

THRESHOLD CRITERIA FOR BROWNFIELDS ASSESSMENT GRANTS

A. Applicant Eligibility

The City of Stamford is a general purpose unit of local government as defined under 40 CFR Part 31.

B. Letter from State Authority

A letter from the Connecticut Department of Environmental Protection (DEP) is attached.

C. Site Eligibility

NOT APPLICABLE TO COMMUNITY-WIDE ASSESSMENTS

RANKING CRITERIA FOR ASSESSMENT GRANTS

A. Assessment Grant Proposal Budget

The plan for the second phase of Stamford Urban Transitway identifies approximately 70 parcels affected by the construction. As part of an environmental assessment prepared for the Federal Transit Administration, a review of existing environmental databases was conducted. Preliminary results suggest approximately five parcels will require further investigation. The scope of work for this project includes all subsequent phases of site investigation up to and including the remedial action plan(s) (RAP). All site assessments will be performed by a qualified environmental engineering firm.

- *Task 1: Detailed, on-site Phase I Site Assessments* will be performed on an estimated five parcels identified as areas of concern. Based upon consultation with a Licensed Environmental Professional (LEP), this task has been budgeted at \$12,500.
- *Task 2: Phase II Site Assessment.* After considering the data regarding past use and existing conditions within the corridor, it is anticipated that Phase II investigations will be required. Based upon consultation with the LEP, this task has been budgeted at \$50,000.
- *Task 3: Phase III Site Assessments/RAP.* It is anticipated that this type of assessment will be required on the potentially contaminated parcels within the corridor. Budgeted at \$75,000 following consultation with the LEP.
- *Task 4: Public Participation, Community Outreach and Education.* We will continue to actively seek and promote community input throughout the project period. Information to be distributed via mail, public meetings, newspaper

advertisements, translation services, and the city website. \$10,000 has been budgeted for this task.

- **Task 5: Project Administration.** This task includes travel to the Brownfields national conference, other related conferences and seminars, and office supplies. The estimated cost is \$12,000.

BUDGET CATEGORIES	Task 1 Phase I Assessments	Task 2 Phase II Assessments	Task 3 Phase III/RAPS	Task 4 Education & Outreach	Task 5 Administration	TOTAL
Personnel	\$	\$	\$	\$	\$	
Fringe	\$	\$	\$	\$	\$	
Travel	\$	\$	\$		\$ 10,000	\$ 10,000
Equipment	\$	\$	\$			
Supplies	\$	\$	\$	\$ 2,000	\$ 2,000	\$ 4,000
Contractual	\$ 12,500	\$ 50,000	\$ 75,000			\$137,500
Other		\$	\$	\$ 8,000		\$ 8,000
TOTAL	\$ 12,500	\$ 50,000	\$ 75,000	\$ 10,000	\$ 12,000	\$159,500

B. Community Need

1. Description of the Target Community

Stamford, located in southwestern Connecticut about 45 miles from midtown Manhattan, is a city that thrives on transformation. Settled in 1641 as an agricultural community, it rapidly expanded into a center of commerce. In the 1850's, after the railroad came to town, an industrial economy developed. Most of the manufacturing enterprises had closed shop by the 1950's, but a massive urban renewal project was undertaken in the 60's and 70's, and Stamford's skyline grew to include the corporate headquarters of several Fortune 500 companies. After a battle with recession in the early 90s, we rebounded as a major financial center. Just as importantly, around this time we remembered that our strength lies in our people, not just our businesses. And so the 1990s rejuvenation of Stamford included improvements on many levels. Educational systems, cultural partnerships and advocacy groups were established and our downtown area was revitalized with new shops, restaurants, and institutions such as the University of Connecticut.

Positive change, however, remains a challenge in some areas of the city. For many years, Interstate 95 has been the unofficial dividing line between the "two Stamfords". North of the highway are the downtown office buildings and most of the more affluent retailers and residences. To the south lie vacant, neglected factories, utility plants, and the deteriorated and sometimes crowded housing of the City's poorer families. These are the neighborhoods most affected by brownfields. We intend to reclaim these impacted sites and reuse them in ways that will directly benefit the economic and social redevelopment of the area.

The area targeted for this Brownfields assessment grant lies along Myrtle Avenue and East Main Street (Route 1), just south of I-95 within the neighborhood known as the “East Side”. The Myrtle Avenue corridor has for years supported a dense concentration of industrial, commercial and residential properties. The close proximity of homes and businesses places the residents at higher risk for exposure to contaminants from industrial sites. Demographic characteristics of the neighborhoods within a one-mile radius of Myrtle Avenue and Route 1 include:

- Lower income levels: The median income in the project neighborhoods is 10% lower than that of Stamford as a whole. The 2000 U.S. Census notes that 5% of families in Stamford live at or below the poverty level. In the target area census tracts (218, 220, and 221) the rate rises to just under 11%. The unemployment rate for the entire city of Stamford in September 2006 was 3.6%¹; the estimate for Tract 221 within the East Side was 4.6%.
- Ethnic and racial diversity: 2005 estimates depict the residents as 61% White, 18% Black and 25% Latino. (4% report being of more than one race.) The growing Hispanic population, which doubled between 1990 and 2000, is expected to account for 36% of the area’s residents by 2010.²
- High population density: Single-family residences comprise only 17.4 % of the available units, compared to 40% citywide. The greatest concentration of housing is within buildings with five or more units.³
- Limited access to private vehicles: According to the 2000 US Census, 12% of households in the project area had no vehicle available, compared to 10% nationwide.
- Expansive growth: Between 1990 and 2000 the population grew by 12.2%. The number of residents here is expected to grow by another 5-7% between 2000 and 2010. The number of households in these census tracts grew by 11%.⁴ In contrast, Connecticut’s overall population remained stagnant and even declined in some urban areas during the same time period.
- Adverse health effects: The prevalence of pediatric asthma in Stamford is 35% higher than that of the surrounding county. The Stamford Health Department used GIS mapping to identify areas in the city where these rates are highest. The East Side neighborhood is included in this cohort of census tract block groups with asthma prevalence rates ranging as high as 24%, or nearly 200% greater than overall city prevalence.

2. Benefits to the Target Community

The proposed assessments are a critical first step to redevelopment that will yield sustainable benefits to residents and businesses in the target area. The identification and subsequent removal of pollutants and contaminated soil will reduce threats to human health. Following assessment and cleanup, the properties will become part of the Stamford Urban Transitway (SUT), a new multi-

¹ Source: Connecticut Department of Labor, Office of Research, November 2006.

² Stamford East Main Market Assessment, AMS Consulting LLC in conjunction with TPA Design Group, August 2005

³ Stamford East Main Market Assessment, AMS Consulting LLC in conjunction with TPA Design Group, August 2005

⁴ Stamford East Main Market Assessment, AMS Consulting LLC in conjunction with TPA Design Group, August 2005

lane facility that will enhance transit options between I-95, the Stamford Intermodal Transportation Center (SITC) and the southern part of Stamford. Phase II of the Transitway will be build within the existing Myrtle Avenue corridor and is integral to a comprehensive revitalization strategy planned for Stamford's East Side.

The principle of transit-oriented development (TOD) guides the planning of major revitalization efforts throughout Stamford, including design of the Transitway. The East Side Partnership also recognizes the benefits of TOD as a means to enhance the livability of their community. The Partnership was formed in 2002 as a coalition of residents and business owners concerned with the perceived deterioration of the East Main Street neighborhood, including the Myrtle Avenue corridor. Their goal is to convert their neighborhood from a “drive through” to a “destination” and create a diverse and viable community in which to live, work and shop. To guide this vision, the Partnership and the City of Stamford commissioned a Neighborhood Corridor Plan and an Economic and Market Assessment. These studies advocate transit-oriented development as “an effective tool to manage growth while achieving urban revitalization”⁵. TOD marks a return to mixed use, walkable neighborhoods supported by public transportation. The Transitway will fulfill these objectives by reducing the use of single occupancy vehicles and encouraging trips made by walking, bicycling, carpooling and use of public transit.

Transportation improvements are essential to the continued growth and success of Stamford. The *East Main Street Neighborhood Corridor Plan* states “Stamford needs workers to sustain its economic growth but where those workers live and how they travel to work impact how everyone travels around the City and on the highway network.” The planned SUT construction and East Main Street (Route 1) widening incorporate elements to address these issues. Roadway improvements will include bicycle lanes, pedestrian-friendly crossings, streetscapes and other elements to encourage non-motorized and public transport. A new Metro-North commuter rail station is planned for the intersection of Myrtle Avenue and East Main. Accessible by foot, bicycle, bus and car, this station will promote use of mass transit and reduce traffic within Stamford and on the I-95 highway. Overall, residents will benefit from a reduced crime rate, increased vehicular and pedestrian safety, improved traffic circulation, increased access to public transportation facilities, and improved environmental conditions. Business owners, employees and customers will have easier access to commercial entities in the target area, as well as between the East Side and the Central Business District.

Phase II of the Stamford Urban Transitway is extends the project from the South End area of Stamford into the East Side neighborhood. The two communities face many of the same challenges and will both benefit from the transit improvements, hazard reduction, and increased neighborhood amenities. The major community force within the South End is the Neighborhood Revitalization Zone (NRZ) Committee. The NRZ is comprised of residents and other stakeholders and is instrumental in all phases of the revitalization of their neighborhood. SUT and

⁵ East Main Street Corridor Plan, Nov. 21, 2005

NRZ staff have worked together for several years to address community concerns regarding the project. Extending the Myrtle Avenue portion of the Transitway will allow the project to realize its potential of spurring transit improvements and redevelopment in the areas south of I95. Therefore, the NRZ supports construction of both Phase I and Phase II of the facility.

3. Impact of Brownfields on the Target Community

The target area is a dense mix of industrial, commercial and residential properties. The businesses range from sausage manufacturing to electroplating to a mortuary to various automobile related enterprises. Each of these entities creates the potential for contamination from chemicals and substances associated with their respective operations. A Phase I assessment conducted within the neighborhood adjacent to the target area identified one Resource Conservation and Recovery Act (RCRA) Generator site and one RCRA Corrective Action Data site on Myrtle Avenue. Also noted were two underground storage tanks, one of which is listed as leaking. The database review conducted in the project corridor pointed to several parcels in need of further environmental investigations.

This concentration of potential brownfields contributed to the setting of urban blight that largely excluded this area from the economic and development resurgence Stamford has experienced in recent years. The deteriorated look and feel around Myrtle Avenue and East Main Street, combined with the restricted traffic flow in and out of the area, creates a serious impediment to investment. The construction of the SUT that will follow the assessment and cleanup activities incorporates streetscapes, pedestrian crossings and visual elements that will eliminate the negative aesthetics and bring a sense of life back to the neighborhood.

As noted previously, these Brownfields sites are located in a target area where residents suffer from high rates of respiratory disease. This project's short-term outcomes of contaminant removal combined with the long-term outcomes of reduced vehicular use and improved air quality will dramatically reduce asthma triggers and contribute to the health of low and moderate income communities.

C. Site Selection Process

1. The sites selected for assessment were identified during the planning of Phase II of the Stamford Urban Transitway corridor as the properties most likely to be affected by construction. Preliminary results from a database review conducted by an environmental engineering firm suggest approximately five parcels will require more intensive assessments.
2. The inventory and prioritization of Brownfields in Stamford are based on redevelopment identified with the City's Master Plan.
3. All of the subject properties are privately owned. For assessment activities requiring access, property owners will be sent a letter from the City of Stamford requesting right of entry. Based on past experience, we do not anticipate any refusals.

D. Sustainable Reuse of Brownfields

D1. Preventing pollution and reducing resource consumption

Air

The subject properties on Myrtle Avenue and East Main Street will become part of the Stamford Urban Transitway. The Transitway will be a vital link between I-95 and the Stamford Transportation Center, the busiest East Coast rail station outside of Grand Central. At the request of the Connecticut Department of Environmental Protection, a microscale air quality analysis of the project was performed. The analysis concluded that the SUT project will result in a net reduction in air pollution due to increased ridership on trains and buses and reduced reliance on single occupant vehicles as a means of transportation to the train station and the Central Business District. Pollutants to be reduced include Carbon Monoxide and other greenhouse gas emissions, Particulate Matter 10 microns or less, and Nitrogen Oxides. A reduction of 18.72 million vehicle miles of travel is projected, resulting in an energy savings of 116,724 MMBTU per year.

The fleet of Connecticut Transit buses that will be using this corridor includes rolling stock that uses ultra-low sulfur fuel, currently the cleanest burning diesel fuel available. Most of this equipment also complies with the California standards for fuel efficiency and incorporate engine particulate traps to reduce airborne contaminants. The fleet also employs two hybrid electric/fuel buses. As the aging fleet is replaced, more clean air and hybrid buses will come into service.

Construction vehicles greater than 60 HP or that are assigned to the Transitway project in excess of thirty days will be required to meet diesel emissions control standards. Contractors must certify that vehicles meeting this threshold are retrofitted with emission control devices or use Clean Fuels. It should be noted that the impetus for this idea came from local residents during one of the community meetings for Phase I.

Water

Newly engineered street drainage that will accommodate the addition of impervious surfaces will be incorporated into the Transitway design. General street flooding now occurs in some portions of the project corridor with the existing system. A new drainage and sewer facility design based on the proposed land use in the vicinity of the new roadway is proposed in conjunction with the Stamford Urban Transitway, and is designed to improve existing conditions. Based on current and future requirements of the drainage and sewer facilities, street flooding will be minimized, including that of downstream drainage systems associated with the Transitway. Groundwater pollutants at the project site are expected to abate after the removal of the contaminated soil.

Soils and Geology

Contamination currently exists within the Myrtle Avenue corridor. EPA assessment funds will be used to evaluate the extent of remediation that will be

needed to remove threats to the public health. All work shall be in accordance with EPA and Connecticut DEP protocols. Appropriate and necessary actions will be taken to contain all contamination encountered and appropriate remediation measures will be implemented to ensure the safety of all Stamford residents.

Brownfields prevention

Assessing and remediating contaminated properties and constructing the Urban Transitway will spur redevelopment in the East Side that will continue to attract private investment and reduce the number of blighted and/or abandoned properties. Any proposed re-use of existing sites will be subject to approval by the City of Stamford and will be done in coordination with the East Side Partnership.

Infrastructure Reuse

The completed Urban Transitway will be a vital link between I-95, the East Coast's major highway, and the Stamford Intermodal Transportation Center, the busiest train station outside of Grand Central. Here travelers have access to Metro-North commuter rail, Amtrak, Connecticut Transit bus service, a Greyhound bus terminal, and taxi service.

Numerous transportation benefits promoted by the Transitway will include:

- Direct access to and from the Stamford Intermodal Transportation Center
- Providing CT-Transit with bus re-routing opportunities
- Improving bus service connections to and from train station
- Increasing ridership on both rail and bus system
- Providing travel time savings for Buses, Vehicles, Cyclists, and Pedestrians
- Facilitating passenger park-and-ride by providing parking set-asides for high occupancy vehicles (HOV's) in the SITC garage
- Travel time savings for business shuttles
- Improved pedestrian and bicycle access to the Transportation Center

Landscapes

Construction of the SUT will also incorporate elements of the City of Stamford's Streetscape Guidelines. The streetscape design will include trees and other plantings to provide scenic improvements and promote cooling. Plans under consideration include an "amenity zone" with new planting areas and street furniture that creates a buffer from the traffic and enhances the safety, comfort and convenience of pedestrians.

Achieving Green Building Standards

Although the Stamford Urban Transitway project does not include new building construction, it does contain elements that will incorporate energy efficiency standards. While planning for a commuter rail station in the target area, demolition of any existing structures will be evaluated for U.S. Building Council Leadership in Energy and Environmental Design (LEED) credits. All traffic signals are being converted to LED signals, which require one-tenth of less of the wattage of

conventional signals. Roadway and streetscape lighting will be made more energy efficient by the installation of lower wattage luminaires.

The City of Stamford is working to promote buildings that are environmentally responsible, profitable and healthy places in which to live and work. LEED provides a complete framework for assessing energy efficiency and meeting sustainability goals. The City will work with the Connecticut Department of Transportation to establish a common standard to maximize opportunities for LEED certification as we plan, design and construct new facilities promoting transit oriented development in the project area.

D2. Economic Benefits

Stamford was designated as a Brownfields Showcase Community in 1998. Our Showcase application outlined three goals for the city's Brownfields strategy:

1. Redevelopment of a series of Brownfields sites
2. Creation of better transportation patterns and facilities
3. Development of strong community involvement in and knowledge about brownfields properties.

The assessment and cleanup of the contaminated properties along the project corridor, and subsequent construction of the Transitway will help us to reach all of these goals. The new facility, in conjunction with the installation of a new rail station and other amenities, will allow redevelopment opportunities contingent on transit infrastructure and will in turn increase population and employment growth. The twenty-year forecast for the Transitway Corridor area suggests a 38.6% growth in population and 142% growth in employment. The improvements resulting from the SUT project will be a significant part of that growth.

The completed Transitway will enhance employment opportunities for low-income and minority residents in a number of ways. The NRZ Committee maintains a roster of constituents who have completed remediation training and will be available for work on this project. Improved traffic flow in and out of the area, improved access to mass transit, and a pedestrian-friendly streetscape will help to create a "transit village" that will create a new real estate dynamic and will provide incentive for businesses to locate in this part of town. Customers throughout the region will be encouraged to patronize these businesses since it will take less time to drive, ride, walk either from in-town or off of I-95.

Population density with a ½ mile radius of the project area is considerable and has increased since 1990, in contrast to much of Connecticut, which has experienced no growth if not declines in population since the previous census. Poverty rates in this area have also been on the rise. The percent of households within the East Main Street neighborhood with incomes below the poverty level was 10.8%, up from 6.1% ten years earlier. The entire city experienced a rise from 5.8% to 7.8% during the same time period. It can be speculated that residents here will benefit from a wider choice of employment opportunities due to

the proximity of businesses in the East Side as well as the enhanced bus and train transportation to employers in the City and the region.

D3. Promoting a vibrant community

The Stamford Urban Transitway will literally “pave the way” for a series of improvements in the East Side that will help its residents achieve their vision of becoming a destination neighborhood. Residents will find it much easier to use public transportation and improved street quality and reduced traffic congestion will make it safer and more attractive for pedestrians and cyclists. This critical transportation facility will help establish a mixed-use framework needed to accommodate the redevelopment and rehabilitation in this area. Without a route that allowed access by cars, buses, bicycles and pedestrians, there would be no one to use the existing housing, businesses, restaurants and entertainment venues, as well as those now in the planning stages.

A commuter rail station at the corner of East Main Street and Myrtle Avenue is part of the planned transportation improvements for the project area. The *Economic & Market Assessment* produced in conjunction with the *East Main Street Corridor Plan* concluded “the station can be a powerful stimulus to private re-investment, creating an impressive node of station-related activity and providing a logical focal point for a neighborhood center.” The report also notes “it is clear that the station and the attendant development could lead to creation of a more livable, pedestrian friendly residential and workplace environment for East Main Street.”

E. Creation and/or Preservation of Greenspace/Open Space or Nonprofit Purpose

The existing public way along the project corridor is in very close proximity to the existing building line and will make the creation of additional greenspace challenging. Throughout the design of the Transitway, planning and the creation of greenspace to promote safety as well as a healthier environment will be examined. Excess property resulting from property acquisition to construct the Transitway may offer areas suitable for the creation of greenspace. As the project moves into the real estate acquisition phase, utilization of excess land for this purpose will be evaluated.

The City’s 1997 Master Plan provides guidance for the acquisition of open space. The City’s land-use bureau in concert with the grants department has been appropriating money through the local capital budget process to acquire open and park space in accordance with the plan that has been developed. Pedestrian connections via sidewalks and bikelanes will be incorporated into the transtway design. A walkable corridor to other public spaces is an integral part of TOD.

F. Pre-Award Community Notification

F1. Notifying the targeted community of proposed plans

Ongoing community involvement and notification has been part of the Transitway planning process since 1999. Notification regarding planned Brownfields

improvements to the project area began in 2005 in conjunction with the previous application. Updated information will be provided with the filing of this application. The current proposal will be posted on the City of Stamford website and copies will be available for review at repositories within the local library and the community center where the Neighborhood Revitalization Zone holds its meetings. (This is also the site of the information repository for our current cleanup grants.) Proposals will be translated into Spanish if economically feasible.

The notification process will be expanded should Stamford's proposal be selected for funding. Management staff for the Transitway project will attend meetings of the East Side Partnership and the Chamber of Commerce to explain the assessment plans to residents and business leaders. A presentation will also be made at the "Mayor's Night Out" that takes place in the affected neighborhood. Mayor Dannel Malloy holds community meetings in different locations each month to talk about local issues and provide the citizens of Stamford with an opportunity to express any concerns that they may have. Meetings will be publicized through English and Spanish-language newspapers, on the City website, and through methods regularly used by the respective groups to contact their constituents. Translators will be available at the meetings. Each notice and proposal copy will contain contact information for the Transitway Project Manager.

F2. Why notification method is appropriate to the target community

We will use an array of outreach options to ensure we reach as many people as possible within the target area and the entire city. Those who are already affiliated with neighborhood or community groups will receive notification via those familiar and trusted organizations. In the census tracts surrounding the project area, 25% of the population is Latino. The meeting notices published in the Spanish-language newspaper and the translator available at one or more meetings will ensure that this community is included in the decision making process. Notification via the major Stamford newspaper and the internet will deliver the message on a widespread basis to the community at large.

F3. Comment period

The City of Stamford will allow for a 30-day public comment period. The legal notices in the local newspapers will include contact information for written and verbal comments. At least one of the planned community meetings will be held during this period to address questions, disseminate project information, collect comments and provide contact information for comments submitted at a later date. The community will be also encouraged to address the proposal through an e-mail link on the City's website. Project staff will be in regular contact with the community partners to encourage comments from their memberships.

F4. Plans for addressing comments received

All comments collected through via the methods described in Paragraph F3 will receive careful consideration by the Stamford Urban Transitway team. If feasible, the means to address the public's comments will become a condition of any

contract(s) for the assessment work. All comments and the City's responses will be written up, distributed at the information repository and posted on the City website.

G. Ongoing Community Involvement

G1. Involving the affected community

The City of Stamford welcomes community involvement and seeks an appropriate balance between transportation and community needs. A fully integrated program of public information and outreach will ensure that issues raised by the project are communicated to residents, businesses, community groups and other interested parties and are addressed responsibly by city staff. A community meeting will be held to discuss assessment plans for the Myrtle Avenue corridor, provide public access to the draft proposals and to solicit comments on cleanup decisions and reuse alternatives. As the assessments commence the City will meet with each affected property owner to discuss plan and progress. Additional outreach efforts to be coordinated by the Stamford Engineering Bureau will include:

- Project Office: Offering the public a one-stop location for project information through printed material and/or conversation with staff.
- Public Participation: Activities will include presentations, open houses, and participation in community events, business outreach, and other informational meetings as needed.
- Public Information Telephone: A direct telephone line to the SUT Project Manager will allow the public to inquire about any aspect of the project.
- Media Relations and Communications: The SUT Project Manager will develop a media campaign to meet the print and broadcast needs of the project.
- Public Presentations: A well-publicized series of presentations to project partners and other identified stakeholders will take place at easily accessible locations. Presentations to specific groups can be scheduled by contacting the Project Manager. Sessions will include discussion of the need for the project, how the work will be carried out, and the anticipated benefits.
- Website access: As relevant reports, studies and plans become available, they are posted to the SUT website.

To date a series of meetings have been held to discuss the construction of the Transitway and its anticipated effects on the surrounding neighborhoods and the rest of Stamford. We have met numerous times with the East Side Partnership and Neighborhood Revitalization Zone committee to address specific community concerns. Prior to submitting last year's proposal, Stamford's Engineering Bureau held a kickoff meeting on November 9, 2005 with the Stamford Partnership to discuss strategies and benefits associated with the extension of the Transitway into that area.

G2. Partnerships with other stakeholders

The City of Stamford will continue to work with the East Side Partnership on appropriate assessment, cleanup and redevelopment of Brownfields in the area.

The Partnership is comprised of residents and other stakeholders at the local level and is instrumental in all phases of the revitalization of their neighborhood. The Stamford Chamber of Commerce will also provide insights on redevelopment from the business perspective. The Federal Transit Administration is the lead agency for funding and development of the Stamford Urban Transitway and will be apprised of all activities impacting the project. We also work with the Connecticut Departments of Transportation and Environmental Protection for appropriate oversight on this and other Brownfields projects. There is no existing “Brownfields committee” in Stamford, but we will continue to seek partnerships with interested environmental groups, such as the Environmental Council of Stamford. Meeting minutes will be exchanged among the groups as an effective way to document issues that are discussed on a regular basis.

G3. Communicating progress of the project

Information on the progress on this project will continue to be available through *The Advocate* and *El Sol* newspapers, and community meetings and presentations. Notices are posted in English and Spanish and translators are available if necessary for public meetings. A status report will also be included in the *Mayor’s Quarterly Newsletter*, an electronic document that informs citizens on various issues and projects affecting Stamford. The Urban Transitway has a dedicated page on the City’s website as well as a repository available to the public, both of which will contain updated information on the status of the project. The page also lists contact information for project officials so individuals may contact them at any time for further information.

G4. Community-based organizations involved in this project

East Side Partnership, Carmen Domonkos, (203) 975-2580 ext. 10 and at carmen@stamfordpartnership.com

Stamford Chamber of Commerce, Jack Condlin, President, (203) 359-4761 ext. 303 and at Jcondlin@stamfordchamber.com

Neighborhood Revitalization Zone Committee, Sheila Barney, Chair, (203) 554-9533 and at sheilabarney@optonline.net

H. Reduction of Threats to Human Health and the Environment

H1. How assessment funds will be used to reduce threats

Residents within the project area live in multifamily units interspersed with numerous commercial entities including:

- sausage manufacturing
- electroplating
- a mortuary
- a pet crematorium
- a photographer
- marine sales and service
- several automobile dealership and service facilities

- neighborhood market and restaurants
- present and former gasoline stations.

The diverse mix of industries both past and present create the potential for a variety of hazardous materials to be present within the corridor. A computerized search of numerous federal and/or state databases was conducted to investigate potential adverse environmental impacts in the community. This review revealed sites with underground storage tanks, Resource Conservation and Recovery Act (RCRA) sites, and properties with histories of oil spills and removal of chemical sludge and solvents. Based on an analysis of this review, it is possible that historic activities conducted along the Myrtle Avenue corridor may have resulted in impacts to soil and ground water quality.

Funds from this assessment grant will be used to characterize the extent of contamination on sites within the project area and plan for the removal of these substances that may pose a threat to health and the human environment within the vicinity. As noted previously, construction of the Urban Transitway will also result in reduced air pollution in an area with higher than average rates of asthma.

H2. Working with local and state agencies

The Connecticut Department of Environmental Protection (DEP), will review and approve all plans for assessment and cleanup at the project site. Sites subsequently identified for cleanup will be enrolled in the DEP Voluntary Remediation Program – CGS 22a-133x. The City of Stamford will work with the Connecticut Department of Public Health and the Stamford Health Department to ensure the consideration of public health issues and compliance with public health laws.

I. Leveraging of Additional Resources

1. Funds committed

Assessment and cleanup of hazardous substances within the project corridor is currently budgeted at \$1,311,000. (This is subject to change pending results of Phase II and II investigations). Included in this amount is approximately \$87,000 paid to the environmental engineering firm for performing the database review and developing the environmental assessment document. The U.S. Federal Transit Administration has provided grant funding for construction of the Stamford Urban Transitway that will cover the costs of this assessment. The City of Stamford will provide a 20% match for all expenses.

2. Ability to leverage funds

Construction of Phase II of the Stamford Urban Transitway, of which this project is a small part, is currently estimated at \$46.2 million. Funds for this project will come from the Federal Transit Administration. An additional \$9.8 million required to support the entire project share will come from the City of Stamford capital budget. The City of Stamford is responsible for ensuring the project is completed.

J. Programmatic Capability

J1. Ability to manage this grant

The City of Stamford is committed to revitalizing its brownfields and the neighborhoods where they are located. Our track record includes successful assessment and cleanup of properties that are now the sites of large corporations, small businesses and residential units. The remediations were funded through EPA assistance and significant private investments.

The Assessment Pilot grant awarded in 1998 funded 88 Phase I assessments and 5 Phase II assessments within the boundaries of the Transitway project. All activities were completed within budget. Also in 1998, the City was involved in the cleanup of the current UBS Headquarters site. The project consisted of the complete cleanup of a 12 acre site with extensive petrochemical contamination and construction of a one million square foot, \$250 million office building. Various board approvals, condemnation, relocation, environmental assessment, cleanup, state DEP approvals, and construction were all completed in just over two years. This experience will come to bear on the proposed assessments as well.

As part of the Urban Transitway project, the Myrtle Avenue/East Main Street assessments will be overseen by the Assistant City Engineer, Lou Casolo, SUT Project Manager, Ann Brown and Project Coordinator Laura LaBosky. These individuals are supported by the staff of the Stamford's Engineering Division as well as the Project Management Oversight Contractor hired by the Federal Transit Administration. This team has worked closely with our environmental consultants on numerous assessments within the SUT project area and is currently working with State DEP and EPA staff to successfully manage our cleanup grants. When needed, the Project Manager and Project Coordinator also have the support of other municipal departments such as Legal Affairs, Health, and Finance.

The expertise of a licensed environmental engineering firm will be required for completion of the assessments. All applicable federal procurement requirements will be followed when hiring this or any other consultants.

The City of Stamford has benefited from several past and current brownfields cooperative agreements. Significant accomplishments of each include:

Showcase Intergovernmental Personnel Assignment (IPA):

- organized brownfields workshops for City of Stamford employees to engage relevant departments in identification, assessment and cleanup processes.
- received a 2000 HUD Best Practice Award for coordination of federal, state and local resources in the Showcase effort

Revolving Loan Fund:

- developed standard loan application, loan agreement, note and mortgage
- made the first commitment in the nation under the existing grant

- the third loan in the nation was made in Stamford for the conversion of a printing and engraving shop into a motorcycle dealership
- leveraged approximately \$12,000 in loan repayment and interest
- the Stamford Community Development Office is in negotiations with Antares Corporation to provide RLF assistance for cleanup activities at a 82-acre site in Stamford's South End. The estimated total cost of the cleanup is \$35 million. The project is going through local land use approvals and the cleanup is expected to begin in Spring 2007.

Assessment Pilot:

- completed Phase I assessments on 88 properties in the target area
- completed Phase II assessments on five properties in the target area

Job Training and Development:

- provided training for 23 participants
- formed partnerships with private entities and other non-governmental organizations

Cleanup:

- two subject properties acquired on September 27, 2005
- Phase III site investigations completed in November 2005
- enrolled in CT DEP Voluntary Remediation Program in January 2006
- cleanup will commence when construction begins on Phase I of the Stamford Urban Transitway, scheduled for Spring 2007
- cleanup activities are part of the \$49,750,000 Stamford Urban Transitway Phase I project. Federal Transit Administration funds committed for the project total \$39,647,013. The balance of funding (\$10,102,987) will come from the City of Stamford capital budget.

J2. History of managing federal funds

As a municipality that provides a high level of service to its residents, Stamford receives many state and federal grants that assist it to meet its obligations. At this writing, the City administers 71 federal grant programs totaling over \$67,800,000. Each has its own set of regulations, record-keeping requirements, and allowable activities. At the end of each fiscal year, every grant is audited by an independent agency in conformance with OMB Circular A-133. The City has consistently been found to be in compliance by these auditors and is not presently suspended, debarred, or otherwise ineligible to receive federal funding. Stamford is not, nor has previously been, required to comply with special "high-risk" terms and conditions under agency regulations implementing OMB Circular A-102. Stamford is in the "low-risk" category for the Federal Single Audit.

J3. Compliance with Reporting Requirements

The City of Stamford has been a recipient of EPA cooperative agreements under the Brownfields Showcase/IPA, Assessment Pilot, and Job Training programs. It is a

current recipient of Revolving Loan Fund and Brownfields Cleanup cooperative agreements. We have submitted all required quarterly progress reports, reporting measures and annual financial status reports. The quarterly progress reports reflect the accomplishments made in each grant program as described in paragraph J1, and offer EPA a more detailed account of the steps taken and obstacles encountered in reaching each project's goals. Some agreements may have required a no-cost extension to complete the project but in general the City achieved satisfactory results in each program.

J4. Tracking and Measuring Progress

The expected outputs to be achieved during the project period are to:

1. Complete Phase I assessments within project corridor. Use results to identify sites requiring Phase II investigations.
2. Complete Phase II investigations. Utilize results of Phase II assessments to identify sites requiring Phase III investigations.
3. Complete Phase III investigations.

The deliverables for each of the above steps will be the assessment reports.

The anticipated outcomes resulting from the project activities include:

1. The hazardous substances identified through the assessments will be removed in an environmentally responsible manner that protects human health.
2. Once contaminants are removed, the Stamford Urban Transitway will be built along the Myrtle Avenue/East Main Street corridor. Specific objectives of the SUT are to:
 - Relieve congestion on I-95 and the City of Stamford street network;
 - Increase rail and local bus ridership;
 - Encourage the use of non-motorized modes of transportation;
 - Provide transit-oriented redevelopment opportunities;
 - Increase vehicle occupancy by reducing the use of single-occupant vehicles;
 - Improve transportation mobility for transit-dependent populations;
 - Provide direct access to the CTTransit bus depot from Myrtle Ave;
 - Improve air quality;
 - Foster economic development in the Myrtle Avenue Corridor
 - Improve the quality of life.

Outputs will be tracked by the SUT Project Coordinator and described in the quarterly progress reports. Long-term project outcomes will be tracked using data collected from a variety of sources including the City Department of Traffic Engineering, Connecticut Transit, and our community-based partners.