multiple PB offices as well as home) on a daily basis depending upon individual schedules and business needs.

3. **Minimize the public costs for construction and ongoing operations and maintenance of the parking facilities serving the Stamford Transportation Center by promoting TOD which leverages and enhances the multimodal public transportation services provided by the Stamford Transportation Center.**

We applaud the Connecticut Department of Transportation and Commissioner Redeker for thinking creatively and recognizing the potential that could come from a public and private partnership. There are many examples where collaborations such as this have built sustainable and livable community solutions that effectively protect historic, cultural, and environmental resources. We believe there are still a number of questions that will not be answered until a developer is selected and a Transit Oriented Design is proposed. We look forward to the opportunity to comment on the plans once the design is developed. We hope this development project will be guided by a sustainable planning and management vision that promotes interconnected green space, a multimodal transportation system, and mixed-use development while maintaining mobility in the South End. **C-3**

As long-standing Stamford residents, we support smart growth in Stamford. However, it is essential that the multiple development projects (both public and private) are timed and planned in concert with one another and with appropriate infrastructure improvements. The area infrastructure is still evolving; without coordination, the South End transformation could stall or result in suboptimal solutions that hinder mobility and access into and out of the peninsula.

Thank you for your time and consideration of our views.

3

Response Key

Sincerely,

Maureen Fahy,
Vice President, Global Real Estate

4

Response Key

From: Silber, Jerry [redacted]
Sent: Friday, October 05, 2012 9:30 AM
To: DOT Environmental Planning

[redacted]

Subject: Stamford Transportation Center Parking & TOD project

Mark,

Enclosed is our guidance on the Stamford Transportation Center project from a group of citizens who are looking to make Stamford and Connecticut overall an enjoyable place to live for ourselves and future generations.

Thanks for your consideration.

Jerry

Response Key

PEOPLE FRIENDLY STAMFORD

October 4, 2012

Mark W. Alexander
Connecticut Department of Transportation
Transportation Assistant Planning Director
PO Box 317546
Newington, CT 06131-7546
dot.environmentalplanning@ct.gov

Dear Mr. Alexander:

We at People Friendly Stamford seek to improve our community through enhancements to pedestrian and biking conditions throughout the city. The Stamford Transportation Center forms the core of a downtown district that succeeds because of the proximity of high-quality regional transit to concentrated employment and housing. More than half of the riders who get off the train in Stamford each morning walk to their final destination, and more than a quarter of riders who leave Stamford each morning by train access the station by foot. These commuters must navigate what are in many cases dangerous pedestrian routes in an environment designed not for people but for cars. The Stamford Transportation Center Parking & TOD project is an opportunity to improve these conditions.

A-4

It is critical that ConnDOT and its partners work together to make the station and its surroundings safer and more convenient. We ask that a focus on pedestrian conditions be maintained throughout the project. The ConnDOT project team reviewing the developer proposals should include experts in pedestrian facilities and community design such as ConnDOT's Pedestrian and Bicycle Coordinator Katherine Rattan. We also ask that the community advisory committee include members representing the needs of pedestrians and bicyclists.

A-2, A-3, A-4, A-5
G-1,-3
H-1
M-3

We understand that the Parking & TOD project has many goals including satisfactory replacement of aging parking facilities and maximizing economic activity. However, the primary goal of the project should be to improve the effectiveness of the station as an intermodal center- maintaining access to rail services for all its users, including pedestrians, bicyclists, transit riders, park & ride commuters, and taxi and kiss & ride travelers. These goals should take precedence over efforts to capitalize on the station through new TOD development. The project is an opportunity to implement recommendations put forth in the STC study in 2010 including improvements to the station's bus terminal, pedestrian safety improvements, signage and digital messaging, and extended platforms. Any new development should be leveraged to enhance the station's overall quality of functioning.

Response Key

H-1, H-2

We are also concerned that new parking associated with infill development will attract levels of traffic congestion that will reduce access to the station for commuters, bus riders, bicyclists, and pedestrians. New development should be built and operated as to reduce vehicular demand as much as possible. Transportation demand management strategies that maximize the percentage of travelers to the area walking, biking, and riding transit should be required for all new development. These strategies include:

- Redefining the economic decision to park vs. taking transit, by charging end users for parking and subsidizing transit passes for tenants.
- Designing buildings that provide clear and direct access to transit facilities.
- Provision of bicycle facilities including bicycle parking and shower facilities.

ConnDOT's own calculations estimate that transit-proximate development will generate 20% less traffic than traditional car-dependent development. That bar can be raised further. There is nowhere in the state more appropriate for an aggressive effort to reduce vehicular dependence than in the Stamford Transportation Center district.

We thank ConnDOT for providing an opportunity to comment on this important project, which will impact our community for decades to come, and look forward to the positive contributions it can make to Stamford.

Sincerely,

People Friendly Stamford

Contact:
Jerry Silber
[redacted]

5. Public Hearing Transcript and Comments Keyed to Responses

On September 20, 2012, CTDOT conducted a Public Hearing at the Stamford High School, located at 55 Strawberry Hill Avenue, Stamford, Connecticut. Approximately 63 individuals attended the Hearing, of which 24 provided comments in the form of oral testimony.

The following section provides a copy of the Hearing transcript, with oral testimony beginning on page 148. Where applicable, substantive comments provided in the oral testimony are keyed (or cross-referenced) to the summary of public comments and responses provided in Section 3.

STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

STAMFORD TRANSPORTATION CENTER PARKING AND
TRANSIT ORIENTED DEVELOPMENT

STATE PROJECT NO. 301-0047

SEPTEMBER 20, 2012

[PREPARED BY POST REPORTING SERVICE
HAMDEN, CT (800) 262-4102]

[ORIGINAL TRANSCRIPT FORMAT WAS MODIFIED FOR THE
PURPOSES OF PRESENTATION OF *APPENDIX C*]

Response Key

. . .Verbatim proceedings of a hearing before the State of Connecticut, Department of Transportation, in the matter of Stamford Transportation Center Parking and Transit Oriented Development, held on September 20, 2012 at 7:00 p.m. . . .

MR. ROBERT IKE: -- Department of Transportation. I will serve as the moderator for tonight's public hearing. I'd like to introduce the individuals, who are here this evening to make presentations and listen to your comments and concerns.

Mr. James Redeker, Commissioner of Transportation, Mr. Jeffrey Parker, Project Manager, Clough Harbor & Associates, Mr. Mark W. Alexander, Transportation Assistant Planning Director, Mr. Ted Nezames, Transportation Principal Engineer, and Mr. Scott Hill, Manager of Bridges and Facilities.

We also have a litany of DOT staff,

Response Key

and I don't want to miss anybody, but we have Mr. Gene Colonese, our Rail Administrator, Mr. Mark Rolfe, our Construction, our District III District Engineer, and we also have Mr. DelPapa and Mr. Olmstead and Ms. Kissane from our Office of Planning and Bridges and Facilities. We have our DOT technicians. I want to recognize them.

We are meeting with you this evening in order to discuss the Department's Environmental Impact Evaluation, EIE, of the Stamford Parking Garage and Transit Oriented Development, TOD, project here in Stamford, State Project No. 301-0047.

I would like to emphasize that no final decision has been made on this document. That is why we are here this evening, to gather your input, in order to help us reach a final decision.

This public hearing is conducted in accordance with the Connecticut Department of Transportation's Policy, entitled "Public Involvement Guidance Manual, Revised 2009."

This hearing concerns the

Response Key

Connecticut Environmental Impact Evaluation Document for Project No. 301-0047, prepared pursuant to the regulations of Connecticut State Agencies, Sections 22a-1a-1 to 12, inclusive.

The document is available for public inspection at the following locations, Stamford Town Clerk's Office, 888 Washington Boulevard, Stamford, Connecticut, 06901, Ferguson Public Library, One Public Plaza Library, Stamford, Connecticut, 06904, Southwestern Regional Planning Agency, 888 Washington Boulevard, Third Floor, Stamford, Connecticut, 06901, and the Connecticut Department of Transportation, 2800 Berlin Turnpike, Room 2155, Newington, Connecticut, 06131.

The document is also available online at www.ct.gov/environmentaldocuments. Written comments may be submitted either at this public hearing, or be mailed, delivered, or e-mailed to DOT.environmentalplanning@ct.gov on or before October 5, 2012 to the attention of Mr. Mark W. Alexander, Transportation Assistant Planning Director, Rural Policy and Planning, Connecticut Department of Transportation, 2800 Berlin Turnpike,

Response Key

Newington, Connecticut, 06133.

I will now discuss the format for tonight's hearing, then, I will turn the podium over to presenters. I will, then, moderate the hearing as we listen to your comments.

My intent is to conduct a fair and orderly hearing tonight, by following a particular format. We would appreciate your patience during my remarks, as well as the presentations to follow, by holding your remarks and comments until this portion of the hearing has been completed.

We will be happy to remain here this evening until everyone has had a reasonable opportunity to speak.

Experience has shown that audible recordings can only be made if the person making a statement uses the microphone connected to the recording equipment. A microphone has been set up. If you wish to make a statement, please come to the microphone after I read your name from the sign-up sheet.

Please introduce yourself, and, if you are representing an organization, please give

Response Key

its name, as well. If you didn't sign up to speak and a question comes to mind, feel free to raise your hand. After I go through the speaker sign-up sheet, I'll be happy to recognize you.

For those individuals, who have a prepared statement, you may read it into the record if you so desire, however, if the statement is lengthy, you are asked to offer a written copy of the statement for the record and give a brief summary of its contents.

Such attachments to the record carry as much weight as the transcribed verbal testimony received here tonight when the transcript is reviewed. A reasonable amount of additional time will be allotted for this purpose.

As a result of the information that you might learn at tonight's hearing, you may wish to make additional comments on the Connecticut Environmental Impact Evaluation document. This information is also available in the handout, which you should have received when you entered the room tonight.

The deadline for the receipt of

Response Key

comments on the EIE is October 5, 2012. Written statements or exhibits must be postmarked by this date and must be reproducible in black and white on not larger than eight and a half by 11-inch paper.

This information will be made part of the public hearing record and will be considered in the same regard as oral statements.

At this point, I will turn the podium over to the Commissioner, Mr. Redeker, for opening remarks.

MR. JAMES REDEKER: Thank you so much, and let me first welcome you all here and express my appreciation for you taking time out of busy schedules to be here and present your opinions, or observe, or whatever your intentions are, but I'm here to listen.

I want to set this groundwork a little bit more clearly, perhaps. This is a hearing about a document, called an EIE, and we'll talk about what that is, so you understand it. It may be hard to figure out how you can actually comment on that document, and you may not want to.

You may want to talk just about

Response Key

your concerns about Stamford Transportation Center, parking concerns, service concerns, frankly, whatever is on your mind, and we're here to listen, so we'll be here as long as we need to be here tonight.

I think those of you, who have been with me before, you'll know that that is my -- that's my motto. That's how I behave. That's how I believe. We do the best job as listening.

With that, I think I'd like to take a few minutes to just paint the picture, and I hope make sure that there's a factual basis for all of our comments, and that maybe I can answer some of your questions or issues that are out today in the public, whether that's through the press, or through hearsay, or through other documents. I just want to set the stage first.

Stamford parking facility, the old parking facility has been deteriorating, and the Department knows and has done studies that say it is not cost-effective to invest in that structure to rehabilitate it. It's just not worth the money, and, so, we, years ago, embarked on a design

Response Key

process to replace that deck in kind at the location, so that became the basis for a design effort and a cost estimate for what it would take for the Department to actually find alternative parking while we demolished an old facility and rebuilt that facility.

If you will, that became the benchmark test for whether it made sense for the Department to move forward. Frankly, the answer is no.

For the DOT to do that we found was not a cost-effective strategy from a cost perspective or from a timeliness perspective.

It's pretty obvious that it takes the DOT a long time to do projects. Frankly, I think we're out of time. We've taken too long re-judging and trying to figure out how to deliver this project, and, so, we've embarked on a technique that we're calling transit-oriented development to ask the private sector to partner with us, us as a financial partner, the private sector coming with ideas on how to deliver the best facility with 1,000 or more parking spaces,

Response Key

improvements to the overall customer experience, and you'll hear me say many times tonight the primary purpose of what we're doing is for the commuters.

So it's improved conditions in the Transportation Center. That's the station, that's the area around it, that's the parking facility, that's Station Place, that's for taxicabs, for buses, that's about customer information, that's about platform access at egress, so it's improving the overall condition.

What we've asked, essentially, is the private sector set of proposers to give us ideas and proposals to deliver 1,000 or more parking spaces, so that's an increase over what we have today. They'll have to demolish the old deck, so that that gets out of the way, and deliver as much as they can to meet a set of established criteria to improve the commuters' experience in and out of that facility, whether that's driving in, or walking in or out, or just using the overall facility, itself.

And I think you'll admit, because

Response Key

I, too, I'm a 35-year commuter by train before I moved to Connecticut, where I can't, but I think you'll agree with me that the Transportation Center, itself, can certainly use improvements to that facility and the conditions around it.

So the first point I want to make is that the approach we're taking is different and new. It is essentially, if you think about a different buzz word, it's a public/private partnership, where we're asking the private sector to come to the table, match the 35 million dollars that were coming in as a state contribution to the project, and bring their own capital, but, more importantly, bring their ideas on what the best solutions are going to be for parking, for the station area, and whatever other development fits within the context of Stamford.

Where did this all come from? Well, first of all, we tried to solicit proposals that were public proposals, and I know one of the issues is why is this such a confidential process?

Well it was two and a half years ago, when the DOT put out a request for expressions

Response Key

of interest to the general contracting community that would have been public proposals.

The answer to how many did we get was zero, and, when we went back to the developer community and asked why did nobody submit a proposal, the answer was, well, our proposals have value. We have our ideas embedded in them, and if we give up those ideas, then, frankly, either you pay for those ideas, or we're not giving them out for free.

So the process we're using is one that's essentially collecting proposals, confidentially reviewing them, and then selecting the best, selecting the best value from the value proposition that first, first and foremost meets the customers' needs, meets the commuters' needs.

All the criteria that gets screened first are about the convenience, about the experience, about the betterments, frankly, about how the parking facility is managed.

Along with the proposal comes a state-of-the-art parking management system. We hope that it will set the tone, set the bar for

Response Key

every parking facility in Connecticut, because there are ways to do parking management that's better than what we do today.

I don't think anybody would argue that, you know, there are spaces available many days in many parking lots, including Stamford, and, yet, there's a waiting list.

Well I would posit to you that a waiting list is maybe a measure of something, but it's not a measure of demand, even in Stamford, but let me give you another example on why I believe that.

We just opened, as the Department, a brand new station in Fairfield, called Fairfield Metro, and we still have, at Fairfield Metro, over how many permits, outstanding waiting list, Gene, 1,000 or more?

All right, so, Fairfield, itself, still has over 1,000 people on a waiting list. We built a new parking station, parking lot that has 1,400 spaces, and they're half empty, but there's 1,000 people on a waiting list, so the issue is not necessarily a waiting list.

Response Key

The issue is managing the use of that facility and how many spaces can be filled. I understand that there's a waiting list in Stamford, and I'll do everything I can to get rid of it, but I don't think that's a good measure of what our problem is.

I do think we have to manage it better, and a state-of-the-art management system will come with this proposal.

Also comes with the proposal an immediate takeover of the operating and maintenance of the parking and of the station facility. The guarantee that through the construction of the project, through all of the transition and the final implementation, we can hold the vendor accountable to the customers and to us for the best possible experience during that.

So that's sort of the concept. We're asking for money, we're asking for ideas, we're asking for a parking facility that gets delivered with 1,000 or more spaces, and we're asking for that to be done within three years of the date of notification.

Response Key

Let me make other things clear. First, it's been said that building parking on the existing location is precluded, not allowed. Not true. We'll go through the EIE and show and demonstrate that we, the DOT, ruled out our action, the DOT building a deck on that facility and demolishing, at that location, demolishing the old one, because for us to do it would take too long and be too costly.

We don't want to do that. It's not fair to the taxpayers, it's not fair to the users to take too long and spend too much money. That was rejected as a strategy, but it's on the table for the private sector to propose, so I wanted to make sure that was clear.

You also, I think, have heard that somewhere in this process we're going to add not just 1,000 parking spaces, but up to 2,000 more to support the development.

I must say that's a confusing issue to understand, but the way this process works in an EIE is that we took proposals, several of them, that became qualified as potential bidders, and

Response Key

they proposed things. Frankly, some of the ideas were rather bold, but I would think that, I'm going to suggest that many of them may not be achievable within the 35 million dollars that we're going to offer as an incentive.

What we have right now is a maximum exposure of all of the proposals, and that's what we're here talking about tonight, is what is that maximum impact that the maximum kind of a development could be, based on what we first saw, but we don't have any proposals yet, not any real proposals, grounded in real dollars.

We're not going to get those for a couple of weeks yet, which is why we're here, to make sure that we get your input that can help shape those ideas in our decision-making.

Now let me spend a few minutes on just where we've been, in terms of public listening, and why we're still here listening, and why we'll always be listening.

We started years ago designing a replacement facility, and we shared that with the community, we shared that with the Commuter

Response Key

Council, we shared it with the business community. We're not doing that, but we shared it.

Our failed attempt at an expression of interest led us to start all over again, and we partnered with the City of Stamford, where the City led an effort, led by a consultant, called Stantec, to actually envision what should happen in a Stamford Transportation Center, and it proposed 1,000 or more parking spaces, and it proposed them near the station, and it proposed information system benefits, and it proposed better parking management, and it proposed new access and egress to platforms. It was quite a vision, and it set forth a set of objectives.

It was those objectives that we put in the request for proposals. That process included the business community, the City, the Commuter Council, residents, in terms of shaping that, so we started with the premise that that was an effort that represented a lot of input and a lot of shaping of a vision for that facility.

We have, since then, also reached out. We had one other previous environmental

Response Key

hearing, and I appreciate the fact that the Commuter Council actually requested an opportunity to put windshield surveys out and put out e-mail blasts and get input. All of that feedback is in our record, and it's been shared with the proposers.

I spent a lot of time with the Commuter Rail Council, maybe not as much as I used to, but I pretty much have gone to every meeting for three years. If not me, Gene has always been there representing the rail system.

What I will say, too, is that the Commuter Council representing commuters actually has put together a resolution that says the parking must be where the current parking facility is, and we put that in the request for proposal, so every proposer knows the will of the Rail Commuter Council.

We have been listening, but there's always time to listen and always more to do. My commitment is that we want to choose the best facility, with the best benefits for customers and commuters, and once passes that screen, if we can't

Response Key

get a deck for parking that gets us 60 years of life, that's our standard, not 10, not 20, not 50, 60, with the best possible management practices, with the best customer experience and the best convenience, we're not even going to evaluate the proposal.

But when we select a proposal that may make that screen, we're going to make sure that we get the best value for the commuters, the best value for the City, the best value for the DOT, and the best value for all the taxpayers of the State of Connecticut, because, after all, these are facilities that are publicly funded.

And I pledge to you that we will not do anything that does anything, but be a good steward with all of our interests.

I will admit to you that this process, this environmental document may be confusing, so I want to make sure we shape that a little bit better, and we'll have a presenter do that quickly to help you form that opinion, but, remember, your comments tonight are not limited to any topic at all.

Response Key

They should be about the railroad and the system in Stamford. That would be nice, but, frankly, I'm listening, and I'll be here as long as we need to be here to hear out all of your ideas and opinions.

So, with that, I thank you for being here. I welcome all the opportunities I can to see commuters personally and to listen and hear your concerns.

Frankly, as I said, as a lifelong commuter, myself, I believe that I have, just because of my nature, customers' interests at heart, but there's nothing like listening to you, personally, to shape, to redirect, or to let me know what I'm missing.

With that, I pledge to you that the outcome of this process will be far better than what is there today, will be enduring, and will be delivered in a way that the customers, the commuters will have a positive experience, not just when it opens, but every year, because we have a guaranteed performance set of metrics that mandate that this facility stays in top shape and meets the

Response Key

customers' needs forever as part of this deal.

That's how we've approached it. I just wanted to share those thoughts with you. If we've missed things that need clarification, we have one more presentation. We'll get into questions and comments after that. Again, thank you for being here.

MR. IKE: Thank you, Commissioner. We will now have an overview of the document from Mr. Jeffrey Parker. Mr. Parker?

MR. JEFFREY PARKER: The presentation that we have will give a few more details about the project and about where we are relative to the actual environmental review process that we're completing on this part of the project.

We'll talk a little bit where we are in that process. We'll also go through more details of the proposed action, which really is what the project is, in terms of the environmental document.

The actual environmental document, the Environmental Impact Evaluation that we completed, we'll talk about some of the details of

Response Key

that. In particular, some of the noteworthy impacts, as well as potential impacts, as well as the potential mitigation for those impacts associated with the proposed action or the project, and we'll talk about the next steps in the process that we're undertaking here, and then we'll go right to the public comment period.

The environmental review process, which this hearing is a part of, is defined by the Connecticut Environmental Policy Act. It's conducted early in the project development process, meaning that we do this before we get into detailed design to understand what the potential impacts relative to the environment could be associated with the project.

This process includes a public scoping. We had a meeting, a public scoping meeting in Stamford at the Government Center back in May, on May 24th. There was a comment period associated with that. We received about 60 comments from the public at that point.

We developed a -- we addressed a number of those comments. We addressed those

Response Key

comments with a frequently-asked question document and posted that to the DOT website, then we continued with our Environmental Impact Evaluation, which is the development of the actual document that we have available for full review.

That was made available to the public on August 21st. There's a 45-day comment period that goes along with that document. This hearing takes place during that comment period, so we'll hear comments tonight. We'll get some more written comments.

Ultimately, we'll respond to those comments, develop a record of decision, as it's called, that looks at how the proposed action addresses the needs of the project, and that gets submitted to the Office of Policy and Management for determination of adequacy relative to the environmental process.

Now the project location, Stamford Transportation Center, specifically, the parking garage complex, which is two pieces, most specifically, the original garage. The original garage was open in 1987. There are 727 parking

Response Key

spaces in the original garage structure.

The 2004 garage expansion was built right adjacent to that garage that provided an additional 1,190 parking spaces for the Transportation Center.

The Transportation Center also includes the station, itself, as well as the platforms and the surface parking lot located on South State Street.

Now as far as the purpose of the garage, the Commissioner did a great job describing why we're doing this project and why it's needed. We need to replace the original garage structure. The original garage structure, which is a 727-space garage, has a high maintenance cost associated with that. That needs to be replaced.

At the same time, we want to expand availability of parking, increase the parking that's currently available at the original garage by 35 percent, add an additional 273 spaces, provide at least 1,000 spaces minimum with the new parking facilities.

At the same time, look at Station

Response Key

Place and look at accommodations for bicycles, pedestrians, taxis, drop off areas. In a broader sense, really improve the commuter experience at the Transportation Center.

Other needs, the project needs to demolish the original garage at the same time. The key thing of this project is to maintain parking, maintain parking that's impacted in the original garage, so if there's a space impacted, it needs to be provided somewhere else, and it needs to be maintained, and it needs to be maintained within a quarter mile of the Transportation Center.

We also need to construct new parking. Again, a minimum of 1,000 spaces within a quarter mile of the station and to overall improve access circulation on Station Place.

The Commissioner talked a lot about the financial aspects of the project. The need of the project really is to provide the best value for taxpayers, for commuters at the least public cost, and, right now, the cost is 35 million dollars for design and construction for the garage improvements, and, really, that's the funds, public

Response Key

funds that are committed, that could be committed to the project, as well, providing opportunities for transit-oriented development that will be a benefit to the local economy.

Now the alternatives that we had to consider during the environmental process in the development of the EIE included four alternatives, really looking at the no action, which is only providing minor maintenance improvements to the original garage structure, which doesn't address the high maintenance cost, which doesn't provide expanded parking, so it really doesn't address the needs of the project.

The repair in the original garage, again, it's not a cost-effective measure. It only extends the service life about 10 to 15 years, and it doesn't expand parking.

Replacing the original garage on the existing site, the Commissioner talked about the issues with that. It's really not a cost-effective solution to do, replacing the original garage on site, and the issues with maintaining parking to address those is not cost-effective.

Response Key

Now the proposed action for the Environmental Impact Evaluation that we developed is replacing the original garage in conjunction with a TOD component, which involves addressing the need to maintain parking during construction by involving a private partner.

TOD, in general, Transit-Oriented Development, in general, is defined by the Connecticut General Statutes, and really what it is, the official definition is up on the screen, but it's residential, commercial, retail, office-type development, in close proximity to transit services, within a half mile of transit services, and really the development is provided in close proximity to transit to encourage the use of transit, specifically, for this project, looking at development or supporting development opportunities in close proximity to the station.

Now the proposed action, really the project that we looked at and evaluated, which is replacing the original garage in conjunction with TOD, that's the proposed action.

There are four major components,

Response Key

four main components that we looked at in the document. Facilities to maintain parking, again, those have to be provided within a quarter mile of the station.

Providing new and expanded parking facilities, those have to be provided within a quarter mile, and those will be 1,000 spaces or more.

Another component is private sector TOD, and, then, as well, Station Place improvements. We'll go into a little bit more detail about each of those and how those were looked at in the document. Those were based on the concept proposals that were submitted, the initial concept proposals that were submitted to DOT in April of this year.

Now this graphic shows the proposed action boundary, and the proposed action boundary is that dashed orange line, and it really encompasses all the components of the proposed action, being the facility is to maintain parking, the new parking, the TOD.

Again, that border encompasses all

Response Key

of those components, based on the initial proposals that we received, and you can see all those are proximate to the station. They're all located within a quarter mile boundary of the station.

A little bit more specifically, the proposed action of the facility is to maintain parking. The requirement, again, is to mitigate for any lost space in the original garage throughout the demolition of the garage and throughout construction, and those have to be provided within a reasonable walking distance of the station within a quarter mile.

Now based on the proposals that we received, the initial proposals, those facilities maintaining parking can be provided in one location within the proposed action boundary, or in a number of locations within the proposed action boundary.

The new commuter parking facilities, again, the requirement is for 1,000 spaces at a minimum, those within a quarter mile walking distance of the station.

Based on the proposals that we received, it included a single garage on the

Response Key

existing site, or parking facilities on multiple sites within the proposed action boundary.

The private sector TOD, the Transit-Oriented Development, the requirement was that the development has to be provided in accordance with the Connecticut General Statutes that we put up a couple of minutes ago within a half mile of the center.

Now, based on the original concepts, it could include some small scale retail closely proximate to the station. It could also include some large scale mixed use development on a number of locations within the proposed action boundary, and that was up to, based on the initial proposals, up to a million square feet of development situated on a number of different locations.

The Station Place improvements, the requirement, based on the request for proposals, is to really improve the station experience for the commuters overall, including addressing pedestrian and bicycle needs, drop off locations, kiss and ride, as well as taxi cue areas.

Response Key

Now the Environmental Impact Evaluation, the actual document that we developed, looked at the proposed action. It looked at those four major components of the proposed action, in terms of a number of evaluation categories.

There were 23 categories that we looked at. We're not going to talk about all of them in detail. We'll highlight a few of the noteworthy ones. I have them organized in the presentation. We'll look at them in groups.

The first group, Land Use and Transportation Categories, we looked at the proposed action, how it fits within the context of the area, in terms of the City's existing land use patterns, the existing zoning.

How is the proposed action, how does it fit within other plans for the area, being the State Conservation and Development, the regional plans, the City's plans. The City has a Stamford Transportation Center master plan that looks at expanded commuter parking that looks at development opportunities within the station, so, certainly, this action is consistent with those

Response Key

plans.

Transportation components, traffic and parking, pedestrian and bicycle considerations, local transit, what is the existing system? We looked at that, and how does the proposed action potentially impact the existing system, both positively and negatively?

We'll talk about traffic. We'll talk about pedestrians and bicycles quickly. Traffic, potential impacts, we analyzed 21 intersections within the station area. Those are shown as green dots on the map.

What we recognized certainly with expanded parking and with development opportunities in the area there will be some level of increased traffic. The impacts of that will have to be determined, as design advances and details are developed, but we anticipate some localized traffic impacts in the vicinity of any access points to new development, access points to future parking locations.

As far as mitigating potential traffic impacts, transit-oriented development by

Response Key

its nature, being in close proximity to transit, helps reduce a number of vehicle trips. People can use transit to get to work, or they can take the transit from where they live and not get into a car, so, by nature, transit-oriented development helps mitigate traffic impacts that would otherwise be associated with development.

There's going to be localized intersection improvements, or driveway improvements, as required to address traffic operational issues. Again, those will be determined later on, as design advances.

Pedestrian and bicycle considerations, Station Place improvements, the requirements of the project we're really looking at a positive effect on bicyclists and pedestrians, enhancing pedestrian safety, enhancing pedestrian connectivity to the station, as well as providing bike facilities.

Some other potential impacts, increase walk time. If the parking location distance from the center increases, you could increase walk time for some commuters, and there

Response Key

would be some increased bicycle and pedestrian activity in the area associated with future development, the TOD development that comes along with the project.

Potential mitigation for impacts, improving accommodations for pedestrian safety and connectivity from parking to the station, and that looks at, you know, looking at intersections and improving safety there, providing a pedestrian bridge. If there's parking relocated on the existing site, there would be a new pedestrian bridge that connects to the station, as there is one there now that would be replicated.

Bike accommodations could be enhanced, bike lockers, new bike racks are potential improvements there, and other bike accommodations on the roadway, similar to what's on the urban transit way. There's a bike lane there. There's opportunities for enhanced bicycle connections to the station.

The second group of categories that we looked at, environmental resources. We looked at the proposed action, in terms of air quality and

Response Key

noise. Are there air pollution issues? Are there noise pollution issues? Water quality? How does it affect surface water, flood plains, wetlands, endangered species? What are the resources in the area? What's the proposed action? How might that affect those resources?

Subsurface conditions, as far as soils and geology and hazardous materials, we looked at those. We'll talk about just a couple in a little bit of detail, just to give you some idea of what's in this document.

Water quality, looking at primarily runoff from new impervious surfaces that might be associated with new parking surfaces or new rooftops associated with development. There's a potential increase in storm water runoff from those areas.

This is an urban area. There's a lot of impervious surface, so we don't know if there's going to be an increase in the area and there's going to be an effect. We don't know that for sure.

Those determinations are to be made

Response Key

later on. If there are impacts, those specific measures to mitigate impacts would be developed along with the design, in accordance with the Connecticut standards.

The evaluation also identified the South End Historic District, which is in -- part of that district overlaps the boundary for the proposed action, and there a couple of resources within that boundary.

There is potential for either physical impacts, or indirect impacts, such as visual impacts to existing structures. Again, the impact determination will come later on, once there's a concept that gets advanced through a design.

As far as mitigation, we're working with the State Historic Preservation Office and identifying appropriate measures, as required to address any potential impacts.

We looked at some other evaluation categories, socioeconomic resources as a proposed action affecting any low-income or minority populations. Other aesthetic issues with the

Response Key

proposed action, does it affect visual resources? Energy use, public utilities and services, what are they in the area? How does the proposed action affect those?

All those were looked at in the document. What we'll talk about quickly is just the construction related impacts, if those construction period impacts are temporary to the project, what could occur during construction.

There's a list here of the construction-related impacts. We've identified these areas. They're outlined in the document, so, certainly, if you want to see more detail in these, you can go into the EIE and read about it.

We've identified potential impacts during the construction period. These would be temporary, associated with traffic, with parking, air noise, some of the storm water runoff potential issues there, safety, utilities, so we looked at all those.

We'll talk about traffic, parking and safety just in a little detail here. Traffic, there will be a traffic management plan. It's part

Response Key

of the requirement for the contractor, so construction would be phased. Access would be maintained on Station Place. It might be changed a little bit from what it is today, certainly to accommodate the construction, demolition of the garage, the original garage, and new construction in the area.

Parking, we have noted this a number of times, will have to be maintained within that quarter mile radius of the Transportation Center.

Of particular concern, handicap accessible spaces. We've had a number of questions about how will handicap accessibility be accommodated. Any spaces that are currently in the original garage that are handicap accessible, those will be put into the 2,004 garage immediately adjacent. There will be no handicap spaces that are removed through that quarter mile distance. That just doesn't make sense to do that.

As well, there will be updates provided. A requirement of the project is to have public updates provided about, you know, what the

Response Key

construction is going on, where there's going to be accommodations for parking. Safety, certainly safe construction practices will be implemented throughout construction.

The document also looks at a cost benefit analysis. Public cost, 35 million dollars, and that's for the construction of the garage improvements, the design and construction.

A number of benefits are outlined in the document, as well. Overall, improving the customer experience with the Station Place, with the new parking, with the expanded parking opportunities, addressing the service life issues of the original garage and providing a facility that's going to last for at least 60 years, providing the additional 273 spaces at a minimum to accommodate 1,000 parking spaces, minimizing public cost by involving a private partner.

Employment opportunities could be created, associated with the project through some development opportunities that are created, and encouraging transit use, which is a good thing.

Beyond the Environmental Impact

Response Key

Evaluation, the document that we developed, certainly, as the project moves forward through design and towards construction, various permits and certifications will have to be attained for the state. That includes permits for the environmental issues through the Connecticut Department of Environmental Energy, Environmental Protection.

A major traffic generator certificate, if there's a lot of traffic generation, now have to be obtained. The City of Stamford has their own process, site plan approval, Zoning Board approval. Elements of the project might have to go through that part of the process, and building permits will have to be obtained.

Now what happens next, there's a comment period that remains open after tonight, so, certainly, we'll hear comments tonight. There are comment forms on hand people can fill out. If they don't want to speak tonight, they can fill out comment forms. That will continue. The comment period will continue through October 5th.

Upon that time, we'll respond to the substantive comments, develop a record of

Response Key

decision, which will be completed by the end of this year. We'll move forward with their selection of a preferred developer, and then the project will move into design hopefully next year.

Just a reminder here, comments can be submitted to the State at this address. As well, it can be submitted via e-mail. That concludes the presentation.

MR. IKE: Thank you, Mr. Parker. We will now go to the speaker sign-up sheet, but, for housekeeping purposes, I must announce, if you're not able to give oral testimony, because all oral testimony has to be done at the microphone, because we have to produce a transcript of the hearing, you will, again, as the Commissioner indicated and Mr. Parker indicated, there is a comment period until October 5, 2012, so if you're not in a position to give oral testimony, you have until October 5, 2012 to give written comment, and that written comment is held in the same regard when the transcript is reviewed as oral testimony.

One last housekeeping. We have a three-minute time limit on all first-time speakers.

Response Key

After we go through the speaker sign-up sheet, anyone, who would like to speak a second time, will be given a reasonable amount of time to speak.

We will stay here this evening until everyone has had their say. Now we have two elected officials. Any other elected or appointed officials, federal, state, or local, who would like to speak? We have two signed up. Representative Tong, please come to the microphone and give your name and address for the record, please.

MR. WILLIAM TONG: Thank you. State Representative William Tong. I live at 99 Chestnut Hill Road in Stamford, and I represent the 147th District in the Connecticut House of Representatives.

I want to thank everyone for being here tonight, not just the gentlemen here to answer our questions and to listen, but everybody else in the room. I suspect there are more people, who will be here, but they're on their way home, going through the station we're here to talk about.

A couple of quick thoughts I just want to share, frankly, on my own behalf and on

Response Key

behalf of all the people that live in this city and commute through this train station.

Before I became a legislator, I was a commuter, and, for three years plus, my wife for four years, we commuted in and out of Grand Central Station, in and out of Stamford. We actually took the bus down Long Ridge Road to get to the station, and, so, we lived that station.

And I can tell you that the reason why we're so frustrated and we really want more information is because we want to make sure you all understand how precious every minute is in our community.

Every minute is precious, because it takes us away from our jobs, it takes us away from our errands, but it takes us away from our families, so, on the front and on the back, every minute we have to spend getting to and from that station is every minute we diminish the quality of our lives with our families, so I implore you to take that into account.

A-3

Two more things. The people here in this room, the commuters on those trains, they

Response Key

C-1, C-2, C-3

have to be part of this process. They have to be included and given a concrete, substantive role to participate, and to weigh in, and to be a, to borrow a presidential term, a decider, okay? That has to happen.

The final point I'll make is, Commissioner, you and I have spoken today, we've spoken a lot about this, there have been a lot of phone calls going back and forth between us, and you, and the Executive Branch, you often hear in these discussions about stakeholders, all the stakeholders need to be at the table. We need to include the stakeholders.

C-1, C-2, C-3

From our perspective, these are the stakeholders. The people that use that station, the commuters are the key stakeholders, and it's because -- not because we see this as an incredibly valuable piece of real estate or because it's the jewel, right, in all the property that DOT manages across the state, but it's because it's our home. This is our home, and that gives us the right to be first and foremost among the stakeholders, so please keep that in mind as you move forward.

Response Key

Thank you.

MR. IKE: Thank you, sir.

(Applause) Just give your name and address for the record, please.

MR. GERALD FOX: Thank you. My name is State Representative Gerald Fox. I live at 66 Fairview Avenue here in Stamford.

In echoing Representative Tong's comments, the most important consideration needs to be towards those, who use the station the most, and that's the commuters, and that's the convenience to the commuters.

Commuting is hard. Many people spend all week getting up when it's dark and getting home when it's dark, and, as William just stated, every minute is precious.

Now I recognize and I saw that there was, you know, the quarter-mile radius, which is flashed up there, in terms of potential bids towards the parking, but having seen certain proposals prior to the bidding process from some of the adjoining landowners, in terms of what they want to do, there is absolutely no reason that I

Response Key

A-1

can see why the parking cannot either be at the current location, or at the same distance as the current location currently exists, or even closer, and that needs to be the priority, and there's really no reason why the project can't proceed while still having parking at the same location or closer.

Also, I want to first thank the Commissioner and the DOT. I meant to do that. I also want to thank the Connecticut Commuter Council for their involvement not only in this hearing, but in the commuter process.

I have found that I can learn more about parking at a train station garage in talking to a commuter for 15 minutes than I can listening to a number of other people talk about how things work.

They know the fastest way in, the fastest way out, how much time they have, but we don't want that to be a frantic process. We want it to be a process that they can rely on, they can count on having a place, and they can count on the time from when they leave their house to when

Response Key

they're going to be on the platform waiting for the train.

I'd also like to echo the comments regarding stakeholders. The bids, as I understand it, are going to be completed around October 9th, or at least entered around October 9th. After that process, I'm sure there will be a vetting period, but it's extremely important to have commuters participate in that process. **C-2**

The commuters, as I said, are the ones who know and understand whether something is really going to work. I know there will be a committee established. I would ask that commuters be appointed to that committee.

And, also, and, lastly, because I know there's a lot of people here, and these are the people that you really need to hear from, the public input, when a plan is decided upon, when you've narrowed down your decision and you've made efforts to determine who is a real proposal and who is not, there really does need to be public input. **C-3**

People really do need to see what it is you're talking about. We're talking about

Response Key

taxpayer dollars here. We're talking about up to 35 million, and it's very important that we have a public process, where all of the stakeholders, whether they be the Commuter Council, SWRPA, or any member of the public, the Chamber is also represented, it's extremely important that they be part of this process.

I can say that I was up at the Legislative Office Building yesterday for a Transportation Committee hearing. I've spoken to the Chairman there. He's willing to have a hearing in Stamford, which may be a good way to present a proposal, as well as to allow for public comment.

There's 16 out of 37 Transportation Committee members, who live in Fairfield County or represent Fairfield County, and they all have an interest in representing their constituents.

I thank you all for being here this evening. I know we're going to continue this dialogue, and I look forward to hearing the comments as we go forward.

MR. IKE: Thank you very much, sir. (Applause) The first speaker on our sign-up sheet

Response Key

-- are there any other elected state, federal, or local appointed elected officials? Okay, seeing none, we will move to Mr. Rodney. We do have one more. Excuse me. Yes? You have to come to the microphone and give your name and address for the record.

MR. BARRY MICHELSON: I'm Barry Michelson. I presently serve on the Zoning Board here in Stamford. I'm a candidate for the State Senate.

MR. IKE: Excuse me, sir. Please, may I have your address, please?

MR. MICHELSON: Oh, 111 Idlewood Drive, Stamford, Connecticut.

MR. IKE: Thank you.

MR. MICHELSON: Okay. I understand this hearing is to review and comment on the environmental impact of Stamford train station. I'm glad it's kind of going in the direction of human impact on the citizens of Stamford.

It seems that the taxpayers and citizens of this city are under assault by Hartford. It wasn't too many months ago we were

Response Key

here to express our concern with a 16 percent commuter increase in fares, after having received some of the largest tax increases in our state's history.

Parking is a very simple matter. We provide parking at the railroad station to encourage commuters to use mass transit. We make the facilities safe, attractive, convenient.

A-1

If demand develops, we have a population that's drawn to the convenience. Quality of life decisions are made to buy a home, to start a family, and they're all contingent on the ability to earn income, the ability to get to a job or place of employment.

It's interesting you mentioned Fairfield. That's a project or an area I'm intimately familiar with. Parking there is also very simple, and we did have the waiting list. I'm familiar with the Fairfield waiting list.

To solve that problem, we ran a shuttle bus, or shuttle bus was run, and we discounted the shuttle bus, because commuting was a time factor. It's time sensitive.

Response Key

People want to be able to know they can get to work, get to work quickly. They're commuting at 6:00 in the morning, 7:00 in the morning, sometimes not getting home until 6:00, 7:00, 8:00, 9:00, 10:00 at night.

The further or more inconvenient you make the parking the less desirable it is. **A-3** It's absolutely crucial that the parking be as close, convenient, and as safe to the facilities of the railroad station as possible.

As far as you mentioned the waiting list is an only criteria, well, there was always the issue that commuters didn't want to park at the Bridgeport facilities, and I believe that the answer to that, because there was discussion for maybe two decades, about putting another station at the Block Rock section, that's not exactly a convenient location to where the commuting populations of Fairfield are, which would be more in the Greenfield Hill and Southport sections. That's where the waiting lists are, so I'm sure that's why there's still the waiting list, and that's why you have the kiss and rides.

Response Key

I'm not sure if they're still operating that shuttle system, but that was heavily discounted, because of the additional 20 minutes to a half hour that are provided to the commute time.

I want to thank you, gentlemen, for coming here. I want to thank you for giving me the opportunity to speak, but it's really crucial to have a successful parking program that can be located and is to be as convenient as possible to the railroad. Thank you.

MR. IKE: Thank you, sir. We'll now go to the speaker sign-up sheet. Mr. Rodney? Please give your name and address for the record, please, sir.

MR. RODNEY CHABOT: I'm not Mr. Rodney. I'm Mr. Rodney Chabot.

MR. IKE: Thank you.

MR. CHABOT: And I live at 159 Ponus Ridge Road in New Canaan, and I want to thank you for having this meeting. I appreciated what Commissioner Redeker said about, first and foremost, we must meet the customer needs, and, to do that, we need a parking facility right where it

A-1

Response Key

is.

The one we have is attached to the station by a walkway that's covered. You don't go out in the weather, and it's super convenient, and we want to keep something that's good. Why take away something that's so successful?

A-2

Everybody likes the convenience of this walkway and the convenience of the existing garage, and the new replacement should be in the same place.

If it's not in the same place and people have to walk a quarter mile, as been mentioned already, it will detract from the attractiveness of the station, the usefulness of it, and discourage rail use, rather than encourage it.

I personally go to Boston every once in a while and Washington on the train using Amtrak, and I don't want to lug a suitcase a quarter mile from the parking garage if it's somewhere else through snow and crossing streets to get to the station. I might just as well drive to Boston if I'm going to get myself rained or snowed

A-2

Response Key

on and all that.

I think the top priority should be to keep the station in place and not a quarter mile away. It just doesn't make sense.

Temporary parking can be put in outlying places for the three years, or whatever it takes to build. I'll certainly be happy to put up with inconvenience for a few years, so we can demolish the existing garage and put a new one in the same place.

A-6

Make it higher to hold the 1,000 cars, which we need to do. That's fine, but, then, I know that there will be light at the end of the tunnel, and the garage will be right where it is now.

The DOT is a Department of Transportation. They should be encouraging rail use and making the train as attractive as possible and not have parking farther away to make the train less attractive, so I think it's a mistake to even think about putting it somewhere else, when we already have such a good facility right now.

I'll give you an example of what my

Response Key

little town of New Canaan has done. We had a lumber yard right next to the railway station. It went out of business, and our town went out and bought that lumber yard before a developer could put this, quote, "transit-oriented development" stuff, a huge apartment complex there, which would have taken away a lot of parking. Now, because the Town of New Canaan did this, we have the parking right by the station, and I would like to see Stamford do exactly the same thing, take advantage of the land that's there right now, don't waste it as apartments, which takes it away from parking, which the people need. I thank you very much.

(Applause)

MR. IKE: Thank you, sir.

MR. CHABOT: Any questions?

MR. IKE: Our next speaker is Chris Cryder. Please come to the microphone, give your name and address for the record, please.

MR. CHRIS CRYDER: Hello. My name is Chris Cryder, 142 Temple Street, New Haven, and I'm an Outreach Associate with Connecticut Fund for the Environment, CFE, an organization dedicated to

Response Key

protection of our land, air and water resources in Connecticut and the Long Island Sound watershed area.

We also coordinate a broad stakeholder's group, called Growing Connecticut around Transit, which is working to advance transit-oriented development, TOD, in the state.

CFE supports efforts to reverse our state's continuing trend of sprawling growth by increasing our focus on sustainable growth around transit. We believe the environmental impacts of this project will most likely be minimal, and we want to stress that if we look at the larger picture for the Stamford Transportation Center, which we must do, we must look at it holistically, the opportunity for transit-oriented development has the possibility of creating a livable and vibrant station area, with sufficient and convenient parking to meet everyone's needs.

The footprint here to do this work holds enough land, enough area to achieve that. If well-planned, the redevelopment concept has the potential to solve current circulation problems and

Response Key

improve access for all types of commuters, car, bus, pedestrian and bicycle.

We have to keep in mind that the numbers of commuters by bus, pedestrian and bicycle actually outnumber those of car commuters, so we have to keep all of those in mind as we move this planning forward.

A-2, A-3, A-4, A-5
G-1, G-3
H-1
M-3

We do look forward to hearing about the different proposals for transit-oriented development at the train station as the RFP process proceeds, and hope and expect Conn DOT will encourage even a greater level of public participation moving forward.

C-3

Finally, we support the continuation of this process, and we do praise Conn DOT for looking creatively at the potential of transit-oriented development at this station, as well as public/private partnerships to leverage scarce financial resources. Thank you.

MR. IKE: Thank you, sir. (Applause) Our next speaker, Jim Cameron. Please give your name and address for the record.

MR. JIM CAMERON: Good evening.

Response Key

Jim Cameron, 55 DuBois Street, Darien, Connecticut. I'm the Chairman of the Metro North Commuter Rail Council, but I'm speaking here tonight as an individual.

We've heard a lot this evening about time and how precious it is to commuters. My first comment really deals with the timing of this process.

We have known, on the Commuter Council, that the old garage would need to be demolished for five years, but this this evening is the first time that the DOT has sought public commuter input on this process. **C-1**

The fact that there are as many people here this evening, I think, is a result of the efforts of the Commuter Council, the media coverage we've got, with no thanks to the DOT.

If the DOT really cared about what commuters felt, there would be signs up in that parking garage for the past week, announcing that this hearing would occur. (Applause)

So the other timing issue is that the RFP bids are in the works. They're due four

Response Key

days after the comment period for this commentary has ended.

The bids are being worked on now. The time for public input would have been a year ago, before the RFP was issued, not while it is already in process.

It's a done deal. The specifications are defined by the DOT, without public input. The designers and the developers are coming up with their ideas. Once they are in the hands of the DOT, they go behind closed doors, through a secret negotiation process, with no public input, and the final decision is announced by the DOT.

C-2, C-3

I'm confused by a couple of things in this environmental impact report, which I have read in great detail. I called Mr. Alexander to make sure I understood it correctly.

One of the first things I was concerned about was, and Mr. Parker, I think, laid it out rather well, there were four alternatives considered. One, doing nothing, one, repairing the garage, the third, replacing the garage where it

Response Key

is, which has been the preferred response of the Commuter Council, and the fourth was replacing the garage somewhere within a quarter mile.

On page 2-2 of this document, it says, in looking at the alternative, replacing the garage on the existing site, this alternative was determined to not be feasible and would not meet the project's purpose and need, and, thus, was not analyzed in detail. (Applause)

M-1

I asked Mr. Alexander, if you haven't analyzed the proposal, you cannot make this environmental impact statement effective.

I'm hearing Commissioner Redeker say that that alternative is still on the table. Mr. Parker said the opposite, so I'm confused about whether that's on the table or not.

Let me just finish, and I'll be glad to listen to your response.

MR. REDEKER: Let me just clarify that.

MR. IKE: This is Commissioner James Redeker.

MR. CAMERON: And this isn't eating

Response Key

into my three minutes, right?

MR. REDEKER: No, not at all.

MR. CAMERON: Okay.

MR. REDEKER: But I think I need to clarify the question. I did talk to this in the beginning, and I'll just restate it.

The proposers have the option to recommend a parking garage at the current location, if that is the best choice for them.

The document that you're reading from said the Department of Transportation concluded that the Department of Transportation could not deliver a parking garage at the current location in a feasible manner that was cost-effective.

We rejected an action taken by the DOT in favor of a public/private partnership, because we believe, wholeheartedly, that it could be done more cost effectively and faster and better than we can, and that's the fundamental premise for the entire procurement that we're doing.

MR. CAMERON: However, if that alternative was not addressed in this environmental

Response Key

impact report, you need to do a new environmental impact report, if that's the proposal that's approved, correct? **M-1**

MR. REDEKER: If a parking garage is replaced in kind in the current location, it is not creating new impacts, so there's no need for a detailed analysis, so the document can stand.

MR. CAMERON: Great.

MR. IKE: Give your name again for the record, please, sir?

MR. CAMERON: Mr. Cameron from Darien. Transit-oriented development is defined by the state as a project within a half-mile radius of the train station or transit site.

Why not find a site of land within a half mile of the train station and put up your TOD project there, leave the parking at the train station, where commuters need it the most? **A-2**

(Applause)

What you did look at in your scoping, based on the conservative upper development range of what was proposed initially in the RFQs, was up to a million square feet of

Response Key

development, 400,000 square feet of residential units, a half million square feet of offices, 100,000 square feet of retail, and this document, created by your agency, Commissioner, says a building that size would require 2,185 parking spaces. **B-3**

How is that transit-oriented development? Tear down a garage to build another garage three times as big to put a 20-story building on top of that? It just doesn't seem to make sense. **A-1**

The other thing you did not mention, Mr. Parker hinted at, was, and you made it very clear in the RFP, that the City of Stamford has absolutely no say on what you build on state land.

And all the work by Stantec and by the City of Stamford in developing the South End is going to fly in the face of what you come up with if you do not include the City of Stamford and its Planning and Zoning Department in evaluating the project that's finally approved. **I-1**

I hope I'm hearing you say this

Response Key

evening that replacing the garage in the current location is still a possibility. I'm also hoping that you're saying that you're going to include the public commuters, the stakeholders, the City, local businesses in reviewing the proposals that you receive before you announce your final decision. I think the commuting public deserves no less. Thank you. (Applause)

A-1

C-2

MR. IKE: The gentleman with the young child, if you'd like to come now, we will accommodate you. This gentleman has a young child. He needs to get his child home. We indicated we'd let him speak. Please give your name and address for the record, please.

MR. GREG SHULAS: Thank you. Greg Shulas, 22 Radio Place, Unit 13, Stamford, Connecticut. I just, you know, in planning this project, I just really do hope you keep in mind the commuters' experience.

The main presenter here talked about how the goal of this is to create a better experience for the commuter. I think, right now, if you talk to a lot of commuters and surveyed

Response Key

them, the idea of walking one-fourth of a mile to the train station and parking there it is going to add to their day. It is going to make for a longer commute. **A-3**

It could cause them to miss a train. I think it could cause environmental problems, too, in terms of safety, traffic around the site, so I just want you to think of the commuter experience. **A-2**

I think, really, as many people said, the best idea is to keep parking, public parking where it is. Don't replace the old Stamford garage with a development. Put in, you know, better parking there. Keep parking parking, and find a commercial site nearby. **A-1**

I think we all support commercial development here. We just don't want it where the existing parking is. I think that's very important, and I want you to keep a transparent process for this. **C-2**

I do feel there needs to be better transparency about this, you know, I'm hearing, because of Jim Cameron, not because of, you know,

Response Key

there's not signs in the Stamford train station or in Glenbrook train station.

There needs to be better communication, and I think it's something we can do pretty easily. Going forward, I just hope that we're more transparent. I hope that we make sure we're keeping parking where it is.

If we have a commercial property, do it nearby, but not where we have it. It works. If it's broke, don't fix it. Thanks for your time, and I appreciate it. (Applause)

MR. IKE: Mike Young? Please come to the microphone and give your name and address for the record.

MR. MICHAEL YOUNG: Good evening. I'm Michael Young. I live at 463 Cove Road in Stamford. I travel for business at different hours and typically encounter a full parking lot later in the morning.

I pay a lot of taxes to Connecticut. I have had to walk from the Rich Forum a lot to the train station in all kinds of horrible weather. Promised shuttles never

Response Key

materialize.

I am not pleased with Connecticut DOT's treatment of Fairfield County, in general, and Stamford, in particular. Compared to the rest of the state, we are under-supported in highways and transit.

Hartford collects our taxes and gives little in return. Taking the physical taking of our train parking garage for a money-making venture is short-sided and stupid. **B-1**

I condemn the DOT's current agenda. I find the let them walk a quarter of a mile attitude repugnant. I ask all in attendance to contact their state representatives in this matter. **A-1**

To close, I want to say my brother used to live here in Stamford. He works on Wall Street. He made a lot of money. He pays a lot of taxes to Stamford. He doesn't live in Connecticut anymore, because of the transit. Thank you.

(Applause)

MR. IKE: Thank you, sir. Thank you. Our next speaker, I don't want to mess your name. Please come to the microphone. 54 Durant

Response Key

Street. Give your name and address, please.
Ma'am, I'm sorry.

MS. ZOILA ATENCIO: My name is Zoila Atencio. I live at 54 Durant Street. I moved to Connecticut in 2009. I put my name on the waiting list for two years. In the beginning, I rented the space in that 400 Atlantic, what is (indiscernible) in the corner.

I used to walk from there to the train. I take the train at 5:00 in the morning every day, okay? So I almost got hit one time, then I moved to 700 with the new one they put up in 2010, I think, at 700 Atlantic. It's over there prostitution and everything.

One day, I was waiting in the red light, almost somebody trying to get inside my car, and I was alone. It's scary. Did you say half a mile? Do you believe, when it's raining, pouring, walk? I walk. That's why I'm telling you today how is that one.

A-4

A-2

When it's snowing, when it's icy, when people are going to fall, to whom they going to put the lawsuit? To the City, to Stamford, not

A-4

Response Key

to you.

And, so, now I was thinking about the construction they're going to put all those things. Do you make a survey of how many people are sick, they have to commute, and, with those things, their health is going to get worse?

This is really serious matter. That's why I'm here today. And I take the train every day at 5:00 in the morning. It's a couple of people. There's like 50 people right now. It's growing up, you know? And I'm going to be taking this train for 30 years, because I'm young to be retired. This is really serious. Please, take into consideration the Stamford the residents over here.

A lot of people from New York we moving over here, because we want to be peaceful. We pay too much in taxes in taking over there $278, and then we going to pay the parking space. Now we going to walk a half mile in 20 degrees freezing, with the high heels in the ice? It's really serious this one. Thank you very much. (Applause)

MR. IKE: Thank you. Our next

Response Key

speaker, Tom Kijek. Please come to the microphone and give your name and address for the record, please.

MR. TOM KIJEK: Good evening. I'm Thomas Kijek, a lifelong resident of Stamford. I was born and raised here. I'm a realtor with William Raveis Real Estate, and I can tell you right now that the proposal that you are putting forth in Stamford will devalue the property values so drastically, which are so depressed now from the market that we are in.

B-1

It's absolutely deplorable what you are trying to propose on our residents and property owners here in town. (Applause) And I thank you for being here to listen to us.

MR. IKE: Thank you, sir. Myra, please come to the microphone and give your name and address for the record, please?

MS. MYRA KIJEK: Good evening. Thank you for being here, and thank everybody for their input. I was a commuter --

MR. IKE: State your name and address for the record.

Response Key

MS. KIJEK: Oh, I'm so sorry. Myra Kreiman Kijek at 448 Hunting Ridge Road in Stamford.

MR. IKE: Thank you.

MS. KIJEK: I commuted for over 30 years from North Stamford into New York City and to various locations in the City, adding yet more commuting time to the day.

As Representative -- I forget his name, but he said every second is precious. When I started to commute, it took me perhaps 12 to 15 minutes to get from North Stamford down to the train station.

When I stopped commuting, if I didn't leave 30 to 40 minutes, I could not guarantee I would get the train I needed, because I had to find a parking spot in an often crowded garage, sometimes drive around and around until I found a spot, and then walk not a quarter mile, not a half a mile, probably not even an eighth of a mile, yet that takes time to get down to the correct platform and catch the train.

When I got into Grand Central, I

Response Key

might have to go to the West Side, and then take another train, and then walk some more, so, actually, it adds a lot of time.

And to consider that current commuters might have to walk a quarter of a mile in an unknown direction at the moment, or perhaps take a shuttle bus, adding yet more time. **A-3**

And some of the outlying areas I see in that circle, I had an occasion to speak to an officer on the Stamford police force, and we were just, in the course of my work, and he mentioned one of the streets I see there, and he said, you know, when I know people, I advise them to take cabs, if they want to move into that area, because, right now, in the evening, it's still a little dicey. **A-4**

The woman, who spoke before us, who said she gets the train at 5:00 in the morning, I used to work in journalism, and I had -- if I took a train at 8:00, 9:00, that was normal for me. I would get into the Stamford train station at 10:00, sometimes even later. I would walk to my car. I would still be a little nervous.

Response Key

To think that I might have to take a cab or to walk through surrounding areas doesn't make sense to me, and I think that the commuters, although I no longer am a full-time commuter, I think commuters deserve parking that is convenient, that is pleasant, that is clean, that is kept up, and that a TOD within a half a mile away would probably be welcome to most commuters, but I think we really need a place that is close to park our cars. Thank you, all. (Applause) **A-1**

MR. IKE: Thank you. Our next speaker is Jack. Just give your name and address for the record, sir.

MR. JACK CONDLIN: Good evening. My name Jack Condlin. I'm the President of the Stamford Chamber of Commerce. I'm also a resident of the City of Stamford, and I'd like to thank the Commissioner and the Master of Ceremony for inviting us all here.

First, I will tell you I'm not a commuter. I live and work in Stamford. I'm very proud of that, too. It was a decision I made 31 years ago, and it was probably the best decision I

Response Key

ever made in my life.

Now you've taken and turned a parking garage issue into an economic development issue, okay, and a master plan issue, and it's being really done outside the Land Use Boards.

I think my only advice is let the developers know that whoever is chosen, you're going to have to go through Stamford's Land Use Boards, and there's plenty of developers in Stamford that will explain how difficult of a process that is, and it can take years to get through that.

This process is just upside down. The assignment was really to solve the train station parking. You're dictating to Stamford its residents, commuters and the business community.

If you're waiting until a developer is chosen and then it's like, okay, now we can go public, you know, no pun intended, the train has left the station at that point. There's no opportunity to have input in the process.

C-2, C-3

If you look at what Stamford has gone through in the past eight years in the

Response Key

development of the South End, what's taken place within the downtown in the central business district?

There was a tremendous amount of community input, and, as a result, they ended up getting a well-thought-out, well-engineered plan of development. This site was really designed as a parking garage. Anything else is really not good planning.

I mean you're trying to put a square peg in a round hole, guys. It just is like, okay, let's develop it. That doesn't make sense. And then you talk about the housing. Where is the demand? **B-2**

There are 4,000 units of housing being built in the downtown. There are thousands of other units being built. I'm sorry, 4,000 in the South End and 1,000 in the downtown.

The demand is parking. It's not to build more housing around that. There's plenty of housing that is being built, you know? I mean this whole process is sort of the equivalent is the tail is wagging the dog, and, I mean, my recommendation

Response Key

or my comment would be I think what we need to do is go back the drawing board and start being a lot more inclusive with what's going to happen on this site, because 25 years ago, there was a lot of study that was done. They rebuilt the train station and put the parking garage there.

Well it's 18 years later, and we're already talking about tearing it down, so, I mean, that kind of doesn't make sense to me. Having a parking garage anywhere, but the present location, just doesn't make sense, guys, and I think, you know, I understand the economics and all of that, but I think it's like go back to the drawing boards and figure out a better way. Thank you. **A-1**

MR. IKE: Thank you, sir. (Applause) Our next speaker is Mark. Yes, sir. Please come to the microphone. Mark Holzweiss. Just give your name and address for the record, please, sir.

MR. MARK HOLZWEISS: How are you doing? My name is Mark Holzweiss. I live at 260 Silver Hill, Stamford. I've lived in Stamford the majority of my life. I've commuted to New York

Response Key

City for over 10 years.

I'd like to thank the DOT for coming. As a lot of people have said, I hope that our comments and everyone and our public officials and city officials really have a say in it. I'd like to be a part of any decision, or any proposals, or anything like that. I think I've got a good eye, and, you know, to listen to everything for it.

To say that the parking garage has to be a parking garage, you know, show me some options. I've got some ideas and everything else, and there's been a lot of ideas out there.

I came here tonight. I had plenty of other commitments. I found out about this about a week ago, and I said it's so important for me to be here and to voice my opinion that I have to be here to speak up for the thousands of other people that park in the Stamford garage currently, so I'm here.

Sorry. I was just writing down some of my notes. Currently, I have up to about an hour and a half commute every day currently, okay,

Response Key

so, that's three hours of my day, and I currently park in the new side of the garage every day. I'm a creature of habit.

To add another five minutes on, 10 minutes, you know, I would hate to say could we force you to move and park a quarter mile away from where you currently, you know, work and everything else? It wouldn't be fun, because you're not just parking a quarter mile away. You're parking up to -- and I've heard a quarter mile and a half mile.

Probably like a little clarification of that, but, you know, not only could we be parking a quarter mile away, we also have to get to the platform, and it could be cold. It could be very hot. I'm carrying briefcases, computers, and material I'm taking home from the office.

A-2

Okay, I've parked a quarter mile away. Hey, I just missed the train, okay? And if it's not on peak, you know, I could wait up until a half hour more to catch the next train, okay? And if I don't make that express into Manhattan, I'm now taking a local, which even is worse, and I

A-3

Response Key

think everybody here knows that get in you don't ever take a local, ever. (Laughter)

Currently, and as some of the speakers have said, the entire area in and around the train station, not just the parking, sucks. It's two lanes, okay? On one side, it's only one lane going in one direction. It's deplorable. It's horrible. It has to be redone. **H-1**

There has to be a lot more thought put into it. I've made suggestions of where the current garage is. There's a lot right behind the garage. Through imminent domain, it has to be taken over, or should be taken over, a lot put there, and possibly the whole traffic pattern be reverted around the metro center building, because, again, you've got too much traffic.

There's been so much land development in the South Side of Stamford that it just doesn't work now. We're going to have tens of thousands of more cars, you know, coming in and out, going underneath that, you know, really only two points of going in and out from one side of I-95 to the other side of 95.

Response Key

We don't live in New York City, you know? You might get a few residents that are going to take this mass transit, these buses, or anything like that. I never will. I'm going to park. I have to drive to the station.

I work very early in the morning, and I work very late. We talk about -- you've talked about minimum of 1,000 parking spaces. You talk about a wait list. We're in some of the worst times in history that I can ever remember.

I can name, you know, dozens of my friends that are out of work that used to work in New York City that aren't working right now, or they're under-employed where they are, and they're not working in New York City.

K-1

We've got a garage that really didn't last its life expectancy. You're saying you want a garage. I'd like to know how well, because I don't know too many garages ever that you've got a life expectancy to last 60 years, but you're saying a minimum of 1,000.

In 60 years, or even 10 years, 20 years, what's proposed parking requirements of

Response Key

Stamford right now? There's a huge wait list right now that I know people are still on. If you made more than 1,000, or, you know, where else are you going to put this other parking in five years from now, 10 years from now? **E-1** **I-1**

If you've got a garage that's going to last 60 years, what are you going to do with this parking? Where else are you going to come up with additional parking? Let's look beyond five, 10 years. You have to. You're the state. We have to plan for it now, all right?

I'd like to know what would the cost be? Alternatives have been, you know, it's co-use. We can park in the other building. I hate to tell you how much parking is right now at the Metro Center. It's 30-plus dollars for a 10-hour day. I would never consider parking, you know, paying something like that. **F-2**

You've talked about traffic mitigation. Have you ever looked -- I know it gets busy, you know, certain times in the morning, in the afternoon trying to get into the station, but have you really looked at how the traffic pattern **H-1**

Response Key

works, how people are making illegal turns, doing U-turns, just really trying to get in and out of the area, because it really has to be really re-evaluated. **H-1**

And I hate to say that you're from Hartford, and you don't see what the pattern is like we all see every single day. As I said, I've done this for about 10 years now.

There's a lot of thoughts. There's a lot of ideas. Please take in the people's considerations here. We have to give it to you, because we really know. We live it every day. Thank you. (Applause) **C-3**

MR. IKE: Thank you, sir. Commissioner Redeker?

MR. REDEKER: Since you asked for clarification on the quarter-mile, half-mile, I thought I'd just make sure that's clear.

The TOD development zone is half a mile, so that's within that complex, within that. That's where we see development occurring, not parking. Parking is up to a quarter of a mile, but it could be closer than it is today. It could be

Response Key

at the same location it is today, but no further than a quarter of a mile, okay?

So the parking is limited, different, closer than what other development could be.

MR. IKE: Thank you, Commissioner. Our next speaker is Steven Higashide. Please come to the microphone and give your name and address for the record, sir.

MR. STEVEN HIGASHIDE: Steven Higashide. I'm with Tri-State Transportation Campaign in New York. I'm the Senior Planner and Connecticut Coordinator for Tri-State. We are a regional transportation watchdog that supports increased investment in public transit, smart growth, and efforts to support biking and walking.

I'm here, because we believe there's a lot of potential for a transit-oriented development near the Stamford Transportation Center, and we want to make sure it's designed well.

It's smart for Conn DOT to be exploring TOD, because it's a strategy that works.

Response Key

It's one of the reasons why the cities and towns along Metro North have been so successful. It's why Stamford has performed so strongly over the past 30 years.

I think almost everyone would agree that the Transportation Center is a critical asset, and the area around it is one of the most promising areas for development, both in the city and perhaps the entire state.

Of course, the details of any given project are important, and one of our main concerns about the station area today is that it needs to work better for pedestrians, as well as cyclists.

A-2, A-3, A-4, A-5
G-1,-3
H-1
M-3

It's a very short walk from the station to downtown, but it doesn't feel short, because it's not a pleasant walk.

The City clearly recognizes that this is a missed opportunity. That's why the City of Stamford is using both local and federal funds to improve the pedestrian experience around the station.

I'm pointing this out, because there is a clear and valid concern about commuter

Response Key

parking, but we want to insure that you also hear about the needs of those who work in Stamford, those who visit Stamford, and those who get to the train station via foot, bike and bus.

These are taken together the majority of the users of the station. There are currently 2,200 parking spaces in the station area, but over 26,000 boardings and de-boardings on Metro North and Amtrak every day.

Clearly, most people, who use the station, are commuting to Stamford or getting to the station by walking, cycling and transit. That's why it is paramount that this project be done in consideration with walking and cycling improvements, and that it not compromise any of the work that the City is doing to improve the walk to the station.

A-2, A-3, A-4, A-5
G-1,-3
H-1
M-3

We're also concerned that increasing commuter parking and concentrating it all in one location, such as next to the train station, could concentrate traffic, degrading the environment for both drivers and walkers.

A-3
H-1
I-1

The document, clearly, that Conn

Response Key

DOT is open to disbursed parking, that could be a sensible way to handle this issue.

While we support Conn DOT's TOD efforts, we're also concerned about how the agency has analyzed the effects of the TOD. As both the Commissioner and as Jim pointed out, the EIE looks at a theoretical mixed use development with more than 2,000 parking spaces.

SWRPA-5

We're glad that this is a theoretical number, because it just doesn't seem like a realistic number. To get to that parking number, Conn DOT assumed that 80 percent of trips to and from the development would be by car, which seems high.

According to the census, 80 percent of work trips in the entire Southwest Connecticut region are made by car, and that's the average of both the transit-oriented and non-transit-oriented parts, so you would think that for a development around the busiest rail station in Connecticut actual car use would be lower than what the state has predicted here.

B-3

Various studies reviewed by the

Response Key

Victoria Transport Policy Institute suggest that 60 to 70 percent or even lower would be a more realistic estimate.

Furthermore, the agency's RFP requires that the development look at demand management to further reduce car trips. In other words, we think a TOD could reduce car use by a much greater extent than Conn DOT has estimated in this document.

While the State must conduct a thorough and thoughtful vetting of the proposals it receives and could do more to seek stakeholder input, we support the continuation of this process. We applaud Conn DOT for exploring the potential of TOD.

C-1, C-2, C-3

If done well, a walkable, bikeable transit-oriented development can improve the neighborhood around the train station, add amenities for commuters, residents and workers, and reduce the taxpayer burden. Thank you.

MR. IKE: Thank you, sir. Our next speaker, Martin Levine. Just give your name and address for the record, please, sir.

Response Key

MR. MARTIN LEVINE: I know the drill. Thank you. My name is Martin Levine. I live at 74 Fawnfield Road in Stamford. I was a commuter for about 30 years to Grand Central starting in 1959, well before the current garage was built.

When the current garage was built, it seemed like a good idea at the time. It just wasn't large enough. When I asked the person in charge of transportation facilities with the railroad station how they would handle all the additional demand for parking, he said, oh, that's easy. We'll just raise the price high enough to discourage people from parking there. That's a good system.

There's good news and bad news here. The good news is that the State appears to acknowledge that it is incompetent at putting up buildings, as shown by the fact that a 25-year-old parking garage is falling apart and has been falling apart for about 10 years. (Applause)

And the design around the garage needs to be changed, that's certainly true for

H-1

Response Key

access, and the State's incompetence, as indicated by the Stamford Courthouse, which took forever and a day to be built. So that's good news.

A-1

The bad news is concerns about removing a parking garage, taking it away, and putting it someplace else, but I have a solution, and I'm sure you're going to be pleased to hear that, because it resolves everything.

A-5

The resolution is you raise the money by selling the air rights for commercial development above the existing parking garage, but telling the developer that their parking will be a quarter mile away, and that will be perfect. It's only a quarter mile away.

And the problem, of course, is that no, no tenant is ever going to move into an office building where the parking is a quarter mile away, so why would you expect Stamford commuters, who live here and pay taxes here, to accept a quarter-mile walk in the rain and snow and whatever, when office developments never require people to walk a quarter mile away?

In effect, what you're doing is

Response Key

A-4
C-2
J-3

catering to the needs of people, who live outside of Stamford, to the disadvantage of people, who live in Stamford. (Applause)

As for Transit-Oriented Development, it's a slogan. It's a bumper sticker. How real is it? Well let's look at the Gateway Project, which was recently approved by the Zoning Board.

They said they were a transit-oriented development, and that was a very good reason to have them build there, far in excess of what the City zoning regulations required.

If you expect the City Zoning Board to stand up for anything, look at the Gateway Project and the mystery tenant, but, beyond that, they wanted to build more parking than was required.

There was some thought that they had in mind, using some of that parking for commuter parking, but they insisted that they needed two and a half parking spaces per thousand square feet for the tenants of their building.

Now the standard in Stamford is

Response Key

three parking spaces per thousand square feet, so when the Zoning Board asked, well, why do you need two and a half spaces per thousand, when this is a transit-oriented development, Gateway developers responded that, oh, it's an absolute minimum. We need that for our tenants, so there's your ratio.

Approximately, there's a 16 percent reduction in parking for transit-oriented development. That's some nice reduction, but it's really not all that significant, so transit-oriented development is really a slogan, designed to enable people to build more than they would otherwise build, as Gateway was permitted to do, on the premise that somehow there's something magical about development near a train station, when, in fact, it's a 16 percent reduction. It's not huge. It's not huge at all.

B-1

B-3

I think that there's a big mistake going on here. I would not want to have to -- I now sometimes go into New York on occasion, and I enjoy that, if I get up early enough, I can find a parking space at the station, and I can walk through a covered entryway above ground.

Response Key

I don't have to cross the street. I don't have to go out in the elements. I can walk across to the railroad station. That's a really good solution. That's a good accommodation for the commuters of Stamford, who pay a lot of taxes here. That is a very nice feature. **A-2**

I can't imagine, I can't imagine why anybody would want to take that away and exchange it for a quarter-mile walk. Thank you. **A-1**

(Applause)

MR. IKE: Thank you, sir. Our next speaker is Paula Kroll. Just give your name and address for the record, please.

MS. PAULA KROLL: Hi. I'm Paula Kroll, 80 Winding Brook Lane in Stamford. I've been a resident of Stamford since 1983, and I've been a realtor since 1986, and every buyer that I have had has been told there's a waiting list for a permit at the train station since then. I don't know if anybody else has been luckier, but it's really sad.

There's such demand, and it's not just Stamford. I sell in other communities, too,

Response Key

and some of them use the Stamford station, and there is quite a demand.

I think that the current Stamford station location should remain where it is. It's imperative. I think, if you're going to get real about a commute, you know, most people drive 20 minutes to 30 minutes to get to the train station, park, get on the train, then they arrive, what, 50 minutes to an hour later in New York, then they have to spend, what, another 15 minutes to a half an hour to their destination in New York?

A-1

You have to get real. We need our parking here, and we need more parking. Thank you.

E-1

(Applause)

MR. IKE: Barry Michelson? You have to help me with the next one. Last name is Giordano. Please, just give your name and address for the record, please.

MS. ESTHER GIORDANO: My name is Esther Marie Giordano, 94 Strawberry Hill Avenue, Stamford. Some of my ideas. Bottom line, new commuter parking garage, exactly where it is.

A-1

You say it's not cost-effective, 35

Response Key

billion, 40 billion, I don't care. It's cost-effective to me. It's my federal tax dollars, it's my State dollars, it's my local city dollars, and it's my 10 dollars a day. I'm dying to find out what you're going to be charging me for parking. Is it going to be more than 10 dollars a day, because I'm still on the waiting list?

C-1

In regards to the notice of hearings that have been mentioned, I didn't know about the one in May. In fact, there was a comment period, and I just happened, for the first time in nine months, to take the elevator in the garage. There was a notice. Of course, it had already passed, but I made a comment anyway, so now I know about this meeting.

There were no flyers anywhere on any of the, you know, here's four blue, here's three green. Nobody blanketed my car, my windshield with flyers, so I'm beginning to wonder, when you talk about we're going to notify you about parking changes as the construction goes on, how are you going to notify?

Do you notify the people on the

Response Key

waiting list? Have they been notified about these meetings? You might have their mailing address. You might have e-mails. I don't see any effort to really include. You could be standing on the train station, like politicians do, handing out flyers, shaking hands, talking to the people. I don't see any of you guys out there. **C-1**

Yeah, newspapers are not enough. People don't necessarily read newspapers or websites anymore.

Reducing the strain, the difficulty of commuting is high on my list of things that I need. I know a lot of people have mentioned barely the weather, but that's the least of my problems.

Occasionally, I have commuted my authority with crutches, with a cast, with various other foot problems that other people I'm sure have, and I see a lot of people struggling with strollers, double strollers, children, and everybody is always carrying something, at least one bag, if not, two, so walking a quarter mile, forget it. That's outrageous. **A-2**

Point number three, oh, yeah, this

Response Key

is an idea. Since you guys didn't really plan ahead, about carpooling, you know, a lot of people like carpooling, back in the '70s. You didn't even have anything along 95 for carpooling. You could put a lot out there somewhere half a mile around for carpooling. People drive 95. Encourage carpooling.

H-3

Not only that. It could be a great place for cell phone waiting area. These waiters take up space, block traffic flow. You could have people, like in airports, when they get to the train station, call that person to come pick them up immediately, and then they're gone. You don't have people parked there, blocking the roads.

A-1

Number four, if you're going to do anything a distance away, and I don't care if it's one foot away, it better be closer, not further away.

G-3

I want a wide, covered, moving sidewalk, just like the airports. I don't want anything that's going to slow me down, and I don't want to slow anybody down behind me, because, usually, they walk faster than I. I don't want to

Response Key

block their way. I'm really not going to run for a train. I'm at that age, where I can't run.

And bottom, the lowest choice, is to have a shuttle. I mean you could have built something where CVS is over at Bulls Head. Great place for carpooling, building a garage, facilitating less traffic in Stamford, by having people meet in a center place.

SWRPA-4

But I'm not interested in driving up to Bulls Head in order to take a shuttle back down or wherever else you put this thing.

I noticed you were talking about traffic flow. I'm suggesting, and this could be done right now, you travel south on Washington Boulevard, I know you guys don't, but we do, there's only one turn, that lane that goes left into Station Place, the middle lane goes straight ahead, but, invariably, that space, when you get a red light, is blocked by all these cars in that one lane, you need that middle lane, that straight arrow, to go both ways, so you have one lane that will go right into the garage, and the other lane can go right down Station Place.

H-2

Response Key

I'm not interested in getting hit or being hit, especially when I'm trying to catch my morning train and go to work. Who needs that?

To facilitate the going in and out of the garage, because I've waited 15 minutes to pay and get out, tonight it was quick, it was seven, there should be, since I can't get on the waiting list to get one of those magic wands, a pre-paid card will speed up the process. **F-1**

Instead of finding the cash, making sure I always have cash, I'll just have the card, swipe it and go. Whether it's the 10 dollars or the eight dollars, it will know the time.

And if you're going to do anything, I would build higher and lower and a lot more spaces, so we can get off the waiting list. **E-1**

Think New York City. Think subways. If you're going to build, yeah, sell the air rights, but make sure they have all that parking right there. **A-1** **A-5**

Oh, yeah, Washington Boulevard. Well way back in the day, it was to help people commute from North Stamford down to the train

Response Key

station. Used to be able to make it in 20 minutes.

Well I live right here. It takes me 20 minutes from here down Washington Boulevard. Since there's been so much more development, there's more lights, lower speeds. Something has got to be done to make that traffic flow again. **H-1**

I mean they're doing construction on Washington Boulevard in the middle of the day. That's nonsense. People are trying to get to and from North Stamford and downtown. You don't do construction in the middle of the day. It happens at midnight. Nobody lives there.

That's about it for now, and if I think of anything else, I'll write to you. Thank you very much.

MR. IKE: Thank you very much, ma'am. Thank you. (Applause) Our next speaker, Thomas Gizicki. Just come to that microphone. Name and address, please, for the record, sir?

MR. THOMAS GIZICKI: Tom Gizicki, 204 Riverbank Drive in Stamford. I'm going to start at the end, because a lot of people covered a lot of things I would say.

Response Key

I endorse probably 90 percent of the thing about keeping the garage where it is. We're talking about a Transportation Center. It's a nice euphemism. **A-1**

The center of the Transportation Center is that quaint old term, a train station, and I think a priority should be making that train station effective, efficient, safe and handy for your commuters. **A-3, A-4**

I've been commuting for 20 years now. I've been in town since '74. Fortunate enough to have a parking space, a pass in the garage.

Among the things that got me about the EIE was that it's over 230 pages long, and, as I look at it, two pages, less than one percent, talked about the pedestrians. Pedestrians would be created by moving the garage away from its current location. **M-3**

I think it needs more analysis, and, quite frankly, other things that need more analysis include a re-look at keeping the garage where it is. I believe you folks found that it was **A-1**

Response Key

infeasible to do so. Appreciate that analysis, however, in this era of public/private partnership, I would think a reasonable approach in putting out the RFP to make one of the requirements you want to see a version, where the parking garage for the station is kept in its car place, to accommodate the 700 people, who already are there, the 300 more you want to accommodate, and the 1,000 or so perhaps that are still on the waiting list, let alone the parking for a million square feet of TOD that's proposed.

E-1

Just to put numbers in a different light, people have talked about this, time sensitivity about commuting. The express to New York is 44 minutes. The quarter-mile, depending on what kind of shape you're in, five minutes, 49 minutes divided by 44, 11.36 percent increase in commuting time. Forget about how long it takes you to get down to the station and what you're doing in New York when you're getting there. That's 11 percent.

A-3

The economic in this environment, an 11 percent increase is quite not immaterial, and

Response Key

we all should be aware of that. (Applause)

In terms of the new commuters that may be, not commuters, pedestrians that could be created by moving a garage, which I don't endorse, but you have 1,000 that you are willing to accommodate, let's count, say, 500 of that waiting list, because I suspect some of them have gotten so frustrated that they've given up, where is that in the analysis of the pedestrian flow?

You put them a quarter mile away, they're crossing multi-lane, high-volume streets here in the morning, where everyone is time-sensitive about getting their train, I suspect, with that increased volume of people there, combined with the vehicular traffic, you know, you're going to have mayhem at the crosswalks. Forget about the walk/don't walk signs. You'll have mayhem. It will be on You Tube once a week.

In terms of mitigation, one that I found interesting was, well, if we move it away, let's remember in this proposal part of the mitigation was that there would be a walkway built from the west side of Washington Boulevard over to

Response Key

the south platform of the station, which I found a little perplexing, if I got it right, because it's the northbound platform that you worry about in the morning when you're going into New York, so getting me to the south side doesn't get me there. **A-2** **G-1**

I've still got to get across, and, quite frankly, given Metro North's scheduling, when you come in from New York now, you often wind up on the north platform anyway, so that bit of mitigation, the only one that was mentioned, doesn't seem to be helping the situation at all.

That's all the notes I made on the train coming home. It's 230 pages. I'm sure I can dig up more, but keep the garage where it is. There's got to be a cost-efficient way of doing it. **A-1**

If the State can't figure it out, let's get our entrepreneurial private developers to figure out a way to do it. What we're talking about here is some concrete beams, stacked neatly together, suitably reinforced, unlike the current garage, and build it a bit higher, and the idea of air rights over it seems like a fantastic idea. **A-5**

Thank you.

Response Key

MR. IKE: Thank you, sir. (Applause) The last speaker on the sign-up sheet is Shelley. Yes, ma'am. Just give your name and address for the record.

MS. SHELLEY MICHELSON: Good evening. I'm Shelley Michelson. I live at 111 Idlewood Drive in Stamford. I appreciate the opportunity to speak this evening.

When I first arrived in Stamford in the mid '70s, I was parking at the Stamford station, and it was a surface lot at that time.

Shortly after that, they started building the garage, the first phase of the garage, and I remember it was held up quite a bit, because there were a lot of structural problems and a lot of finger pointing at that time.

Was it the architect, the engineer, the structural person? It took a while to remedy that, and, later on, they added the second part of the garage.

There is no doubt that there are improvements needed at the station. The circulation I think we've talked about is really

Response Key

bad. There's a big backup for drop-offs and pick-ups, and the cabs take up a lot of room, and, also, you know, getting down to the station has become very congested. **H-1, H-3**

It seems as if the transit-oriented development that commuters would appreciate are things that we now have, you know, flowers, newspapers, coffee, you know, little snacks, things like that. Maybe adding something, you know, pick up a light dinner to bring home if you don't have time to cook, you're coming home late, things like that, not apartment buildings.

And you've heard from everybody that the garage is in a great place right now, and I think we all appreciate the convenience of that. **A-1**

I mean there were many times that I would be going into the City with a suitcase, because I was leaving from work to go out of town. I'd have a briefcase, I'd have a handbag, I'd be running for the train, and now, you know, the humor in it doesn't escape me, because, many times, now that you have four tracks, you're running up and down, they change the track, and it's kind of **A-2**

Response Key

cumbersome, but funny, to be dragging a suitcase.

You can't go down in an escalator, and sometimes the elevator is not there, so you're dragging a suitcase, and all this stuff up and down.

I mean, if I could just picture how that looks to somebody else, it would be kind of funny, but, you know, it's not very convenient.

I want to leave asking three questions. The first question is, and I think we'll probably find this out in time, what is the impact on the ticket prices for people commuting in and out of the Stamford train station and the parking prices? **F-2**

The second one is we've heard that there may be the possibility of another train station in the east part of Stamford. How is DOT coordinating the possibility of that station with the improvements at the Stamford station and handling the waiting list, and is that the best location for another train station? Do we really even need one? **I-2**

And the third thing is that how

Response Key

will the DOT make sure that the construction of any garage, whether it's at the same location, which we hope for, or not is high-quality construction, that we're not going to have the same problems that we have right now with structural problems and the thing just crumbling and falling apart? Thank you very much.

K-1

MR. IKE: Thank you. (Applause) Commissioner Redeker?

MR. REDEKER: I'll try to address the three questions quickly. We probably should just confer afterwards on the first, so I understand the question about pricing, but I would make this clarification, if anybody has a question, because I've heard folks, who have called me, think that part of this proposal is to turn over the station, parking pricing, the facility and all the revenue stream to a developer. That is not the case.

The State owns the property. It will still own the station parking, and the State is responsible for the fees that are set, the State collects all the revenues from it. Any net

Response Key

revenues after the costs are paid actually go back into improvements in the station, so that's how that works.

In terms of the new station proposal and concept, that's a proposal that is being worked on through local folks. SWRPA is running that study at the moment.

We are participating as that moves forward, you know, getting input and giving feedback, and there's no conclusion at this point. It's really just begun, in terms of a feasibility analysis.

And the last question, how do we make sure this is a high-quality garage? We built in standards, in terms of what we expect, and there are performance standards, and then there are financial penalties and things that go in if we don't meet that, but there's also ongoing maintenance and cyclical maintenance and replacement things that's required through the course of the contract.

So we'll essentially deliver a program and make sure that it's maintained at those

Response Key

high standards throughout its life.

MR. IKE: Thank you, Commissioner. Do we have any other first-time speakers? Yes, sir. Please come to the microphone and give your name and address for the record.

MR. MARTIN KIVELL: My name is Martin Kivell. I live at 202 Soundview Avenue in Stamford.

I remember when the current train station first opened many years ago in Stamford. It was not a great opening. I remember the New York Times architecture critic called it a monstrosity.

Well I'd like to write the architecture critic, just to inform him of this plan, and let them know you would never believe it, but, believe it or not, they're actually going to make it worse.

A bit of my background. After about two years of being on the wait list, I, just a few months ago, I got a space in the garage. You see, people, it really does happen.

Now, before that, I had to walk a

Response Key

quarter of a mile from the Rich parking lot through rain, through sleet, through snow, through icy sidewalks, and nearly getting creamed a couple of times by cars rushing and drivers talking on their cell phone. In short, it sucked. **A-2** **A-4**

Now, for the past three months I've been in the garage, my time is shorter, I can go, I can take a few extra minutes before leaving, make sure I have everything, and I think, most important, at my company people there can actually talk to me within an hour of me getting to the office, without fear of getting their limbs torn off, because I'm in such a bad mood.

In short, I don't want to go back to what I was doing, and I fear this is going to happen with the plan. Besides the uncomfort and being late, missing trains, with all those pedestrians rushing to work and all those extra cars, let's face it, somebody is going to get killed. **A-1**

Our safety is more important than anything, so keep the garage where it is. **A-4**

One more thing. I've never seen a

Response Key

1 plan pushed through this hard with as little public
2 input as before. I'm sorry, but I can't help think **C-3**
3 of the parallels to a situation that's happening in
4 Stamford.
5 There was a big controversy over a
6 developer in Harbor View in Stamford and how they
7 were removing the boatyard, and there was a big
8 controversy, and people were up in arms.
9 Then we found out recently that all
10 the time this was going on, the Governor's office
11 was in secret negotiations with the developer,
12 giving them tax benefits if they would move in, and
13 nobody here knew anything about it.
14 Now I have to ask you, is there
15 some corporation that wants to move in and is **B-1**
16 putting pressure to move it along, because that's
17 the only thing I can think of.
18 Please answer this question,
19 because I remember a few years ago, when they
20 wanted to ask corporations to move to the train
21 station area and develop a business, it turned out
22 nobody wanted to move there.
23 What do you think is going to be

Response Key

B-1

different now? So I have to ask, does anybody have any plans to move in that you know of? Is something going on that we don't know? Thank you.

MR. IKE: Thank you, sir. (Applause) Commissioner?

MR. REDEKER: I can assure you there is no one waiting to move in or negotiating a deal, because they're ready to move in. The time pressure on this is self-imposed, because we've been trying to get something done here for 10 years, without success, so we're trying this model to be successful and deliver a parking garage as quickly as we can, because the need is so great.

MR. IKE: Thank you, Commissioner. Our next speaker from the audience, this gentleman, then I'll get you, ma'am, then I'll get you, sir. Please give your name and address for the record.

MR. CARL LEONE: Thank you. My name is Carl Leone. I'm a State Senator here in Stamford, and I apologize for being late. I was at another neighborhood meeting, but I did get here in time to hear many of the comments.

Thank you, Commissioner, for coming

Response Key

down, so that you could hear from our constituents verbatim some of the issues that we are fearful of and want to make sure that our issues are addressed and rectified.

It's clear that our commuters want to have their roadblocks or hurdles minimized and their positive experience maximized, so, as an elected official, I want to make sure that that is part of any design or any kind of building replacement to be considered would be here for any consideration.

And I think, most importantly, before we reach a point of no return, in terms of a final decision, that there still is the ability for public input, so that there is a way for communication to be shared, so that we can see the pros and cons of what might be proposed.

C-2
C-3

Now the fact is that this building has to be replaced and come down, so in order to have that come down, we need alternate parking. The question is that going to be permanent or temporary?

A-1, A-6

We want to maximize, to the extent

Response Key

possible you can, in the best interest of the commuter, as well as the City, as well as the State, but the commuter interests are very important for the ones that have to use it on a daily basis, and I thank you for coming down to hear from them themselves. Thank you.

MR. IKE: Thank you, sir. (Applause) Ma'am? Just give your name and address for the record, please.

MS. TAMMY LANGALIS: Hi. Good evening. I'm Tammy Langalis. My address is 11 Indian Spring Road in Norwalk. I am an elected official for the 6th Taxing District. I represent the railroad station there. I'm also a realtor in the Greater Lower Fairfield County area, and I have a number of concerns, and I thank you all for coming and listening, and I hope you take them into consideration.

As the Commissioner of the 6th Taxing District, I attend the SWRPA meetings, and we're all very aware of waiting lists at the train stations up and down the line.

And a few years ago, when this

Response Key

proposal to renovate the Stamford train station was brought forward, it kind of sends a ripple of fear up and down the rest of the stations, because most of us all are at capacity, and we've actually been requesting more parking spaces at our station, and, so, I'm sort of fearful for what's going to happen while this new garage is being built, and I think you all need to think about that, because it's going to have an impact not just on Stamford. **L-1**

As a realtor, many of my clients are buyers coming out from the City, and one of the first questions they ask me, how do I get back into the City, or how is the commute, and I have to tell them.

And when they hear six-year waiting list, they kind of go, whoa, you know, maybe I'll move to Westchester, so that negatively impacts our economic livelihood and the economic livelihood of our municipalities, as well.

I think, very importantly, sort of one of the gentlemen alluded to the Brewer's Yacht incident, that specific needs to be in specific places, so commuters really do need to be pretty **A-1**

Response Key

close to the train station. I'm all for capitalism and development, but I really think you have to take that into consideration here. Thank you very much.

MR. IKE: Thank you. (Applause) Sir? Just give your name and address for the record, please.

MR. DAVID MARTIN: Thank you. My name is David Martin. I live at 2121 Long Ridge Road in Stamford. I was the former president of the City Council here, and I'm presently on the Board of Finance.

My question is a rhetorical one, is is there a more important transportation facility in all of Connecticut than the Stamford rail station? Well maybe Bradley Airport, but, even if it is, it's not more important to us.

And the second question I want to ask, is there a transportation facility in all of Connecticut that has more problems than the Stamford train station, and I don't think I can think of one.

I don't believe that we need a

Response Key

consultant study to come in and tell us that, whether by misfortune or miss-planning, we've ended up with a train station that multiple times we have not adequately planned from the first garage, in terms of its space, as we didn't plan adequately for the second garage, in terms of its spaces.

The Transportation Center, itself, is not adequately planned for, in terms of some of things we're talking about, in terms of pedestrians and bicycles and buses, whether they be shuttle or not, and, of course, it is a very complex environment here, because we're right up against I-95, so it's certainly a challenge. **I-1**

But what we have is perhaps the most important Transportation Center in Connecticut, that has the biggest set of problems in Connecticut, and we know, although we sometimes forget, that transportation is, in fact, one of the cornerstones of successful economic development. Is it a wonder that the State is struggling?

Now the question is what is the Department of Transportation's responsibility? Its first responsibility is transportation. (Applause)

Response Key

The Department of Transportation is more responsible for our economic development and, believe it or not, our sheer happiness than almost any other department in this State.

So when we say transit-oriented development, some of us are a little bit concerned, and the reason why is that I don't know of a development on the planet that wasn't transit-oriented, and, so, I don't know what these words mean.

You don't develop something where there's no transit, so what do these words mean? And what scares some of us is that it is an excuse to put more development and not solve the fundamental problems of our train station. **B-1**

Your first responsibility is to make the transportation work for the people that come into Stamford and the people that go out of Stamford. And when you come up with your criteria and you say that 75 percent is going to be on the economics, well, yes, the economics have to work, but, as a government agency, the economics we should be talking about is what are the property **J-1**

Response Key

values in Stamford going to be if we can't even get to the train station, because there's all this other development?

There's 2,000 cars in front of us. We can't even get to the parking lot that's a quarter of a mile away. Your first responsibility is our Transportation Center from a transportation perspective, and it is important to our commuters for their sheer happiness. Do you know that they study happiness, and they have a hard time studying, but one thing they figured out is long commutes make people unhappy. I don't think you need to know that. **A-3**

And if you go to Fairfield County, we've got a lot of people, who are unhappy with the long commutes, and if you're coming in and saying I'm going to put the development and make its economics more important than the transportation, you've got to get your priorities straight.

The priorities are the scent of the train station, the people coming in, the people going out, the economics of the City of Stamford, the economics of Fairfield County. That's what

Response Key

comes first.

I would appreciate it if you'd put those in your priorities and move it that way. That's your job. Thank you. (Applause)

MR. IKE: Thank you, sir. Do we have any other first-time speakers? First-time speakers? Okay. Any second-time speakers? Yes, sir? Just come to the microphone. Give your name and address for the record.

MR. CAMERON: Jim Cameron, again, 55 DuBois Street in Darien, speaking for myself, but, also, acknowledging that the Commuter Council, as I mentioned earlier, has been involved with this process for five years, and one of the speakers did mention that the RFP that was put out, the proposal for the developers, should have included some sort of incentive for parking to be kept in its current location.

J-2

The Commissioner knows that that was one of the suggestions from the Commuter Council. We asked several times that the RFP be weighted in favor of a developer, who would keep the parking in place, and the Commissioner rejected

Response Key

that.

So I'd like to put the Commissioner on the spot right now. He's here. He's been answering questions. He's heard a lot of comments. We've heard State Reps and Senators tell us that this needs to be an open and transparent process, so I would ask you, Commissioner, how open and transparent will this process be when you make your RFP decisions? **C-2, C-3**

Will you allow stakeholder, commuter, business interests to see the proposal that you're looking at before you issue a final decision? **J-3**

MR. IKE: Commissioner Redeker?

MR. REDEKER: I'll be happy to answer that. Do you have other questions?

MR. IKE: Final comments.

MR. CAMERON: Okay. I would love to hear an answer to that. Thank you.

MR. IKE: Are there any other speakers? Yes, ma'am. Just come to the microphone. Give your name and address for the record.

Response Key

MS. KROLL: Paula Kroll, 80 Winding Brook Lane, Stamford. Will you have any other public hearings to share your consideration of future proposals?

C-2, C-3

MR. IKE: The Commissioner will address that in his final comments. Yes, sir? Please come to the microphone. Give your name and address for the record, please.

MR. CHABOT: Rodney Chabot. You have my address, 159 Ponus Ridge Road in New Canaan. I already gave it to you.

I've heard some things here that want to be repeated again, and I think it's very important that the Department of Transportation think about quality.

The garage that's falling apart now was built less than 30 years ago. That's pathetic. And I hope that the DOT, as the Commissioner just said, will do their very, very best to make sure that not only the blueprints are correct, the specs are correct, but the materials used are correct, and the beams are thick enough, because when they built the original station, one of the beams was so

K-1

Response Key

low it sagged.

They've got to evaluate this and do it properly. Planning ahead is so important to do it right, because we are going through an awful lot of mess now. We don't want to do it again in less than 30 years.

E-1

The other thing is planning ahead. We don't need just 1,000 more places. We should plan for 2,000 more places. Plan ahead. Don't plan for what we need now. Think of the future. (Applause)

So I think we're very short-sided if we just do the 1,000 to replace what we have or a few hundred more. Add another thousand. I guarantee you they will be taken immediately. That's it, and thank you very much.

MR. IKE: Thank you, sir. (Applause) Do we have any other speakers? Any other speakers before we formally close the hearing? Yes, ma'am? Please come to the microphone. Give your name and address for the record.

MS. GIORDANO: Hi. Esther

Response Key

Giordano, again, 94 Strawberry Hill Avenue, Stamford. I just want to make a comment. You talked about bicycles. I've only seen one bicycle on the train in the nine months I've been recently on.

A-2, A-3, A-4, A-5 G-1, G-3, H-1, M-3

Pedestrians are definitely an issue. I see it all the time. People do not know how to use crosswalks. They do not know how to cross at the Green and not in between. I mean they're from New York City, and they just feel like they're going to go. They're the pedestrians. They have the right of way.

I follow the rules. When I'm a driver, I stop for the red lights and let the people go, but there's got to be some rules on the other side, too. When I'm walking in New York City, I watch that I get the walk sign.

So maybe there needs to be some education on how you cross the street, because, obviously, there's a lot of people that don't know.

I think the main concerns are the people that drive cars. This is suburbia. There's some urban renewal, but, primarily, people come and

Response Key

go in cars. That's how we get to and from where we're going when we need to do that.

Whether I have to be at work at 5:00 a.m. and sometimes stay until 11:00 p.m., catch whatever train, I can't run by bus. I've done that before. I've had to like, okay, the buses stop running at 7:00. What happens to you after 8:00 p.m.? I had to wait for someone to come down from North Stamford, a half an hour for them to come down, pick me up, go back up again. Buses don't necessarily always work.

If there's ever going to be a shuttle, it better be continuous from 5:00 a.m. to 2:00 a.m. the following morning, and I mean continuous, line them up, because I'm tired of waiting.

I have to wait for the train. Sometimes I have to wait for it to, you know, we're stopped. Last night, 20 minutes. I don't know. The battery needed to be charged in cars three and four. I don't know why, but I have to wait. There's no place for me to go on that train. That's another 20 minutes I have to ride.

Response Key

I don't need any more quarter-mile walk. I want to go, so please let us go. Thank you. **A-1**

MR. IKE: Thank you. Any other speakers? Yes, sir. Please come to the microphone. Give your name and address for the record.

MR. ED CZESCIK: Good evening. My name is Ed Czescik, 84 Mayflower Avenue. I'm born and raised in Stamford, and I've sat through the whole meeting. I've heard no one say let's put the parking a half mile away, a quarter mile away. **A-1**

This government was formed upon for the people, by the people. You have to listen to these people here and continue the parking close. It's your job to serve the people here, and I'm just trying to tell you this government is based on for the people, by the people.

You listen to these people and do what you can, okay? Thank you.

MR. IKE: Thank you, sir. (Applause) Any other speakers before we formally close the hearing? Any other speakers? Seeing none, we will have final comments before we close

Response Key

from Commissioner Redeker.

MR. REDEKER: So I'll end the way I started. I really do thank you for being here. It's a personal commitment of yours that you've been here, and I truly appreciate that.

I think, actually, David Martin probably summarized it best for me. My job is transportation, first and foremost, and it is, and my commitment is to the riders and the commuters, first and foremost, and this process, if you look at it all, sets forth those goals and objectives, commuters first, parking first, proximity first, convenience first, and here's what I heard tonight.

Don't move the parking further away. I got that. And you're right. Nobody here said move it. Frankly, I didn't either. The RFP does not. What it asks for is give me the best proposal possible for the commuter.

So I understand there's uncertainty, but what I would ask is that you don't rush to conclusions, when, in fact, we don't even have the proposals in-house yet, so I can't tell you what the proposals are. I can only tell you

Response Key

what your goals are, so let me talk about what I heard, and I'll talk about what my vision is, and just summarize some of the things that I hope that we leave together with at least an understanding on.

So I heard that, you know, keep it where it is, keep it close, maybe even closer I heard from a few. Make sure that time, time is how you value this.

Who talked about the 11 percent? I forget the name, but the 11 percent increase in time if you move it a quarter of a mile. Well, frankly, I do transportation modeling. It's that access time is worth at least two times or three times the actual time. I get that. What if it could be actually less time than it takes today? I think that's the goal.

And I heard a lot about safety, safety, because it's a mess. The drop-offs are a mess. The traffic is a mess. Pedestrian access and crossings are a mess. You're right. The station is a mess. It's hard to get in and out of. The information doesn't work. The systems don't

Response Key

work. You're up and down and over, because we don't get information soon enough out of the trains. I got that. We've got to fix that.

Traffic and traffic congestion exists, it always will exist, and this process cannot make it worse, and that's why we've talked about mitigation and why this project must address that and cannot make it worse.

And I heard about a waiting list, and I'm not saying I don't understand the waiting list issue, and I pledge that I will work on that waiting list issue. Part of that is, and I heard a fear about other towns, what happens during construction? Are people going to go there?

Well that's a concern, but, actually, the waiting list issue in Stamford is many of them from other towns, and working together on a solution for all of those problems is a key one, so I'm committed to that, as well.

Those are a lot of things that I heard. I didn't hear anybody say move it a quarter mile, but, again, I didn't say it either, so I'm with you.

Response Key

A couple of things, just to clarify, then I'll talk about the vision, and then I'll talk about the process. Remember that this EIE is talking about the worst case of all the proposals put into one worse case, and that's probably not going to be any of the proposals we see, so I'm not expecting to see any proposal that adds 2,100 parking spaces for development. I'm just not, but that's because that's the way this gets done, and it is a different process than almost any, well, than any other traditional project that we do.

I heard no input from Stamford, and I just reject that. We've worked with Stamford through this process. We worked through the report that generated recommendations for the Transportation Center collaboratively, and we adopted all the recommendations, all the principles, and put them in the RFP.

Second, any development that occurs on private property, not on State property, must go through the Stamford process, the zoning, the approvals must meet all the rules of Stamford.

Response Key

We're not ignoring. We're partnering. We've been doing it from the beginning.

Some folks think we're taking parking for development, as in reducing parking. I think most of us know that, that we're not, but I want to make it clear. We're not. We're adding parking.

And if additional development can support the customers' experience and can support what is consistent with Stamford's goals, then that's part of the proposal.

I heard a bunch of people talking about the frustration with parking today. Can't find a space. Got to go all the way through the system. I get to the garage and it's full. I've got to go somewhere else.

The proposal calls for a state-of-the-art parking management system that can provide real time information before you get there, that can get the ticketing purchasing system easy, and automated, and not wait in line, and not have to be delayed. You'll know before you get there where are spaces. You might even know where your space

is. That's the goal, so, something very different than today's experience.

Response Ke

I get concerned when I'm asked to go back to the drawing board, because it's been 10 years and we're nowhere, and I don't want to take another 10, so I get concerned about that. I think we've got to figure out how to make this work, because I think it can work, and continue moving forward.

Clearly, the area around the station needs to be improved, not just at the station, itself, but all around it. I love the idea of the parking lot for the waiting area. I love it. The cellphone lot, it's a great idea. I'm not sure it works, but what a terrific idea. Get that out of the mix, so people aren't clogging the area. Ideas like that were terrific.

So that's sort of a lot of things that I just wanted to talk about. From my point of view, I'll paint my vision, and that is that this will be the best model of a parking facility.

It will deliver with a parking facility the best management and operation of that

Response Key

facility. It will have a facility that has the longest life span and is maintained at the highest standards of any in the State, that the customer will come and knock on the door and say you did a great job, because it's better than it's ever been, and that means it's got to be close, it's got to be covered, it's got to be convenient.

In the end, if it doesn't do that, this idea that somehow the process is over-weighted to the financial consideration, we're never even going to get there.

If a proposer gets to the place, where it doesn't meet those objectives for the customer, it's not going to even get evaluated from a financial perspective, but if it makes the mark and hits the mark, it is the best for the customer, then it ought to also be the best for the taxpayer, because, in the end, you pay my salary. All of you do. I work for you, and I report to the Governor, and I feel that responsibility personally, and I'm committed to making the delivery of this project the best it can possibly be.

I hear that the process is

Response Key

something that's totally disconcerting from a public involvement point of view, and I need to fix that. I don't have the perfect answer today. I've been speaking to a lot of people today about different ideas on how to do that.

I'm committed to making it better than it is and to figuring out a way to get some involvement to make sure that you can trust me, and that the process can be trusted to deliver what you just said you wanted tonight, so that I can commit to.

I can't be put on the spot tonight for an answer of exactly how I'm going to do that, because I need to work with my partners on how to do that best, so that not just Jim Cameron and not just any one of you is satisfied, but that all of us are satisfied with the answer, and that I'll commit to.

So I'll close with thanking you again. It's a late night for some, for many, but it's certainly worth it for me, and I look forward to continuing a dialogue as we go through this process, so thank you, again. (Applause)

Response Key

MR. IKE: On behalf of Commissioners James P. Redeker, I would like to remind everyone that we have until October 5, 2012 to submit any written comments to the Department of Transportation.

I want to thank you for coming, and have a good evening. Thank you. (Applause)

(Whereupon, the hearing adjourned.)

APPENDIX D

EIE Executive Summary
for Record of Decision

Stamford Transportation Center Parking and Transit Oriented Development

Stamford, Connecticut

State Project No. 301-047

Prepared for:
Connecticut Department of Transportation

December 2012

Prepared by:
Clough Harbour & Associates LLP

ENVIRONMENTAL IMPACT EVALUATION

Stamford Transportation Center Parking and Transit Oriented Development

Stamford, Connecticut

State Project No. 301-047

Prepared in accordance with the Connecticut Environmental Policy Act
Connecticut General Statute 22a-1a to 1h

Prepared for:
Connecticut Department of Transportation

August 2012

Approved for Circulation:

For Connecticut Department of Transportation — *Date* 8/21/2012

Prepared by:
Clough Harbour & Associates LLP

EXECUTIVE SUMMARY

Introduction

The Connecticut Department of Transportation (CTDOT) is the owner of the Stamford Transportation Center intermodal transportation facility in Stamford, Connecticut. CTDOT is proposing a project to replace the original 727-space parking garage that was opened in 1987 (Original Garage), and to construct new parking facilities for at least 1,000 spaces to replace the Original Garage spaces plus any additional commuter parking spaces needed to replace spaces lost from CTDOT-owned parking as a result of development, and to increase the commuter parking supply. The project will also provide ancillary improvements for vehicular and pedestrian circulation and access along Station Place as well as provide an opportunity for Transit Oriented Development (TOD). Because the project will involve the construction of new parking facilities for 200 vehicles or more and will be financed either in whole or in part with State funds, it is subject to the Connecticut Environmental Policy Act (CEPA) and requires the preparation of an Environmental Impact Evaluation (EIE).

For the purposes of this CEPA document, the TOD component(s) are being considered as part of a "state action" under the Connecticut Environmental Policy Act. Including components is considered by CTDOT to be a discretionary exercise, and the inclusion is not intended to create a precedent or act as a waiver of CTDOT's discretion to include similar or other components in future CEPA "state actions" analyses for this or other projects.

Project Description

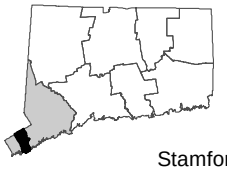
The project involves the replacement of the Original Garage at the Stamford Transportation Center in Stamford, Connecticut (see Figure ES-1 for Project Location Map). The garage is a component of the CTDOT Metro-North train station at Stamford, also known as the Stamford Transportation Center. The existing parking complex, which includes the Original Garage and a parking garage that was opened in 2004 (2004 Garage), is located immediately south of the train station, and is accessed from the station by pedestrian bridges and surface crosswalks. CTDOT also provides a surface lot for commuters north of the tracks on South State Street. Figure ES-2 presents an aerial map of the existing Stamford Transportation Center identifying the Original Garage, the 2004 Garage, and the surface lot.

A key objective of this project is to maintain the existing supply of commuter parking during construction, within a reasonable walking distance, to ensure that potential impacts to transit ridership will be minimized throughout construction. Consequently, the project considers alternatives for providing new and/or temporary parking facilities at other sites that are reasonably accessible to the Stamford Transportation Center in order to provide the same supply of commuter parking supply spaces during construction that currently exist.

0 1,000 2,000 Feet

N

Source: The University of Connecticut Libraries' Map and Geographic Information Center (MAGIC), USGS



Project Location Map

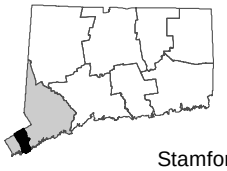
STAMFORD TRANSPORTATION CENTER PARKING & TOD EIE
Connecticut Department of Transportation
State Project No. 301-047
Stamford, Connecticut

FIGURE ES - 1

0 200 400 Feet

N

Source: Google Earth (aerial)



Existing Stamford Transportation Center

STAMFORD TRANSPORTATION CENTER PARKING & TOD EIE
Connecticut Department of Transportation
State Project No. 301-047
Stamford, Connecticut

FIGURE ES - 2

Background

The Stamford Transportation Center is a major stop on the New Haven Line and Amtrak's Northeast Corridor, and is the terminus of CTDOT's Shore Line East express commuter rail service from between New Haven and points east. The Stamford Transportation Center also serves as an intermodal transportation hub in Downtown Stamford, accommodating transfers between commuter rail, bus, and taxi services, and providing parking and other accommodations for motorists, bicyclists, and pedestrians who utilize these services from the center.

In response to a high demand for increased parking in the 1980s, CTDOT proposed the construction of the second garage (referred to herein as the 2004 Garage) to expand the available parking supply. This garage, which is attached to the Original Garage, began construction in late 2002 and opened in 2004. The 2004 Garage contains approximately 1,190 parking spaces, for a total supply of 1,917 spaces in the parking complex.

CTDOT is proposing to demolish the Original Garage at the Stamford Transportation Center and to construct new parking facilities either at the Original Garage site and/or at other sites that are reasonably accessible to the Stamford Transportation Center. The condition of the Original Garage has been a concern since its construction by the City of Stamford. During construction, design deficiencies were discovered and construction was halted prior to completion. The deficiencies were corrected by constructing additional concrete posts, columns, and shear walls, and adding steel bracing at the ends of beams (Desman Associates, 2006).

PROJECT HISTORY

1987: Opening of Original Garage

2004: Opening of Garage Expansion

2006: Condition Assessment of Original Garage
- Evaluated Repair / Replacement Options
- Recommended Replacement

2010: Updated 2006 Condition Assessment
- Reaffirmed Replacement Recommendation

Condition assessments of the garage were performed in 1996 and 2006 and degradation of some of the Original Garage's concrete and reinforcing components was found. In addition, non-structural deficiencies were evident in 2006, including fire standpipes and drainage systems that do not meet current requirements and require upgrading (Desman Associates, 2006). CTDOT conducted an updated assessment of the garage condition in 2010 (Desman, 2010), which reaffirmed the previous assessments and supported previous recommendations for replacement of the garage.

Purpose and Need

The Purpose and Need for the Proposed Action is three-fold as follows:

1. Replace the aging Original Garage that services the Stamford Transportation Center with low maintenance, long service life facilities that accommodate the number of parking spaces lost during construction plus adds at least 273 new commuter parking;
2. Expand the availability of parking and improve multimodal traffic and pedestrian flow around the Stamford Transportation Center and Station Place; and
3. Minimize the public costs for construction and ongoing operations and maintenance of the parking facilities serving the Stamford Transportation Center by promoting TOD which leverages and enhances the multimodal public transportation services provided by the Stamford Transportation Center.

The purposes of the Proposed Action are consistent with Section 13b-79kk of the Connecticut General Statutes, which encourages TOD near multi-modal transportation facilities, and with CTDOT's continuing commitment to support multimodal, sustainable transportation systems.

Alternatives Considered

The alternatives considered in this EIE are as follows:

- No-Action (baseline, required under CEPA)
- Repair Original Garage
- Replace Original Garage on Existing Site
- Replace Original Garage in conjunction with Transit-Oriented Development (TOD)

Each of these alternatives assumes the continued use of the 1,190-space 2004 Garage.

No-Action

Under the No-Action Alternative, current operations at the Original Garage would remain unchanged, with ongoing, routine maintenance of the parking garage for minor repairs and improvements. Major structural repairs, rehabilitation, or other work requiring significant allocation of State funds would not be performed. The eventual closure of the Original Garage under the No-Action Alternative would result in the loss of approximately 727 parking spaces. Although this alternative would involve no significant near-term investment of State funds and no significant environmental impacts, it would also result in the need to permanently close the facility in the not too distant future without providing long-term parking when this occurs and would not meet the project purpose and need relative to improving the garage condition and expanding commuter parking supply.

Repair Original Garage

This Repair Alternative includes repair of deficiencies in the Original Garage structure. Repairs could be phased, but impacts on parking during construction could result in a temporary 20% to 25% loss of capacity (145 to 180 spaces). The Repair Alternative would extend the service life of the garage by approximately 10 to 15 years. The estimated cost of the Repair Alternative is similar in magnitude to that of the estimated cost for replacing the Original Garage with a minimum 1,000-space new garage on the same site. Although this alternative would address the structural deficiencies of the garage in the near-term, it is not a cost-effective, long-term investment given the limited service life, and it would not expand the availability of parking. As such, this alternative does not meet the project purpose and need relative to expanding parking supply and minimizing public costs, and thus is not analyzed in detail.

Replace Original Garage on Existing Site

This Replacement Alternative includes demolition of the Original Garage and construction of a new, replacement parking garage within the same general footprint. The new garage would contain at least 1,000 commuter parking spaces, which would expand the availability of commuter parking at the Stamford Transportation Center. The estimated service life of this Replacement Alternative is approximately 60 years. Providing adequate temporary parking during replacement of the Original Garage is a key objective of the project to ensure that the number of parking spaces lost during construction will be provided at another site within ¼-mile

of the Stamford Transportation Center. This alternative was determined to not be feasible due to no available sites within ¼ mile and would not meet the project's purpose and need, and thus is not analyzed in detail.

Replace Original Garage in conjunction with Transit-Oriented Development (TOD) (Proposed Action)

This Replacement with TOD Alternative, which is the Proposed Action in this EIE, similarly involves the demolition of the Original Garage and construction of new parking facilities with a net minimum gain of 273 commuter parking spaces (i.e., construct a minimum of 1,000 new parking spaces to replace the spaces lost by demolition of the Original Garage and to add at least 273 new commuter parking spaces). However, in this alternative, the new parking facilities would be built in conjunction with private-sector TOD, as defined under Section 13b-79kk of the Connecticut General Statutes.

In February 2012, CTDOT requested Statements of Qualifications/Conceptual Proposals (under Request Number STOD22912) from private-sector developers to identify potential opportunities to advance the Proposed Action through a public-private agreement. Based on initial responses to CTDOT's request, the new parking facilities and TOD under this alternative could take a variety of forms in a variety of locations within a ¼-mile (approximately 5-minute walking distance) of the Stamford Transportation Center.

Ultimately, the characteristics of the new parking facilities, temporary parking facilities, TOD sites, Station Place improvements, and other amenities/features associated with the Proposed Action will be subject to the terms of the public-private agreement between CTDOT and the selected developer. Based on the initial responses from private-sector developers, the potential range of characteristics of the Proposed Action could include:

- **New Parking Facilities:** A minimum of 1,000 new commuter parking spaces could be accommodated in one parking garage located within the approximate footprint of the existing Original Garage structure, or within multiple new parking garages located in the Proposed Action Boundary and within ¼ mile walking distance of the Stamford Transportation Center.
- **Temporary Parking Facilities:** Temporary commuter parking to accommodate any spaces displaced during demolition of the Original Garage and construction of a new parking garage(s). These could be accommodated in one or more off-site locations. These locations could consist of structured and/or surface parking that is within ¼ mile walking distance of the Stamford Transportation Center.
- **Transit-Oriented Development (TOD):** TOD within the Proposed Action Boundary could range from new, small-scale retail opportunities to large mixed-use development (residential units, office, and retail space) contained in towers on one or more sites in the Proposed Action Boundary.

- **Station Place Improvements:** Physical modifications to Station Place could range from streetscape improvements with minor kiss-and-ride and taxi area improvements, to complete reconstruction of the driveway with new pedestrian connections to the station overhead.
- **Other Amenities:** Commuter amenities in and around the Stamford Transportation Center could include pedestrian improvements (such as pedestrian bridges that directly new parking facilities to the station or station platforms); real-time dynamic signage for new parking facilities to inform commuters of parking space availability; bike storage and bike parking facilities; car charging stations; and aesthetic improvements.
- **Parking Access and Revenue Control System (PARCS):** PARCS will be provided for new parking facilities and integrated into the 2004 Garage.

The public contribution to the project will be no more than $35 million and will be limited for use toward funding of capital improvement costs associated with the public transportation components of the project. The balance of the project costs will be privately financed. The service life of the new parking facilities will be up to 60 years.

Summary of Impacts and Mitigation

The Proposed Action is anticipated to have some adverse environmental impacts as compared to the No-Action Alternative. The impacts will be mitigated using the measures as described in this document and summarized in Table ES-1.

Table ES-1: Summary of Impacts and Potential Mitigation Measures

Resource Category *Section Reference*	**Impacts**	**Mitigation**
Land Use, Zoning and Local & Regional Development Plans *Section 3.1.3*	• Some uses of the Proposed Action may be in conflict with existing land use categories.	• Site plan approval for development to take place on private property.
Consistency with State Plan of Conservation & Development *Section 3.2.3*	• Proposed Action is consistent with state and regional plans of conservation and development.	• None required
Traffic & Parking *Section 3.3.3*	• Detailed traffic analysis will be performed as design details are developed. However, the TOD concept is itself part of state and local strategies for creating sustainable relationships between land use and transportation systems, and for managing the transportation impacts of economic development. • Localized traffic impacts may be identified at or near the site access locations.	• Travel Demand Management Incentives/Programs. • Parking Demand Management Strategies • Localized intersections improvements for site entry/exit and circulation. • Additional mitigation may be required per conditions of Major Traffic Generator Certificate (see Section 8).
Pedestrian & Bicycle Considerations *Section 3.4.3*	• Relocated parking may increase the walking time for some existing commuters. • The TOD component of the Proposed Action will increase the levels of pedestrian and bicycle activity.	• Streetscape and amenities to strengthen pedestrian connectivity. • Provisions for clear pedestrian pathways. • Elevated Pedestrian Bridge to relieve pedestrian crossing congestion at intersections. • Enhanced amenities for bicycle parking/storage. • Consideration for designating bike lanes on new or reconstructed roadways.

Table ES-1: Summary of Impacts and Potential Mitigation Measures

Resource Category *Section Reference*	Impacts	Mitigation
Local Transit Considerations *Section 3.5.3*	• Proposed Action would increase the demand on the existing transit services but it is anticipated that there is sufficient reserve capacity in the existing services to support the alternative.	• None required
Air Quality *Section 3.6.3*	• Increased traffic volume on the local traffic network could potentially have a minor effect on mesoscale air quality. • Proposed Action has no air quality impacts from stationary sources. • Proposed Action has low potential for MSAT effects. • Proposed Action has been determined to be in conformity with the Clean Air Act.	• Travel Demand Management Incentives/Programs (in conjunction with traffic mitigation strategy).
Noise *Section 3.7.3*	• Proposed Action is not anticipated to result in significant adverse effects on noise.	• None anticipated, although further evaluation may be conducted if components of the Proposed Action are located within 125 feet of sensitive residential and institutional receptors.
Socioeconomic Resources *Section 3.8.3*	• Proposed Action is not expected to result in significant adverse effects on socioeconomic resources.	• None required
Water Quality *Section 3.9.3*	• Likely will be an increase in impervious land cover associated with the Proposed Action. • Potential impacts to surface water quality are not anticipated to impact public water supplies.	• Specific measures that will be designed utilizing the *2004 Connecticut Stormwater Quality Manual* to be determined during future detailed site design.

Table ES-1: Summary of Impacts and Potential Mitigation Measures

Resource Category *Section Reference*	Impacts	Mitigation
Hydrology & Floodplains *Section 3.10.3*	• Likely increase in impervious land area could have adverse impacts on runoff volume or peak flow rates, with potential impacts to floodplain elevations.	• Potential modification of stormwater drainage system and/or storage to be determined during future detailed site design. • Obtain applicable certifications (see Section 8).
Wetlands *Section 3.11.3*	• No wetland or watercourse impacts are anticipated for the Proposed Action.	• None required
Coastal Resources *Section 3.12.3*	• Proposed Action will not have any adverse impacts on coastal resources, decrease any coastal access or recreational opportunities, or impair the visual quality of the shoreline.	• Design in accordance with CCMA and permitting regulations. • Obtain applicable certifications (see Section 8).
Endangered, Threatened or Special Concern Species or Habitats *Section 3.13.3*	• No impacts to flora, fauna, or threatened and endangered species are anticipated for the Proposed Action.	• None required
Soils & Geology *Section 3.14.3*	• No impacts to soils or geology are anticipated for the Proposed Action.	• None required
Cultural Resources *Section 3.15.3*	• Further consultation with the CTSHPO will be necessary to assess specific direct and indirect impacts of the Proposed Action within the South End Historic District when details are developed.	• Further consultation with the CTSHPO will take place to discuss potential mitigation measures when details are developed.
Pesticides, Toxic or Hazardous Materials *Section 3.16.3*	• Proposed Action will not require the use of pesticides or herbicides, and building materials will be required to meet current local, state, and federal codes and regulations relative to toxicity and exposure potential.	• None required

Table ES-1: Summary of Impacts and Potential Mitigation Measures

Resource Category *Section Reference*	Impacts	Mitigation
Visual Resources *Section 3.17.3*	• Because the proposed project is consistent with the scale and style of on-going urban redevelopment in the area, no adverse impacts to visual resources are anticipated.	• Rules in the Request for Proposals require architecture to blend with surrounding buildings. • Specific visual/aesthetic impacts and mitigation, if any, will be evaluated through the applicable permitting processes as specific design details are developed.
Energy Use & Conservation *Section 3.18.3*	• Proposed Action has the potential to increase the energy use on-site	• Parking garage constructed in accordance with *Manual for High Performance Buildings* • Measures to minimize energy impacts of TOD component, such as Energy Star products and design to LEED standards.
Public Utilities & Services *Section 3.19.3*	• Proposed Action parking component will require similar utility connections as were provided for the 2004 Garage. • Proposed Action will likely increase demand on all of the adjacent utility systems serving these sites compared to the existing conditions.	• Utility service upgrades and/or new connections as needed for site-specific design. • Coordination with NU to maintain clear zones from transmission lines.
Public Health & Safety *Section 3.20.3*	• Proposed Action will increase employment and may provide new residential units in the area thereby increasing the potential demand for police and fire protection, and health services.	• Specific requirements to be determined for site-specific design.
Construction Related *Section 3.22.2*		
Traffic	• Impacts are anticipated to traffic flow in and around the Stamford Transportation Center and the TOD area during construction.	• Construction phasing with traffic management plan. • Access modifications on Station Place.

Table ES-1: Summary of Impacts and Potential Mitigation Measures

Resource Category *Section Reference*	Impacts	Mitigation
Construction Related (continued) *Section 3.22.2*		
Parking	• The construction of the new parking facilities will require the removal of the Original Garage.	• Existing parking supply located within ¼-mile distance. • ADA accessibility of spaces in 2004 Garage. • Detour signing. • Public information system.
Air Quality	• Potential construction air quality impacts can occur due to the use of diesel-powered construction vehicles. • Fugitive dust emissions can occur during demolition, ground excavation, material handling and storage, movement of equipment at the site, and transport of material to and from the site.	• Proper operation and maintenance of construction equipment • Dust control and abatement
Noise	• Considering the additional noise dampening effect of the intervening structures, the change from ambient levels associated with the construction activities at the site of the Original Garage will not be significant.	• Maintenance of construction equipment. • Notification to sensitive receptors in advance of elevated noise levels. • Special Provision on Noise will be included in Construction Contract.
Stormwater and Water Quality	• Construction activities will only minimally increase the potential for erosion of soil and discharge of sediment to receiving waters. • Potential for other contaminated soil or groundwater that has not yet been identified to be encountered during construction.	• Stormwater and dewatering wastewater registration consistent with *2004 Connecticut Stormwater Quality Manual* • Erosion prevention and sedimentation control measures consistent with *Connecticut Guidelines for Erosion and Sedimentation Control.*

Table ES-1: Summary of Impacts and Potential Mitigation Measures

Resource Category *Section Reference*	Impacts	Mitigation
Construction Related (continued) *Section 3.22.2*		
Hazardous Materials	• Residual petroleum-contaminated soil from the release at 433 Washington Boulevard may be encountered. • Demolition will generate a significant quantity of construction and demolition debris that will require management and disposal.	• Proper characterization and disposal of contaminated soils. • Pre-demolition surveys. • Proper segregation, reuse, recycling and/or disposal of demolition debris. • Proper management of hazardous or toxic construction materials.
Safety	• Demolition and construction activities will occur in a dense urban area near roadways, pedestrian routes, and parking areas that will remain partially or completely open during construction.	• Implement safety management measures consistent with State and FHWA guidelines.
Utilities	• Planned, temporary electrical outages may be required to connect new construction to existing service.	• Coordination with utility company and customers regarding planned service interruptions .

Conclusion

The Proposed Action will meet the purpose and need of the project by replacing the aging Original Garage with additional parking capacity, improving multimodal traffic and pedestrian flow around the Stamford Transportation Center and Station Place and minimizing the public costs for construction, operation and maintenance by promoting TOD.

The Proposed Action has the potential to result in adverse environmental impacts. However, with mitigation measures in place as identified in Table ES-1, no significant impacts are anticipated to remain as a result of the Proposed Action.

Comments received during the public review period for the EIE will be considered in making a record of decision on the Proposed Action.

Public Involvement

A Notice of Scoping for the Proposed Action was published in the Council on Environmental Quality (CEQ) Environmental Monitor on May 8, 2012 and a Public Scoping meeting was held at the Stamford Government Center on May 24, 2012.

A Public Hearing is scheduled for 7:00 p.m. on Thursday, September 20, 2012 at the Stamford High School at 55 Strawberry Hill Avenue to solicit public comments on the EIE. Written comments on this document and any other pertinent information may be submitted on or before October 5, 2012 via email to:

dot.environmentalplanning@ct.gov

or mailed/delivered to:

Mr. Mark W. Alexander
Transportation Assistant Planning Director
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06131-7546