

PUBLIC INFORMATIONAL MEETING DOCUMENTATION

Sign-In Sheets, Transcript, Written Comments, City of Stamford's
Response to Written Comments



City of Stamford
OFFICE OF OPERATIONS
ENGINEERING BUREAU
 Stamford Urban Transitway Project Phase II

Project Scoping and Public Input

Public Information Meeting
 The Rogers Magnet School Auditorium
 January 24, 2006 at 7:00PM

Sign-In Sheet

	PRINT NAME	AGENCY / MAILING ADDRESS	Please Check One		CONTACT No.
			OWNER	TENANT	
1	Susan Falk	122 Davenport Drive Stamford			
2	Michael Pollard	BA of Finance			
3	PAUL RANTA	50 WOODWAY RD, STAMFORD			
4	Bill McKale	TOWNSHIP OF STAMFORD			
5	MARGARET DRUCKER	43 HARBOR DRIVE APT. 404	✓		964-0724
6	Kathleen Matthews	43 HARBOR DR. #501	✓		
7	MANI S. POOLA	City of Stamford			977-4237
8	Eileen Heaphy	East Side Parkhurst			
9	Liz Quirk	855 E MAIN ST			
10	Carmen Domonkos	East Side Parkhurst			
11	Rich Didelot	917 E Main	✓		323-9188
12	Patricia D. Ozer	161-163 Myrtle Ave	✓		348-2720
13	Maria Cadena	911 Eastmain ST			355-9461
14	Terry Alon	15 1/2 pt - pl			325-3781
15	Cesar Allen	936 EAST MAIN ST			324 6845



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	PRINT NAME	AGENCY / MAILING ADDRESS	Please Check One		CONTACT No.
			OWNER	TENANT	
1	Johanna Paradiis	11 Keith St Stamford 06402			588-0298
2	Alexander Ferrara	136 Myrtle AV		✓	203-667-1792
3	Nick Cognetta Jr	104 Myrtle Ave 120 Myrtle Ave			348 4949
4	Jean Oliva	TRC			800-298-6232
5	Dave & Ginger Winslow	1123 CUE ROAD	✓		203-323-4356
6	JIM SCREWSE	Colony Grill 172 Myrtle	✓		359-2184
7	Lynne Garcia	1459 Shippan	✓		
8	Phan-Dan Doan	143 MYRTLE AVE	✓		324 6000
9	CURT RILEY	75-107 MYRTLE AVE	✓		359-2632
10	LINDA CANNADY	Bd. of Reps.			327-9220
11	JOHN FRANCHINA	223 JONATHAN DR.	✓		322-5301
12	Helen Chagaris	70 Van Rensselaer Ave	✓		325-2964
13	Connie Begetis	1606 Shippan	✓		964-0934
14	Natashe Lee	Advocate			
15	Al Smith	934 E. MAIN ST	✓		348 5975



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	PRINT NAME	AGENCY / MAILING ADDRESS	Please Check One		CONTACT No.
			OWNER	TENANT	
1	Beverly Sgritta	934 East MAIN ST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2	Rocis B...	129 Myrtle Ave	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3	Clark Bellino	129 Myrtle Ave	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4	JOHN TOLEDO	68 MYRTLE AVE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5	Janice Burke	34 Willowbrook Pl	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6	LEVIS GALASSO	133 MYRTLE AVE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	203.984.4628
7	JOHN SOTIROPOULOS	906 E. MAIN STR.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8	EVERETT SESSA	953 E. MAIN ST.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9	Hector Magali Silva	930 E Main St	<input type="checkbox"/>	<input type="checkbox"/>	
10	Sheila Barney	74 Ludlow St	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11	Clem Bellino	83-84 Myrtle	<input type="checkbox"/>	<input type="checkbox"/>	
12	BILL ARNONE	172 MYRTLE AVE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	203 978 5831
13	PATTI ARNONE	172 MYRTLE AVE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
14	T MONTAGNANESE	POLICE DEPT	<input type="checkbox"/>	<input type="checkbox"/>	977-4850
15	HASNI	402 ELM ST	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	356-1114



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	PRINT NAME	AGENCY / MAILING ADDRESS	Please Check One		CONTACT No.
			OWNER	TENANT	
1	Timothy Crady	77 East Ave New Canaan CT 06840	<input checked="" type="checkbox"/>	<input type="checkbox"/>	203-247-0179
2	Luis Capena	970 E. MAIN ST	<input checked="" type="checkbox"/>	<input type="checkbox"/>	203-359-9512
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SPEAKER Sign-In Sheet

	PRINT NAME	AGENCY / MAILING ADDRESS	Please Check One		CONTACT No.
			OWNER	TENANT	
1	Eileen Neaply	East Side Partnership			
2	FRANCES SESSA	953 E. MAIN ST	✓		
3	Alexander Ferraro	136 Myrtle AV		✓	203-667-1792
4	CURT RILEY	75-107 MYRTLE AVE	✓		359-2632
5	HASNI WAHEED	402 ELM ST		✓	356-1114
6	Helen Chagari	100 Myrtle Ave			325-2964
7	Tim Craig	936 East Main			
8					
9					
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VERBATIM PROCEEDINGS

CITY OF STAMFORD
IN RE: STAMFORD URBAN TRANSITWAY - PHASE II
PROJECT SCOPING AND PUBLIC INPUT

JANUARY 24, 2006

THE ROGERS MAGNET SCHOOL AUDITORIUM
LOCKWOOD AVENUE
STAMFORD, CONNECTICUT 06901

POST REPORTING SERVICE
HAMDEN, CT (800) 262-4102

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 . . .Verbatim proceedings of a hearing Re:
2 City of Stamford, Stamford Urban Transitway - Phase II,
3 Project Scoping and Public Input, held at The Rogers
4 Magnet School Auditorium, Lockwood Avenue, Stamford,
5 Connecticut on January 24, 2006, at 7:10 P.M.

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9

10 MODERATOR LOUIS CASOLO: I don't have a
11 public mike or a microphone so can everybody hear my
12 voice?

13 AUDIENCE: Yes, just speak up a little bit.

14 MODERATOR CASOLO: Okay. If anybody wants
15 to move closer in please feel free to do so. I'll do the
16 best I can. First of all, my name is Lou Casolo and I'm
17 the project manager for the Stamford Urban Transitway
18 project. How many of you in the audience are familiar
19 with that Phase I part of the project? Is this -- just to
20 give me a sense of -- okay.

21 For those of you that are not familiar with
22 the project, it starts at Atlantic Street and it is a line
23 to Elm Street. And this is the Phase II component of that
24 project, which is from Elm Street to East Main Street and

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 portions of East Main Street as well. My name is Lou
2 Casolo, the Assistant City Engineer for the City of
3 Stamford, and I'd just like to introduce you to some other
4 people that are here tonight that are part of my staff
5 that can also help field some questions as they come up.

6 Mani Poola is the City's traffic engineer,
7 Laura Labosky is the Stamford Urban Transitway project
8 coordinator, and Rachel Goulberg is here tonight
9 representing the Urban Redevelopment Commission, which
10 aided the City in the real estate acquisition and
11 relocation for the Stamford Urban Transitway Phase I.

12 And there probably would be -- already
13 we've received quite a bit of comments related to real
14 estate acquisition. That always seems to be the most
15 popular thing because obviously it's the biggest impact to
16 everyone and may be the main draw why you're here this
17 evening. So Rachel Goulberg is here to field any general
18 questions you may have on that matter as well.

19 Just some formalities of this meeting, it's
20 a public meeting it's not a hearing. I just have a
21 stenographer here just to document public comment and that
22 will just assist my office in responding to public comment
23 as the project progresses. We're in the very early stages
24 of this project and so we'll start with that.

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 Another member of my staff, Vanessa, is in
2 the back with the blue sweater. Anybody that needs
3 Spanish translation, she's available to aid with that this
4 evening as well. And we're also joined by a consultant,
5 Olivia from the firm TRC, who is also helping us with the
6 project as well. This is a public meeting to pretty much
7 introduce the project to the community and to aid us in
8 receiving public comment for the environmental assessment
9 phase of the project.

10 We did send out a notice that we also
11 advertised in the papers announcing this meeting and we
12 got a pretty good turnout, so I hope it reached most
13 people affected or most interested in this project along
14 the corridor in the Stamford Advocate and the Spanish
15 newspapers and so forth. And we also attempted to mail
16 out this package to most residents in the neighboring
17 area.

18 And just to help give me some feedback, did
19 many people all receive this documentation in the mail?
20 We rely on the addresses in the tax records and sometimes
21 they aren't always accurate cause people come and go. We
22 did receive some returned in the mail to us so that sort
23 of helps us understand that we're doing the right thing
24 and we're reaching the most amount of people. So that's

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 -- this basically, this document gives you a graphic
2 illustration of the limits of the project and a little
3 overview of the scope of the project and some scheduling
4 information to the project.

5 I'd like to just take a minute to review
6 the format of this meeting. I'm going to give a very
7 brief overview of the project and then ask Rachel Goulberg
8 to sort of give an overview of the real estate acquisition
9 and relocation component of the project because so many
10 people are interested in that. And then what we're going
11 to do is I'm going to turn it over to the public for
12 public comment. It's very important that we hear from the
13 public on your concerns and your issues.

14 We're early in the project but we're
15 working towards developing an environmental assessment
16 document and that's what Olivia and the firm of TRC,
17 that's what we're helping them to produce for us. This is
18 a requirement as this is going to be a federally aided
19 project and we have to follow the NEAPA, which is an
20 environmental process that basically dictates the way in
21 which we begin projects of this degree. And this is a
22 very important component of that.

23 Your public comment will be heard, it will
24 be documented and it will be used throughout the process

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 of developing the environmental assessment document. Once
2 this document is prepared, and we're hoping to have the
3 document prepared by the springtime, once it's presented
4 to the federal government it's reviewed, approved, etc.,
5 we will then move into the preliminary design of the
6 project. Federal funding then becomes available at that
7 point. And all of your comments will be made a part of
8 that document.

9 The formal part of the EA process is when
10 we have a public hearing. That's also another step in the
11 process. The EA public hearing will be conducted when the
12 EA is complete and it's put out for public review and the
13 public has had an opportunity to review it, evaluate it,
14 further examine it, come back to us, give us public
15 comments that gets put into the document, and that's the
16 document that the Feds will see.

17 So that's why it's so important tonight if
18 there's anybody that has any comments, it's a perfect
19 opportunity to let us know what your comments are. You
20 can do this in multiples of ways. You can come up to the
21 podium and verbally tell us what your comment is. And a
22 comment can be just that. It can be a question, it can be
23 a concern, piece of information. Anything that could help
24 us better develop a scope for this project as part of the

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 EA is very important information to us.

2 Already tonight I've received a lot of --
3 they're all difficult questions and they're all unique
4 questions and every property is different. Everybody has
5 similar issues but the specifics of each question are
6 unique. And the more information we get from the public,
7 the more informed we become, the better quality of a
8 document that we're able to produce. And in the end a
9 better project will come out of this.

10 So I encourage anybody here this evening or
11 friends that aren't able to be here tonight to produce a
12 comment. So, the way we can do this is you can either --
13 and already we prepared a form out front and there are two
14 sheets. There's a sign-in sheet and I hope that everybody
15 here tonight has had an opportunity to sign that. If not,
16 I encourage you to sign it before you leave. There's
17 another sheet for public -- anybody that wants to make a
18 public comment should also sign that sheet.

19 Why that's important is it helps our
20 stenographer transcribe the name. You know, everybody
21 speaks differently. It's not always clear to him who
22 people are and how to spell their names. So we try to
23 furnish that to him and that helps him build a better
24 record of the meeting. So far, I've heard that we haven't

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 had anybody sign that list for verbal public comments. I
2 find that surprising that there's a lot of inquisitive
3 people here and nobody wants to come up and make a verbal
4 comment. So, I encourage you to do that.

5 And if you haven't signed the list before
6 you make your comment or after you make your comment, if
7 you could just document your name and whatever other
8 information, contact information on the list, that would
9 be valuable to my Department. And according to the little
10 document that we sent out, we can also take and we would
11 also appreciate if you're not willing or not prepared to
12 make a verbal comment, to send us a written comment. It
13 carries the same weight.

14 Some people prefer to do it in writing and
15 not do it verbally, which is completely acceptable to us,
16 and we do receive a lot of comments in the mail. And what
17 we're going to do is since have to furnish our consultant
18 with all these interests and questions in a manageable
19 time period, we have to set a deadline for public comments
20 at this stage of the project. And that date is February
21 27th. And the information that you got in the mail
22 describes basically how we'd like the comment.

23 It has to be written, it has to be on 8 and
24 a half by 11 paper, it just has to be in a form that

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 doesn't create a lot of time consuming translations on our
2 part. And you could mail it to me, you can -- it doesn't
3 say that you can email it but certainly an email comment
4 is a written comment, or you could fax it to us. We'll
5 take it in any form possible because it only makes for a
6 better project. I just want to make sure that I'm not
7 going to miss anything.

8 As far as making a verbal public comment
9 this evening, we have to set a time limit on the comment
10 itself verbally and that's three minutes -- three minutes
11 or less, okay. And I just ask that because nobody signed
12 that sheet, I don't know how many people we're going to
13 get. If the comment runs on beyond three minutes I'm
14 going to have to cut it off and let the next speaker come
15 to the podium. If you feel as though you need to make a
16 point that goes beyond three minutes, we'll sort of see
17 how it goes and how many people are here.

18 You certainly can come back to the podium
19 and continue but in trying to respect everybody else's
20 time that is here, we can certainly go on in more detail
21 either after the meeting or at any time. What Mani and I
22 would like to do is we'd like to meet -- because everybody
23 has unique concerns, there's going to be many more
24 meetings. This is just an introductory meeting to help us

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 kick-off the environmental assessment process.

2 It's a long process and after we have this
3 public meeting we're going to work on our EA. We're going
4 to have a public hearing for that EA but we're going to
5 have many, many other public meetings as needed. And I
6 think we were very successful with the first phase of the
7 project. I see a few familiar faces here. We met at the
8 NRZ, the Neighborhood Revitalization Zones public meeting
9 spot. As they needed public information we went at
10 different times on the project.

11 We try to do it before major project
12 milestones just to keep the public engaged in the process.
13 And there's always a lot of good questions that come out
14 of that. And usually I'm in attendance at that meeting,
15 the right-of-way specialist is in attendance at that
16 meeting and anybody else that's working on the project.
17 We try to put out a little agenda and bring the right
18 people to the meeting.

19 In addition, we think -- we'd like to think
20 we learned a lot from Phase I and we have. We've come a
21 long way and these are pretty long projects because
22 they're federal projects. They impact a lot of people.
23 Everybody has unique problems and issues and concerns.
24 People come and go too, properties change hands all the

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 time. It's helpful probably to us to meet with people
2 individually whether it be on your time, at your site, at
3 our office, whatever seems to work. Everybody is going to
4 have a different schedule or different situation.

5 So we've already met with people who have
6 come forward to our office on their own with their
7 concerns and we're listening. So with that, I'd just like
8 to give a general overview of the project, turn it over to
9 Rachel for a general overview of the real estate and then
10 we'll take our public speakers. Some of you have come up
11 and seen the alignment of the Urban Transitway -- Phase
12 II. Mani and I have worked in evaluating several
13 alternatives.

14 We're here to present tonight what we would
15 consider the preferred alternative which has the least
16 impact to the community as we can see it. This is an
17 alternative that is a four-lane alternative that goes from
18 Elm Street to East Main Street. The lane configurations
19 are as follows. They emulate Phase I and that basically
20 is a cross section that has a sidewalk, it has a grass
21 strip, it has a curb, it has a bikeway -- a bike lane, it
22 has an HVL high occupancy vehicle lane for carpoolers,
23 buses and limousines, you know black cars, anybody with
24 two or more passengers.

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 It has a travel lane and the section is
2 mirrored on the other side as well. So that's basically
3 the configuration of the cross section. The project --
4 these black areas are designated turnouts for bus stops.
5 We've had a lot of coordination and discussions with
6 Connecticut Transit and one of the main problems that are
7 faced by motorists, I included, is waiting behind a bus
8 while they're stopped at a station to pick up somebody and
9 you can't pass them or it's dangerous to pass them.

10 So we have designated turnouts and bus
11 shelters to provide shelter for anybody waiting for the
12 bus or waiting to make a transfer for the bus. On East
13 Main Street we have two shelters and turnouts and on the
14 corridor known as Myrtle Avenue we have three turnouts.
15 The properties impacted by this alignment are numerous.
16 There are 70 properties that are impacted.

17 The majority of these properties have
18 sliver partial takings associated with them but in an
19 urban setting even a sliver taking, there are impacts
20 associated with that. And several people tonight, we've
21 already talked about impacts. A stonewall was impacted, a
22 parking space was impacted and there's going to be other
23 things, a gas station, there's a bay of the gas station
24 that's impacted. So everybody has specific impacts and

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 they all have to be addressed individually and they will
2 be addressed individually.

3 The corridor as it is laid out here tonight
4 requires five full takings -- or I'm sorry, one, two,
5 three, four -- six full takings, six full takings out of
6 70. We worked really hard to try to reduce the amount of
7 full-take properties. Phase I was considerably higher
8 than that because Phase I went through an area where a
9 corridor doesn't exist, so that really is the reason why
10 the Phase I part of the project took so many more
11 properties.

12 But we worked very hard to try to minimize
13 the full takings but quite frankly where the road goes
14 through a building or touches a building, we're defining
15 that at this stage as a full taking. And it's difficult
16 to see from these plans the details of all of that.
17 What's going to happen is as we get into the design
18 process after the EA, we're going to develop specific
19 right-of-way maps for each and every parcel and on that
20 map it will specifically indicate the square footage.

21 This is going to be an English project; the
22 other one was metric, square meters. It's going to
23 indicate the square footage of all the sliver takes, of
24 all the partial takes and any other rights to work on the

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 property in a consistent format that has been commonly
2 used in the State of Connecticut. So everybody is going
3 to have a specific map indicating the amount of property
4 taken and all the details that are impacted on your site.
5 All this information, the plan -- it's worth mentioning
6 this.

7 The plan, the public meeting records,
8 property impacts, property maps, you name it, schedules,
9 scopes, everything, the EA, will be published and is in
10 the process of being published on the City's website. You
11 know, everybody -- every year there's more and more
12 website savvy people. It's in my office but it can also
13 be in your home offices too. And if you currently go to
14 the project website, which is the cityofstamford.org,
15 you'll see a homepage for the Stamford -- well, you'll see
16 the City's homepage and you'll see Stamford Urban
17 Transitway.

18 And the first image you'll get is that,
19 okay. So don't feel as though this is the last time
20 you're going to see it. I mean, you're going to see this
21 over and over again. And the homepage of the Stamford
22 Urban Transitway website is currently developed with some
23 project information, all the meetings, the right-of-way
24 acquisition, any related project documents, so you can

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 really drill down depending on whatever your interests
2 are. All the contact information for me, the email
3 addresses and phone numbers, fax numbers, everything is on
4 that document.

5 So you can walk away here tonight without
6 taking scrupulous notes and basically anything that's
7 discussed this evening will end up being posted on that
8 website in one form or another.

9 FEMALE VOICE: Are the travel lanes right
10 now 11 feet each? The travel lane now, are they 11 feet
11 each?

12 MODERATOR CASOLO: It's approximately that.
13 I think it --

14 MALE VOICE: Could you repeat the question
15 because I didn't hear it?

16 MODERATOR CASOLO: Oh, the travel lanes
17 existing, are the travel lanes 11 feet each? Mani, do you
18 want to just define the existing cross section so that we
19 understand approximately what we're dealing with? I know
20 it does vary.

21 MR. MANI POOLA: My name is Mani Poola.
22 I'm the traffic engineer for the City of Stamford.

23 COURT REPORTER: Can you spell your last
24 name for me please?

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 MR. POOLA: P-O-O-L-A, that's my last name.

2 COURT REPORTER: Thank you.

3 MR. POOLA: M-A-N-I is the first name.

4 Right now it varies because you have parking on one side,
5 on both sides in some locations, so it is restricted. It
6 varies anywhere between 36, 38, 40 feet, the existing
7 cross section. And we do have some -- a little bit of
8 sidewalk on each side.

9 FEMALE VOICE: So do you think they'll be
10 taking like -- I mean, I'm not an engineer or anything
11 like that but about 21 feet?

12 MR. POOLA: Well, the amount of taking will
13 be discussed only after we go to the preliminary
14 engineering. So right now we just know where it is
15 impacted so even though we identify it as 70 properties
16 impacted, some of the properties will not have any impact
17 at all.

18 But during construction they probably will
19 be impacted because they will be working in front of your
20 place. So that's why we identify all the properties in
21 the entire project area as impacted properties.

22 MODERATOR CASOLO: Yes, it's hard -- we're
23 going to ask that any comments -- anybody that wants to
24 make a verbal comment or question come up to the

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 microphone because our transcriber can't pick up your
2 comment from the audience. It has to be communicated
3 through this microphone. I just want to touch on two more
4 things and then I'll turn it over to everyone here.

5 The project schedule, as I said tonight,
6 tonight is an important meeting so that we can collect
7 public comment to direct it to both Mani and myself to
8 help us develop the environmental assessment document.
9 This is a document that kicks off everything so that's
10 really why we're here tonight, to define the scope of the
11 project.

12 We're basically providing an alignment but
13 with your comments, that really strengthens the quality of
14 the environmental assessment document. That process will
15 be pretty much complete in the spring of this year and at
16 that time we're hoping to, as Mani said, get into
17 preliminary design and final design. That will follow the
18 EA process.

19 The rights-of-way process will be in
20 parallel with all of this. The rights-of-way process is a
21 very time consuming process that takes many -- I want to
22 say many years. It takes that long. We'd like to think
23 in our brains it should happen quicker but for some reason
24 or another it does take years. But that final design and

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 right-of-way process will continue for several years and
2 probably be concluded and properties acquired, people
3 relocated by the year 2009 approximately.

4 And then the construction will follow the
5 acquisition and completion of an acceptance of the
6 construction documents and that construction completion is
7 anticipated to be complete in the year 2011. So these
8 projects don't happen overnight as you can see but like
9 many of you here know, time goes so quickly these days
10 that 2011 is not that far away.

11 And it's very important working backwards
12 that we get the process moving. It's very important
13 because it does take a long time and we want to listen to
14 the community. We want to address your comments, we want
15 to meet with you and like I said, I assure you that this
16 will not be the last time you'll see us. We're going to
17 have many more meetings.

18 And the meetings really come out of your
19 comments, your interest in the project and as required
20 through the federal process, both on the environmental
21 side and on the right-of-way side. So with that, if
22 anybody would like to make a public comment tonight -- oh
23 I'm sorry, Rachel Goulberg is here tonight to do an
24 overview of the real estate acquisition process.

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 MR. POOLA: This is Mani again. Before
2 Rachel comes here, the project extends on East Main Street
3 too onto Lockwood, between Myrtle Avenue and Lockwood
4 Avenue.

5 MALE VOICE: Can I ask a question?

6 MODERATOR CASOLO: He's not going to be
7 able to detect the question -- okay, go ahead sir. I'll
8 repeat it here.

9 MALE VOICE: Now you have the east side
10 beyond the railroad tracks on the map. What about the
11 west side of the railroad tracks, are they going to get
12 affected, any of the properties?

13 MODERATOR CASOLO: Right now, and Mani can
14 add to this because Mani is in a lot of discussions with
15 the federal government about this, but we're seeking
16 funding and aid to deal with our bridge constrictions in
17 the City of Stamford.

18 These are bridges that are currently CONN
19 DOT-owned facilities and those are typically railroad
20 bridges that are the choking points in the City. So the
21 widening of East Main Street is something that we're
22 actively trying to pursue funding for right now.

23 MALE VOICE: On the east side of the
24 railroad bridge -- the west side you mean?

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 MODERATOR CASOLO: The west side.

2 MALE VOICE: The west side of the bridge.

3 Anything that's going to happen to it in the near future,
4 are you having any plans because it doesn't -- it shows
5 the addresses here but it does not go --

6 MODERATOR CASOLO: Yes, the bridge really
7 is the constriction point for this project.

8 MALE VOICE: But it doesn't show anything
9 on the property on Main Street to -- it has the numbers
10 here and the markings of the property but it does not show
11 any construction, any restrictions or anything. So that's
12 my concern at this point.

13 Do you guys plan to extend the project from
14 the west side of the bridge or are you just going to stay
15 now to 2011 on the east side of the bridge?

16 MR. POOLA: This is the project, so right
17 now we are working with the State DOT in designing the
18 implements for that railroad bridge. It has to be widened
19 and also we're going to increase the vertical clearance.
20 So until that happens, nothing can happen on the west side
21 of --

22 MALE VOICE: Of the bridge.

23 MR. POOLA: -- of the bridge.

24 MALE VOICE: Because it doesn't say

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 anything about it in the letter that you people sent us.

2 MODERATOR CASOLO: Yes.

3 MR. POOLA: But still we are working on
4 that. See, until it is finalized --

5 MALE VOICE: But that's going to be
6 published before?

7 MR. POOLA: Yes, of course.

8 MODERATOR CASOLO: Yes. Right now Mani hit
9 it best, the scope of this project begins more or less at
10 the railroad bridge and ends --

11 MR. POOLA: Lockwood Avenue.

12 MODERATOR CASOLO: -- at Lockwood Avenue.
13 That's the project limit.

14 MALE VOICE: Thank you very much.

15 MODERATOR CASOLO: I'm trying to limit the
16 amount of audience comments. It's better to come to the
17 podium because it will be properly documented that way.
18 So at this time anyone that would like to make a public
19 comment I encourage you to -- excuse me, I'm sorry. Okay,
20 Rachel Goulberg.

21 MS. RACHEL GOULBERG: Alright, well he
22 asked me to come so I may as well talk to you very
23 briefly. I was asked to be brief and broad-brush.
24 Because this is a federal project, a federally financed

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 project, there is a law in addition to the environmental
2 and the planning stuff that's involved. There's a very
3 detailed law called the Uniform Relocation and Real
4 Property Acquisition Policies Act of 1970 that's been
5 amended actually just as recently as last year that
6 specifically applies.

7 And there are detailed rules that we must
8 follow both in terms of process and procedures and
9 relations with each property owner and each tenant
10 including providing information, including a whole
11 requirement for detailed negotiations and assistance. It
12 will start with the engineers and the City engineers
13 deciding where the road is going to finally end up.

14 And those maps that Lou talked about that
15 define for each parcel what is necessary for the project,
16 they'll give that information to the real estate side of
17 it. The first thing we'll do is understand the value
18 that's obtained by a licensed real estate appraiser who
19 either works on staff or will be retained through the
20 request for proposals public process.

21 The appraiser's work is reviewed by the
22 federal agency that's funding the project. And then it's
23 reviewed by an independent review appraiser who writes a
24 whole separate report that doesn't value the land but

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 criticizes or critiques the analysis that the appraiser
2 goes through so that we can feel comfortable when we
3 present you with what we believe the fiscal impact or the
4 dollar impact of the acquisition is so we feel comfortable
5 that it is the right number. We've been quite successful
6 in the first phase getting to the right number.

7 About 80 percent of the time, which is
8 fairly typical, people have accepted the number that we've
9 suggested and -- well, not suggested that we've said is
10 value based on the professionals or within a few
11 percentage points of that depending on particular
12 circumstances that come out during face-to-face
13 negotiations. And everybody gets face-to-face
14 negotiations, as much or as little as necessary.

15 Sometimes the process that we're going
16 through allows us to get information that's not readily
17 available just by going out and looking at the property.
18 By you telling us what we can't see allows the appraisers
19 to understand better the value of your properties and the
20 impact of the acquisitions. Because most of these takings
21 will be little slivers, it's a much more complicated
22 analysis than if we were taking the whole thing.

23 If you take the whole thing -- you know,
24 this is how much this parcel is worth in the marketplace

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 and it's fairly simple, to the extent that any of this is
2 simple, it's a straightforward analysis. But when you're
3 only taking a part of the property, the fact that the
4 piece that's left is smaller means that it's not worth as
5 much. So we have to do a lot more analysis.

6 We'll look at what the value of the
7 property is before, right now today, or in a couple of
8 years, and then we'll look at what the value is in its
9 smaller configuration. Maybe you can't get the same rents
10 because there's now less land. So before you could get
11 \$20 a square foot, now you can only get \$15, whatever,
12 that goes into the analysis and becomes part of the
13 compensation that the property owner is entitled to.

14 And again, that whole analysis is reviewed,
15 it's presented to you formally in a letter and explained
16 in a whole variety and series of negotiation sessions
17 during which our goal is to reach a friendly transaction
18 where you're happy with the ultimate conclusion of value.
19 At the same time that we tell property owners that we
20 believe your property is worth so many dollars and this is
21 a formal offer from the City of Stamford to buy it at this
22 price, we also have to provide a notice to every tenant
23 who's going to be displaced by the project.

24 And this really affects the six full take

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 properties. If there are residential and commercial
2 tenants in there, they have specific rights under that
3 federal law that I mentioned to get notice, to get
4 relocation assistance in the form of a professional who
5 will explain to them what their rights and entitlements
6 are, help them find a new place to operate their business
7 or to move their residence to, pay for the cost of moving
8 physically from the new place to the next place and get
9 setup.

10 Particularly with a business, there is
11 reestablishment expenses. And I mentioned that the law
12 was just changed last year, it was changed to increase
13 some of the dollar limits on the reestablishment expenses.
14 And that relocation process lasts well beyond the change
15 in title to the property. Nobody has to move until after
16 the City takes over the title and until after we find them
17 a new place to move or sometimes -- very often we'll
18 suggest three or four places and they'll pick something
19 totally different that they found on their own.

20 Business people particularly know better
21 than we do what's best for their business and we're not
22 going to dictate that. Residential people who need to
23 move know where they want to live. We can suggest this is
24 a comparable apartment, it's decent, it's save, it's

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 sanitary. And those are three very important words in
2 that federal regulation because we have to inspect it to
3 make sure that it's got fire systems, it's got no
4 asbestos, no lead paint, that kind of thing. And there's
5 a criteria. It has to be decent, safe and sanitary.

6 And then we pay people to move and we pay
7 rent differentials on residential people are for
8 residential people who end up in a more expensive
9 apartment, which is often the case. In fact, there's a
10 case in every one of the residential moves in Phase I. So
11 that's very broad-brushed. As Lou said, everybody's
12 situation is going to be different and we'll try to find a
13 way to solve everybody's problems as we go through it.
14 Thank you.

15 MODERATOR CASOLO: Okay, I think we have a
16 list with a few more names on it so I'd like to begin
17 calling people to the podium. I'd just ask that when you
18 come to the podium could you just slowly pronounce your
19 name and possibly spell your last name. I'm going to give
20 a copy of this to the transcriber so that's really for his
21 aid.

22 So at this time I'd like to call Elaine
23 Hemphry.

24 MS. EILEEN HEAPHY: Eileen --

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 MODERATOR CASOLO: I'm sorry, Eileen --

2 MS. HEAPHY: Heaphy.

3 MODERATOR CASOLO: Heaphy, thank you.

4 COURT REPORTER: You better spell that.

5 MS. HEAPHY: Here, I have a copy of my
6 remarks for you. Hi, I'm Eileen Heaphy. I'm a member of
7 the Board of Directors of the East Side Partnership and
8 I'm a member of the Stamford Board of Representatives
9 representing District 8.

10 The East Side Partnership was formed three
11 years ago to promote the revitalization of the east side
12 of Stamford. Our motto is to turn the east side from a
13 drive through to a destination. I think you all will
14 agree, those of you who have been around there for awhile,
15 there has been a major change in the east side. We are
16 slowly but surely becoming the second pedestrian shopping
17 area of Stamford after the downtown.

18 This is because the changes include
19 bringing some major new housing projects and a chance to
20 turn this area into a place that pedestrians enjoy. I'm
21 here tonight to present the East Side Partnership's
22 comments on the Urban Transitway Project, which will have
23 a major impact on our neighborhood. We're concerned that
24 the straight path of Myrtle Avenue will encourage drivers

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 to exceed the speed limit. As you can see, it's a big
2 long stretch.

3 We think that 30 miles an hour should be
4 the posted speed to prevent the avenue from becoming a
5 speedway. Drivers invariably are going to go above the
6 speed limit on a straight road. The businesses on Myrtle
7 Avenue and East Main Street need parking in order to
8 survive. Maintaining on-street parking is needed to
9 protect the livelihood of the street's long established
10 businesses. These business owners employ a large number
11 of people and are major taxpayers in the City of Stamford.

12 Eliminating their ability to have customers
13 park conveniently in front of their establishments would
14 have a major negative impact on the businesses of the east
15 side. We're also concerned that there are no pedestrian
16 crossings. Myrtle Avenue is approximately three-quarters
17 of a mile long with four intersections. This is a long
18 stretch to be without a pedestrian crossing. This is a
19 heavy populated neighborhood.

20 We have Rogers School as we all know right
21 here two blocks east, there's several apartment buildings
22 on the west side of Myrtle Avenue, children walking to
23 school are going to need crosswalks to cross across during
24 the peak times. Without an adult escort older children

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 will be tempted to just run across. We've seen enough of
2 that on Washington Boulevard. In addition, the businesses
3 on the west side of Myrtle Avenue will be cut off from the
4 large population living on the east side. Of course, that
5 goes against what we're hoping to accomplish.

6 The purpose of the Urban Transitway is to
7 promote multimodal transportation but without crosswalks
8 it will be exceedingly dangerous for residents and
9 business employees to cross the street to use the bus stop
10 that is proposed. It's imperative for the safety of
11 school children, residents and workers that crosswalks be
12 installed. The immediate area of Myrtle Avenue is
13 comprised of condos, single and multiple family dwellings
14 and businesses.

15 The population is approximately 13,000
16 people in the immediate area. The east side comprises
17 approximately 10 percent of Stamford's population. So it
18 is a project that is going to impact a lot of individuals.
19 The East Side Partnership is currently involved in
20 developing a neighborhood plan being funded by the City
21 for the east side. You may have read about it in the
22 newspapers. It will provide sidewalks, a pedestrian
23 friendly development, appropriate lighting, etc.

24 We will expect that this design -- we

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 expect that this design will be taken into consideration
2 in the construction of the Urban Transitway. The
3 neighborhood plan -- as part of the neighborhood plan we
4 are joining with the City in planning and advocating the
5 train stop. We've heard a little bit about that tonight,
6 I won't go on. Just to reinforce that, paramount is our
7 concern for the pedestrian's safety so that this
8 neighborhood can develop into an urban village.

9 Thank you.

10 MODERATOR CASOLO: The next speaker is
11 Frances Sessa.

12 MS. FRANCES SESSA: Good evening, I'm
13 Frances Sessa. We own the building at 59 Myrtle Avenue;
14 we own the building at 953 Main Street. We're getting a
15 double whammy on both properties. If you're on Myrtle
16 Avenue you know that parking is at a premium. The parking
17 in front of our building is minimal.

18 There are many businesses we could not put
19 in that building because we did not meet the parking
20 requirements. We know that there's not going to be on-
21 street parking. It's just beautiful. Is it necessary to
22 have bike lanes when you have property that's at a premium
23 when you don't have enough parking? That's a luxury that
24 I don't think we need.

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 Go around Stamford, check it out and see
2 how many bike lanes you see around there. Go down
3 Shippan, which leads to the beaches. Tell me the bike
4 lanes that you see there. While we want to have all of
5 these little luxuries when you have businesses that are
6 being critically impacted, that's a luxury we can't
7 afford.

8 There may be other streets. You've got
9 Lockwood Avenue. I don't know what the name of the street
10 is on the other side of the tracks, if they're really set
11 on putting bike lanes. When we moved into our building we
12 had a patch of grassy area. All of a sudden Stamford
13 wanted to have businesses have grassy areas in front of
14 their buildings. I think we're the only one aside from
15 the apartment houses that had that.

16 We were working 7:00 in the morning till
17 11:00 at night. My husband was not out mowing the lawn so
18 we had weeds there. Sometimes he'd go out and whack them.
19 These things are very nice, they're wonderful, and they're
20 foo-foo when you can afford it. Washington Boulevard --
21 look at Washington Boulevard, wide street, no bike lanes.
22 So when someone is going to take your property they've got
23 to look at the whole picture and what the impact is on
24 businesses.

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 And not for just now but the long-term. We
2 have more and more cars coming on the street. You have
3 businesses that are going to need the parking. Fine, if
4 you're going to widen the street try to do whatever you
5 have to but the luxury of a bike lane I think is just not
6 well thought out. So that's it, thank you.

7 MODERATOR CASOLO: Alexander Fererra
8 please.

9 MR. ALEXANDER FERRARA: Hello, I'm
10 Alexander Ferrara, 136 Myrtle Avenue. I own a gas station
11 and the impact on that gas station is going to be really
12 bad for me and I'm sure it's going to be bad for any
13 business in the area.

14 I have one question, is the road going to
15 be open to all of the public or is it just going to be
16 open to the people who live in the area or have businesses
17 in the area because without the people coming there we're
18 going to be out of business. Thank you.

19 MODERATOR CASOLO: Curt Riley.

20 COURT REPORTER: Can you spell your last
21 name please?

22 MR. CURT RILEY: Riley, R-I-L-E-Y.

23 COURT REPORTER: Thank you.

24 MR. RILEY: My name is Curt Riley. My

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 brother and I own quite a few pieces of property on Myrtle
2 Avenue. Our business is automotive; we sell cars. As it
3 is right now the parking and unloading of cars are very
4 difficult. To take the parking off the street, employees
5 don't have a place to park.

6 I can't get cars unloaded without being
7 harassed by the police for taking up a spot. We try to
8 not inconvenience anyone. If I can't unload my cars I
9 can't get them on my property with a trailer and they're
10 large, I know they're inconvenient. But to do what
11 they're going to do with the street to stop these tractor-
12 trailers coming in with cars, I won't be able to get them
13 off.

14 And to take my property -- my parking in
15 the front is my front line we call it. That's where my
16 cars are displayed. To take that property it would be
17 critical to me to lose it. Thank you.

18 MODERATOR CASOLO: Hasni Waheed.

19 MR. HASNI WAHEED: Good evening everyone,
20 my name is Hasni, last name is Waheed. Actually, I'm on
21 the south end but I have a business on the right on the
22 corner, 42 Elm Street Subway. So I just have one
23 question.

24 I had a lot of questions before he speaks

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 but she explained a lot of things so I just have one
2 question about what they're going to do, the possible
3 things about as everyone told us. Definitely if you see
4 in Stamford we not see too much sidewalks like the bike
5 lines, the grass lanes. We really don't need too much but
6 I just have question what's the possible things they're
7 going to do with 42 Elm Street?

8 They just going to take a little bit land
9 or corner or they going to push something like that?

10 Thanks a lot.

11 MODERATOR CASOLO: Helen --

12 MS. HELEN: My question was asked already
13 about the parking.

14 MODERATOR CASOLO: Okay Helen, Helen had a
15 parking question.

16 MS. HELEN: Will there be any street
17 parking?

18 MODERATOR CASOLO: No, there will be no
19 street parking but your comment will be evaluated during
20 the development of the EA. It's a good opportunity to
21 talk about parking. Parking is a concern of a lot of
22 businesses and residences along this corridor, so as part
23 of the design parking will be a big issue that will be
24 given a lot of consideration throughout the process.

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 So this isn't the last time we're going to
2 talk about parking. We're going to look for
3 opportunities, we're going to study the need for parking
4 and hopefully develop some good solutions as the project
5 moves along. Our last speaker that has signed in is Tim
6 Craig.

7 MR. TIM CRAIG: Good evening, my name is
8 Tim Craig. I'm a good friend and partner of Caesar
9 Calderon. He has property at 936 East Main Street and
10 that house is a multifamily house. It's pretty close to
11 the street as it is, and his first question is how far are
12 you going to extend from the blacktop towards his
13 property?

14 His house is fairly close to the sidewalk
15 as it is so that's the question that he has -- 936, how
16 far are you going to go from the street towards his house
17 okay? You got that?

18 MODERATOR CASOLO: Yup.

19 MR. CRAIG: And the next question is, we
20 also have some property up on Quintard and I'm looking at
21 this map right here and the map basically goes down East
22 Main Street towards Myrtle and then turns into it.

23 Is this project going to be going from
24 Myrtle up towards I guess it would be -- the next street

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 would be -- I don't know what that street is but
2 eventually you're going to hit Lafayette and Clark's Hill.
3 Does this project extend up the hill to the Cadillac
4 dealer? There's a Cadillac dealership up there. This
5 project is not going to impact -- there's not going to be
6 any widening of the road going up that way is there?

7 MODERATOR CASOLO: No, the limit of the
8 project is the East Main Street railroad overpass more or
9 less.

10 MR. CRAIG: Okay.

11 MODERATOR CASOLO: Not any points further
12 west at this time.

13 MR. CRAIG: Okay, sorry.

14 MODERATOR CASOLO: That's okay.

15 MR. CRAIG: Okay yeah, I had to get that
16 clear because we weren't sure. And also just deducing
17 that all I'm going to say is -- he's having a problem with
18 his throat. He definitely wanted me to say that yes, this
19 is definitely going to impact an already bad situation
20 that he has with parking in this facility as it is, okay,
21 there's three businesses there.

22 They all share almost the same space and
23 it's terrible. I don't know what he's going to do. He
24 doesn't know what he's going to do if it extends and I

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 guess if it extends that much then -- you know, I guess
2 his next question would be are you going to buy the house,
3 you know, because he's not going to be able to conduct
4 business the way he's conducted business anymore because
5 parking is a major thing of giving his tenants street
6 parking and being able to turn around. That's a major
7 thing of him having the property.

8 MODERATOR CASOLO: Okay, thank you. Would
9 you like to join us -- sure. Can you just state and spell
10 your name please?

11 MR. LOU GALASSO: Yeah, my name is Lou
12 Galasso, G-A-L-A-S-S-O. I'm the owner of 133 Myrtle
13 Avenue and I just want to go on record as saying that I
14 agree wholeheartedly with Mrs. Sessa with regard to the
15 bike lane. I think it's a luxury that is impacting 70
16 properties, that if it were eliminated it would lessen the
17 impact tremendously.

18 It's an extra 10 feet total; it's five feet
19 on each side. It's not a total solution but I think if
20 you were to eliminate that I think you would tremendously
21 alleviate some of the impact on the affected properties.
22 And that's all I want to say, thank you.

23 MODERATOR CASOLO: Are there any other
24 public speakers this evening? For anyone else I'll just

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 reiterate one more time, you have until February 27th to
2 make a public written comment and submit it to my office
3 and it will get incorporated into the environmental
4 document. Yes sir -- sure.

5 MALE VOICE: -- multiple comments on the
6 same page will effect --

7 MODERATOR CASOLO: You're encouraged to
8 make a public comment. If the point is, you know,
9 emphasized by more than one speaker --

10 MALE VOICE: It's a reiteration --

11 MODERATOR CASOLO: I would encourage you to
12 do it.

13 COURT REPORTER: State and spell your name
14 please.

15 MR. NICK COGNETTA: Certainly, Nick
16 Cognition, Jr., C-O-G-N-E-T-T-A, Cognition Funeral Home and
17 All Pets Crematory.

18 COURT REPORTER: I'm sorry, your first name
19 was?

20 MR. COGNETTA: Nick. Basically my concerns
21 obviously are parking. I mean, there are times that we do
22 need on-street parking. Our parking lot, even though we
23 expanded it recently, is still not big enough at certain
24 times.

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 The bike lane obviously, just reiterating
2 what everybody else is thinking, but on-street parking is
3 our biggest concern. Running a funeral without the
4 limousine luxury that I've enjoyed the past 53 years would
5 be impacting my business. That's pretty much my concerns.

6 MODERATOR CASOLO: Just state your name
7 please and spell it.

8 MR. BILL MCKALE: My name is Bill McKale,
9 M-C-K-A-L-E. I'm the owner of Toyota of Stamford and I
10 too want to add my name to the list of those concerned
11 about the bike lanes and the lack of parking.

12 MR. JOHN FRANCHINA: Hi, my name is John
13 Franchina. I'm one of the owners of 58 Myrtle Avenue in
14 Stamford, Connecticut and I just wanted to reiterate what
15 everyone --

16 COURT REPORTER: Please spell your last
17 name.

18 MR. FRACHINA: Oh, it's F-R-A-N-C-H-I-N-A.
19 We own a six-family residential complex on the street and
20 just as parking is important to businesses, it's also
21 important to our tenancy.

22 And any taking of parking whatsoever would
23 have an extremely negative impact on our building and I
24 just want to come out against the bike lanes also. I

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 think they're a totally unnecessary luxury that the City
2 can't afford to take from -- you know, versus parking.
3 Thank you.

4 MODERATOR CASOLO: Okay, it appears that
5 that's all the public comments we have this evening. We
6 want to thank you for coming to tonight's meeting. And I
7 guess just to -- I think the common comment that was made
8 this evening had to do with parking. There seemed to be
9 some concern about a need for a bike lane.

10 This project, along with the Stamford Urban
11 Transitway Project Phase I, encourages the use of public
12 and multimodal transportation. Biking is one component of
13 that just like walking. It's a component of the project
14 that will continue as the project grows, the need for
15 biking access into downtown Stamford, to the train
16 station, throughout the corridor is part of the multimodal
17 process for public transportation.

18 So that's really the driving force behind
19 the need for the bikeway. Yes sir?

20 MALE VOICE: -- that bike to the end of
21 Myrtle Avenue --

22 MODERATOR CASOLO: Do you want to field
23 that one? Mani, could you repeat his question?

24 MR. POOLA: Well, the question is at the

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 end of the project and the bike lane terminals, what
2 happens after that? This project limits -- you know, we
3 are trying to have the bike lanes when the project grows
4 further because the project has some money associated with
5 that. So when it goes beyond that, we can't accommodate
6 it under this project but when future projects come in we
7 keep adding the bike lanes, whatever it costs.

8 And it happens not only with bike lanes, we
9 do the same street skipping too. So when we redo like
10 large projects like this we do accommodate street
11 skipping. It's expensive but it is a requisite that we
12 get from the neighbors and we try to accommodate that.

13 MALE VOICE: You've got a four-lane road
14 here and you're going to put a bike lane on the other side
15 -- on either side of it? It really doesn't make sense one
16 lane each way and bike lane --

17 MR. POOLA: I can give you a lot of
18 examples. We have a lot of cities and towns encouraging
19 the use of bikes and it really enhances the neighborhood
20 quality. A very good example is on the west coast.
21 Michigan state has started it and some of the small --
22 like Lansing and other places started bringing those bike
23 lanes and sidewalks so it make more neighborhood
24 attractions.

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 FEMALE VOICE: What kind of property do
2 they have? They may have the property that can afford
3 that. You're asking us for comments. You're telling us
4 that you're going to take what we say into consideration.
5 You're already telling me your minds are made up. This is
6 going to be the start of the bike lanes and this -- and
7 now bike lanes henceforth are going to be put out
8 throughout Stamford.

9 I live in Darien. Darien couldn't be more
10 friendly -- pedestrian friendly. We don't have bike
11 lanes. You've got streets that you're walking. Yes,
12 maybe you can do it if you've got the property. If you
13 don't have the property, if you're going to put businesses
14 at peril, then you just don't do it.

15 Put the businesses first. Don't put your
16 plan first but that's exactly what you're doing and you're
17 trying to cover it up.

18 MR. POOLA: No --

19 FEMALE VOICE: And how many people walk
20 down Myrtle Avenue? I had a business there for 25 years.
21 I could count the number of people that walked on that
22 street --

23 COURT REPORTER: This is starting to get
24 out of control.

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 MODERATOR CASOLO: Yes, if you have any
2 further comments I encourage you to make them but please
3 do it in the public forum, which is to come to the
4 microphone, state your name and respect the three-minute
5 time limit. Yes sir?

6 MR. BILL ARNONE: My name is Bill Arnone,
7 spelled A-R-N-O-N-E. I'm a concerned Stamford taxpayer.
8 Lou, my question to you is -- because you all see the bike
9 lane is a concern to this project, is it a requirement of
10 the federal government in order for them to fund it that
11 you have bike lanes or is it something the City is
12 planning on doing?

13 MODERATOR CASOLO: We've studied the needs
14 of this corridor within the Phase I section to promote the
15 corridor that enables people to use public -- to encourage
16 public transportation and use of the bike is a proven way
17 to encourage public transportation.

18 Connecticut Transit has the equipment on
19 board; Metro North has the equipment on board to take
20 bikes. Bikes are certainly a part of public transit and
21 we want to encourage the use of bikes.

22 MR. ARNONE: But my question Lou is, is it
23 a requirement of the federal government in order for you
24 to get this grant?

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 MODERATOR CASOLO: Do you want to answer
2 that Mani?

3 MR. POOLA: I can tell you I think in '95
4 or '96 the City did a survey and I think No. 1 or 2 is
5 bike, sidewalks and parks. These are the top three that
6 came for our communities. So at the time we started
7 developing plans for the walkways, bike paths and wherever
8 we can take it, there's a master plan being developed for
9 that also. And for --

10 MR. ARNONE: Thank you, thank you -- excuse
11 me, thank you. I respect your answer but I'm going to ask
12 you for the third time, are the bikeways a requirement by
13 the federal government in order for you to get funding,
14 yes or no?

15 MR. POOLA: It is one of the multimodal
16 elements so we will consider that one.

17 FEMALE VOICE: Yes or no?

18 MR. ARNONE: So the answer to the question
19 is yes?

20 MODERATOR CASOLO: The project is being
21 funded by the federal --

22 MR. ARNONE: Is the answer to the question
23 yes?

24 MODERATOR CASOLO: I think it will help the

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 City attract the funding if the bikeways --

2 FEMALE VOICE: Yes or no, yes or no --
3 nothing else, yes or no.

4 MODERATOR CASOLO: The project is just
5 evolving.

6 MR. ARNONE: Okay, okay.

7 FEMALE VOICE: Yes or no?

8 MODERATOR CASOLO: We haven't even --

9 MR. ARNONE: My second question Lou has to
10 do with several alternatives. You said this is the
11 preferred alternative but you have several alternatives in
12 addition to this one. Are those other alternatives on the
13 website?

14 MODERATOR CASOLO: No, right now they're
15 not.

16 MR. ARNONE: Are they open to the public
17 inspection?

18 MODERATOR CASOLO: Definitely.

19 MR. ARNONE: Okay.

20 MODERATOR CASOLO: The other alternatives
21 have a further impact in terms of the real estate
22 acquisition, that's why we're not recommending moving
23 those forward.

24 MR. ARNONE: Okay, thank you.

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 MODERATOR CASOLO: Yes sir, you're getting
2 a lot of exercise tonight.

3 MR. FERRARA: Okay, my name is Alex
4 Ferrara, F-E-R-R-A-R-A. I want to know about the grass.
5 I think it was a three-foot strip of grass you're putting
6 in there. What do we need that for?

7 MR. POOLA: We put utility polls there, the
8 light polls. There's decorated light polls that you're
9 going to see in the Phase I that's going to continue over
10 here. It enhances as in some of these in the downtown
11 area, so those are the kind of lights that we are going to
12 put in.

13 MR. FERRARA: Who maintains the grass?

14 MR. POOLA: It doesn't have to be grass it
15 can be brick also.

16 MR. FERRARA: Oh okay, so it's not grass.

17 MODERATOR CASOLO: Yeah, it's just a vision
18 as Mani said, to help us with utility relocations. That's
19 another -- it's a very technical part of the project.

20 MR. FERRARA: The point I'm getting at is
21 if you eliminated that two-foot or three-foot whatever it
22 was, that's less impact on everybody.

23 MR. POOLA: No, but when you put light
24 poles then you need a strip for the --

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 MR. FERRARA: Put the light poles on the
2 telephone pole just like you got them now. We could do
3 without decorations, you know. If we're trying to save a
4 little room here, every foot counts at this point.

5 MODERATOR CASOLO: Yup.

6 MR. FERRARA: I mean, we're down to a
7 minimum now. Let's eliminate this and put the lights on
8 the telephone poles, simple. You've just gained three
9 feet.

10 FEMALE VOICE: There you go.

11 MODERATOR CASOLO: That's why we have
12 meetings like this, to get public input. When we had --
13 Mani and I made a presentation to the East Side
14 Partnership about a month ago, two months ago. The
15 feeling I got after that meeting was that you're trying to
16 build a community -- you know, rebuilding a community
17 neighborhood like a village feel and I got the impression
18 that the grass strip was something that some people like
19 to see.

20 Your comment has validity to it, so does
21 theirs. So we have to really collect all of these
22 comments and do what's best for the community.

23 MR. FERRARA: How many people want the
24 grass strip?

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 FEMALE VOICE: I don't want it; I don't
2 care about it.

3 MR. FERRARO: Nobody wants it so there you
4 go.

5 MALE VOICE: One side of the street is
6 commercial zoned and the other side is residential so
7 you're looking at two different components.

8 MODERATOR CASOLO: I see.

9 FEMALE VOICE: Keep the sidewalk green.

10 MODERATOR CASOLO: Okay, that's good input.
11 The parking I think -- you know, everyone is concerned
12 about it. It's interesting because this corridor seems to
13 be more interested in preservation of parking than the
14 last. And it's a big issue.

15 MR. FERRARA: How is people going to get
16 from the west side, stop, wait for traffic, jam it all up
17 to pull into my gas station? What's going to happen then,
18 are the police going to come by and say you can't do this?

19 MODERATOR CASOLO: The facility that we're
20 designing is a facility that meets all highway
21 requirements. It's going to be a safe facility.

22 MR. FERRARA: When the cars are out there
23 for five, six, seven minutes and traffic is backed up down
24 here because they can't come in the circle because there's

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 so much traffic coming the other way, the police will be
2 there because they've been there and told me I couldn't do
3 that.

4 MODERATOR CASOLO: I see.

5 MALE VOICE: Well, right now it's a single
6 lane you have to cross. If you've got two lanes, it's
7 going to be a bit harder.

8 MR. FERRARA: Two lanes -- it's going to be
9 a lot of T-bones out there.

10 MODERATOR CASOLO: We'll look into that.
11 That's a good thing for us to further analyze.

12 MR. FERRARA: At that point I might as well
13 just put the key in the door and close my business.

14 MODERATOR CASOLO: Okay. Well at this
15 point we'd like to conclude the public meeting. You're
16 welcome to come up and take a look at the graphics that we
17 have here and as the project develops further please come
18 to us with your concerns. We'll come to you as well.

19 MALE VOICE: Will there be another meeting
20 --

21 MR. POOLA: We'll have plenty of them.

22 MODERATOR CASOLO: Definitely.

23 MR. POOLA: Yes.

24 MODERATOR CASOLO: I think that really the

HEARING RE: STAMFORD URBAN TRANSITWAY - PHASE II
JANUARY 24, 2006

1 best approach that we can take is to send out these kinds
2 of fliers to people in the area.

3 (Whereupon, the hearing was adjourned at
4 8:15 p.m.)

A



City of Stamford
Stamford Urban Transitway Phase II
Project Scoping and Public Input
Public Information Meeting
 January 24, 2006

PUBLIC MEETING COMMENT FORM

<input type="checkbox"/> Mr. <input checked="" type="checkbox"/> Ms. <input type="checkbox"/> Mrs.		
First Name Johnna	Last Name Paradis	Middle Initial M
Address Street 11 Keith St.		
City / State / Zip Code Stam CT 06902		Phone No. (203) 588-0298
Affiliation <input checked="" type="checkbox"/> Resident <input type="checkbox"/> Business owner / Agent (Please specify company) <input type="checkbox"/> Organizational Representative (Please specify agency) <input type="checkbox"/> Other (Please specify.....)		
Comment(s): I am very concerned about the health issues that are going to arise due to the digging of contaminated sites as well as illegal dumping sites unknown or rumored. I would like to be reassured of the city's constant monitoring; air, water quality testing, rodents, diesel emissions, vehicle and pedestrian safety, containing dangerous chemicals, etc... during the following years of the developing of the Stamford Urban Transitway.		

- When completed, please drop this form into the comment drop box at General Attendance Table, or
- Written comments completed after the Public Meeting, can be mailed to Lou Casolo, P.E.

Assistant City Engineer, City of Stamford, Engineering Bureau
 888 Washington Blvd. P.O. Box 10152, Stamford, CT 06904, or

- Written comments with your full name and address can be E-mailed to Lcasolo@ci.stamford.ct.us

*** Public comments must be postmarked by **February 27, 2006**



City of Stamford
Stamford Urban Transitway Phase II
Project Scoping and Public Input
Public Information Meeting
 January 24, 2006

PUBLIC MEETING COMMENT FORM

<input type="checkbox"/> Mr.			<input checked="" type="checkbox"/> Ms.			<input type="checkbox"/> Mrs.		
First Name		Last Name			Middle Initial			
Johnna		Paradis			M			
Address		Street						
11 Keith St.								
City / State / Zip Code					Phone No.			
Stam CT 06902					(203) 588-0298			
Affiliation <input checked="" type="checkbox"/> Resident								
<input type="checkbox"/> Business owner / Agent (Please specify company								
<input type="checkbox"/> Organizational Representative (Please specify agency								
<input type="checkbox"/> Other (Please specify.....)								
Comment(s):								
Please also take into account illegal dumping sites throughout your Stamford Urban Transitway and proposed development sites in and around SUR. South End & Waterside & East Side.								

(2)

- When completed, please drop this form into the comment drop box at General Attendance Table, or
- Written comments completed after the Public Meeting, can be mailed to
Lou Casolo, P.E.
Assistant City Engineer, City of Stamford, Engineering Bureau
888 Washington Blvd. P.O. Box 10152, Stamford, CT 06904, or
- Written comments with your full name and address can be E-mailed to Lcasolo@ci.stamford.ct.us
- *** Public comments must be postmarked by **February 27, 2006**

B

FRANCES V. SESSA
59 MYRTLE AVENUE
STAMFORD, CT 06902
203-561-8786

Lou Casolo, P.E.
City Of Stamford
Engineering Bureau
888 Washington Blvd
Stamford, CT 06904

February 27, 2006

Subject: Stamford Urban Transitway Phase II

Dear Mr. Casolo,

We the property owners of Myrtle Avenue vehemently protest the proposed Transitway Phase II plans for Myrtle Avenue. The plan does not create a neighborhood environment; but instead creates a **DRIVE THRU ENVIRONMENT DESIGNED ONLY TO MOVE TRAFFIC**. This is a total disregard and indifference to the businesses and property owners of Myrtle Avenue. It does NOT provide "on the street parking" which is so critical to the Myrtle Avenue business owners. Many properties are already strapped for parking and this plan which takes even more property away, further exacerbates this parking plight. You are asking business owners, who provide jobs, are part of the Tax base and support this community, to sacrifice property that is essential to their business and livelihood, for the sake of bike lanes and grassy areas. This is not an enhancement of a neighborhood but the wanton slaughter of neighborhood businesses. You cannot promote cookie cutter plans and pass the plans off as "good for the area."

①

We applaud the efforts to promote vehicular traffic and to beautify areas. This, however, must be done prudently, with the good of the "area" and the goodwill of the business owner in mind. To put bike lanes along side of double lanes of traffic is ludicrous and unsafe. Then to ask a business owner, strapped for parking, to accept this bitter pill, shows a total indifference to the property and business owner.

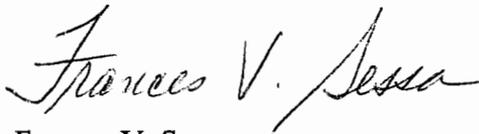
FRANCES V. SESSA
59 MYRTLE AVENUE
STAMFORD, CT 06902
203-561-8786

Page 2

Furthermore, having owned a business on Myrtle Avenue, I never in over 25 years saw enough traffic to warrant this invasive and overkill traffic plan. This undertaking should be done where there is a definite need. (2)

The Eastside Partnership has made strides over the years, in creating the neighborhood atmosphere, that this plan now undermines. The plan must be mainly in the good interests of the business and property owner. The plan should promote the neighborhood environment, to which many cities are now reverting back. (3)

Sincerely,



Frances V. Sessa

Nicholas Cognetta

Victor DeYulio

Kurt Riley

Stamford Boat and Motors

Spanish American Variety Store

Bill McKale

CC: Mayor Malloy

Lou Casolo



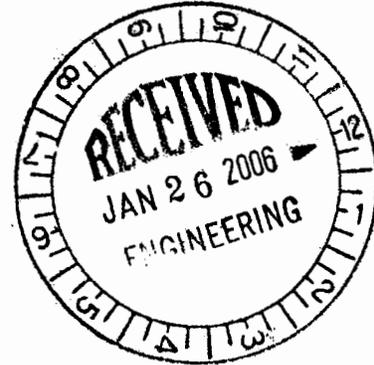
58 MYRTLE AVENUE AVE., ASSOC., LLC
 223 Jonathan Drive
 Stamford, CT 06903
 (203) 322-5301
 (203) 223-7988

C

January 26, 2006

HAND DELIVERED ON 1/26/06

Louis Casolo
 Project Manager
 City Of Stamford
 888 Washington Boulevard
 Stamford, CT 06901



RE: Stamford Urban Transit way-Phase II

Dear Mr. Casolo:

We attended the Public Input meeting at Rogers Magnet School on 1/24/06. We thank you and your staff for holding this meeting. This letter is to provide you with input to be put into the public record. I also hope to receive a letter from your office answering this letter and addressing my concerns in this regard.

The folks at last night's meeting all questioned the need and impact of the proposed bike path. Many asked if a bike path is required for the city to receive Federal Funds. We never got a conclusive or honest response despite it being asked at least 4 times. Has a specific study been done to demonstrate that such a bike path is needed and would be utilized by enough folks to justify taking away valuable land from merchants and apartment houses? If so, did the study address critical safety issues? For example, what hazards are caused by putting a bike path directly next to a travel lane of trucks and cars? What liability does this present to the City of Stamford in the event someone is hit and killed by a truck or car due to the City creating this foreseeable hazardous condition? In addition, it seems illogical for a path to abruptly end at East Main Street rather than to flow into a public park or beach.

1
2
3

The folks at last nights meeting questioned the need for the 3' grass strip and lighting with light poles. Is this required to receive federal funding? If not, we proposed using the exiting utility poles to provide the needed light. Who would be responsible to cut and maintain the new grass areas? It is not fair to ask business folks and owners to have to maintain a strip of grass. Would the City assume this responsibility or pass it on to the property owners?

4
5

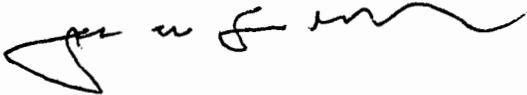
In addition to these "global" issues, we have critical concerns unique to our specific property. Any taking of our property will result in the loss of much needed parking for our six units. What will the City do to provide our tenants with replacement parking? Can the City look into setting up a resident's only parking lot within walking distance? Any loss of parking will be devastating to our tenants who will need to relocate. This will have a profoundly negative impact on our efforts to rent out. Who will rent an apartment without parking?

6

To conclude, we don't want to stand in the way of progress or the greater common good. However, it seems very logical that the City should examine every way possible to minimize the need to take land whenever and however possible. In this case, by eliminating the bike path (10 Feet) and grass area (at least 6 feet), you save the need to take 16 feet of land yet still accomplish phase II of the transit way. This reduces the projected construction and acquisition costs. It eliminates the need for the City to have to take land from the majority of impacted properties on the map of your preferred alternative.

7

Sincerely,



John Franchina

58 Myrtle Avenue Associates, LLC
223 Jonathan Drive
Stamford, CT 06903

D

It is on its way to becoming the 2nd pedestrian shopping area of Stamford after downtown.

**Phase II URBAN TRANSITWAY
7:00 - ROGERS SCHOOL**

Good evening ladies and gentlemen.

My name is Eileen Heaphy.

I am a member of the Board of Directors of the East Side Partnership, I live on Hamilton Avenue and am a member of the Stamford Board of Representatives from District 8. The East Side Partnership was formed three years ago to promote the revitalization of the East Side of Stamford. Our motto is to turn East Main Street from a drive through to a destination. I think you will all agree that there has been a major change on the East side in three short years. I am here tonight to present the ESP's comments on the Urban Transitway project which will have a major impact on our neighborhood. We hope our comments will help make the project blend in with the area rather than cause a major disruption.

We are concerned regarding the straight path of Myrtle Avenue will encourage drivers to exceed the speed limit. It is suggested 30 miles an hour be the posted speed to prevent the avenue from becoming a speedway. Drivers invariably drive above speed limit on a straight road.

①

Businesses on Myrtle Avenue and East Main need parking in order to survive. Maintaining on-street parking is needed to protect the livelihood of the streets' long established businesses. Business owners on these two streets employ a large number of people and are major taxpayers in the city of Stamford. Eliminating this parking will have a major negative impact on their businesses.

②

Also, we are concerned that there are no pedestrian crossings. Myrtle Ave is approximately 3/4 mile long, with four intersections. This is a long stretch to be without pedestrian crossings in a heavy populated neighborhood.

③

Rogers School is located two blocks east of Myrtle Avenue. There are several apartment buildings on the west side of Myrtle Avenue. Children walking to school will need crosswalks to safely cross this busy street at peak travel times. Without an adult escort it can be assumed that older children will try to cross mid street.

In addition, businesses on the west side of Myrtle Avenue will be cut off from the large population living on the east side of the avenue.

The purpose of the Urban Transitway is to promote intermodal transportation; without crosswalks it will be exceedingly dangerous for residents and business employees to cross the street to use the bus top proposed for the west side of Myrtle Avenue.

It is imperative for the safety of the school children, residents and workers who use public transportation that crosswalks be installed. The immediate area of Myrtle Avenue is comprised of condos, single and multiple family dwellings and businesses. The immediate area population is approximately 13,000. The East Side comprises 10% of Stamford's population.

The East Side Partnership is currently involved in developing a neighborhood plan, funded by the city, for the East Side. It will provide a guide for sidewalk design and street lighting that has been adopted by the city. We expect that this design will be used in the construction of the Urban Transitway.

The ESP has a garden located at the southwest corner of the Myrtle Avenue and East Main intersection that will be disturbed during construction. We ask that funds for the project be earmarked to replace the garden in the same vicinity as part of the project. (4)

Lastly, as part of the neighborhood plan, the East Side Partnership is joining the city in planning and advocating for a train stop at East Main Street. We feel strongly that the design of the intersection at East Main and Myrtle should emphasize pedestrian safety. Also, an intersection that is attractive and safe will serve as a great visual model for the train stop and will help convince DOT that the project is viable. Pedestrian safety at this corner is paramount. The traffic study done as part of the neighborhood plan shows this intersection to be the most heavily used by pedestrians in the area. (5)

Thank you for your attention to these matters.

E

De Yulio's Sausage Company
161 Myrtle Avenue
Stamford, CT 06902
(203)348-2727 (203)348-1863

Lou Casolo, P.E.
Assistant City Engineer
City of Stamford, Engineering Bureau
888 Washington Blvd.
Stamford, CT 06904

February 23, 2006

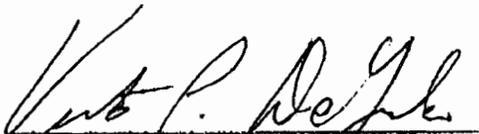
RE: Phase II

De Yulio's Sausage Company has been a long time resident of Stamford, CT and we are interested in doing what is best for the city. We are aware of what you are trying to do with Phase II. We understand that you need our property, and although we would rather not move, we realize it might be necessary. Therefore we would like to have a meeting to further discuss this issue. ①

We are willing to do what is essential for the good of the city, as we did about thirty-five years ago. As I'm sure you are aware we were originally located on Pacific Street, but during Urban Renewal we were moved to our current location.

Sincerely,

Nicholas J. De Yulio, Property Owner



Victor P. De Yulio, Property Owner



TWIN TOWERS REALTY

RESIDENTIAL • COMMERCIAL • MANAGEMENT
20 HARBORVIEW AVE. S. NORWALK, CT 06854-4821
(203) 838-9769 FAX (203) 838-6565

F

February 16, 2006

. Mr. Louis Casolo
Project Manager
City of Stamford
888 Washington Boulevard
Stamford Ct. 06901

RECEIVED

FEB 21 2006

Stamford Urban Transitway Project

Re Stamford Urban Transitway Phase II

Mr. Casolo

I can not believe what the City is planning to do to the Cove area. This highway going through a residential neighborhood will destroy the area. Why can't you just use North State St. ①

It is underutilized and will not affect any neighborhood. ②

What is going to happen to all the side streets that intersect with Myrtle Ave. Are you going to put traffic lights at each intersection ? What about all the residents who will pull out on Myrtle Ave?? ③ What about all the parking that will be lost? You are going to ruin a working class area, that provides housing that is affordable to the working class. ④ ⑤

ALL THIS TO PROVIDE THE SOUTHEND DEVELOPMENT WITH A QUICK EXIT AND ENTRANCE. THIS WILL LET THE RICH DEVELOPERS PROFIT AND RUIN ANOTHER AREA OF STAMFORD. THIS WILL NOT GO UN -NOTICED!!

Please tone down the plan. Use State Street , improve Myrtle Ave but do not ruin it. ⑥

We plan to fight this if changes are not made. I own 4 affected properties and will fund a fight along with the others.

Please Please reconsider

Thank You

Tim Rath

G

Labosky, Laura

From: Casolo, Louis
 Sent: Monday, February 27, 2006 8:32 AM
 To: Labosky, Laura
 Subject: FW: Myrtle Ave. Phase Two

Please include in comment box for phase 2 EA

From: wmckale@aol.com [mailto:wmckale@aol.com]
Sent: Saturday, February 25, 2006 7:03 PM
To: Casolo, Louis
Subject: Myrtle Ave. Phase Two

Dear Lou,

Thank you for taking the time to meet with us on Thursday. It was both informative and insightful. As I stated then my main concerns lie in the opportunity to acquire the Rayna C. Pravin property which stands between 907 and 917 East Main Street and maintaining usage of the rear block section of 133 Myrtle ave. ^① The ability to acquire the Rayna property would greatly mitigate the significant impact that the the partial taking of my properties on Myrtle and E. Main st. ^② will have on Toyota of Stamfords' ability to operate profitably.

The property is valuable as is but add in the lost "shelf space" factor unique to an Auto Dealership and the negative effect on my ability to operate would be substantial. The acquisition of this property would offer relief from that impact.

The property at 133 Myrtle is logistically advantageous to our operation and if the owner of the property agrees leaving the rear block section in tact would be desirable.

I appreciate your hearing my concerns. While I support the overall concept of the project I am being greatly effected by it and have concerns about my ability to maintain my business.

I look forward to the details of the partial takings as they will give me a better understanding of the impact to my business.

Sincerely,

W. McKale

2/27/2006

**STAMFORD URBAN TRANSITWAY (SUT) – PHASE II
RESPONSE TO WRITTEN PUBLIC COMMENTS**

COMMENT IDENTIFICATION	COMMENT	RESPONSE
A. JOHNNA PARADIS		
A-1	Concerned about health issues during construction due to contaminated soil.	The City will evaluate sub-soil conditions during the project design through environmental site assessment process. If any contaminated material were identified, Phase II Environmental Site Analyses will be conducted, and necessary and appropriate mitigation measures will be developed for clean up and disposal depending on the type of material identified during Environmental Process.
A-2	Illegal dumping site through out Urban Transitway.	There are no dumping sites along the urban transitway. The city will monitor and enforce the regulations through enforcement as it has done in the past.
B. FRANCES SESSA		
B-1	On-street parking is critical to the Myrtle Avenue	The City will make every effort to mitigate and implement feasible measures to address the parking situation within the project area.
B-2	This under taking should be done where there is a definite need.	The need for the Stamford Urban Transitway had been identified long ago. The project went through the planning and approval process, and the City of Stamford was successful in securing required funds through a cooperative effort of Federal, State and City to implement the project. Stamford Urban Transitway – Phase I construction is scheduled to commence in the Fall of 2006. The SUT Phase II is an extension of Phase I project toward east.
B-3	The plan should promote the neighborhood environment to which many cities are now reverting back.	The project design will include many components to enhance neighborhood environment throughout the project. The city will seek input from the meet with the neighborhood residents, and groups throughout the project design process to refine the design to implement all feasible elements in enhancing the neighborhood environment.

**STAMFORD URBAN TRANSITWAY (SUT) – PHASE II
RESPONSE TO WRITTEN PUBLIC COMMENTS**

COMMENT IDENTIFICATION	COMMENT	RESPONSE
C. JOHN FRANCHINA		
C-1	The need and impact of the proposed bike path.	The City has a policy of implementing bike lanes and enhanced sidewalks to motivate and encourage non motorized modes of transportation in addressing quality of life in the city. In addition to economic and health benefits, the need for bike lanes, and sidewalks were identified as the highest priority element.
C-2	What hazards are caused by putting a bike path directly next to travel lanes of trucks and cars?	It is a common engineering practice to locate bike lanes next to curbside travel lanes. Provision of bike lanes separated from travel lanes is not an economically feasible solution of this project.
C-3	It seems illegal for a bike path to abruptly end at East Main Street rather than to flow into a public park or beach.	The bike lanes implemented under this project are for the entire length of the project, and a continuation from the eastern end of SUT Phase I project limits. The bike lanes will be extended on East Main Street as a part of future projects on improvements to East Main Street.
C-4	The need for the 3' grass strip and lighting with light poles.	The grass strip is generally to accommodate traffic signs, utility poles, etc., located along the curb lane. This provides a sidewalk without any obstruction to pedestrian travel. The citizen participation of SUT I requested decorative light poles to enhance the environment, and therefore extended the same features on to SUT Phase II project. Proposed sidewalk and decorative light poles will significantly enhance the neighborhood, and is significant benefit to the community. Also. Utility strip serves as buffer zone between travel lane and pedestrian.
C-5	It is not fair to ask business folks and owners to maintain a strip of grass.	The utility strip though identified as grass strip, is not necessary a grass strip. This could be a strip with brick pavers like the one in downtown area, or special material, or an extension of concrete sidewalk. The city will install the material with the neighborhood citizens' consensus.

**STAMFORD URBAN TRANSITWAY (SUT) – PHASE II
RESPONSE TO WRITTEN PUBLIC COMMENTS**

COMMENT IDENTIFICATION	COMMENT	RESPONSE
C. JOHN FRANCHINAcontinued....		
C-6	Any loss of parking will be devastating to our tenants who will need to relocate.	The City will make every effort to mitigate and implement feasible measures to address the parking situation within the project area.
C-7	By elimination bike path (10 feet) and Grass Strip (at least 6 feet), you save the need to take 16 feet of land yet still accomplish Phase II of the Transitway.	Bike lanes include 2 feet shoulder width required along curb lanes. Since the bike lanes are the travel lanes for non-motorized mode of travel, bike lanes will not be eliminated. Myrtle Avenue has utility poles located along both sides of the street and the utility strip can not be eliminated from the project. Also. Utility strip serves as buffer zone between travel lane and pedestrian improving pedestrian safety.
D. EILEEN HEAPHY		
D-1	We are concerned regarding the straight path of Myrtle Avenue, will encourage drivers to exceed the speed limit. It is suggested 30 miles an hour be the posted speed to prevent the avenue from becoming a speed way.	Posted speed limit on Myrtle Avenue is 25 MPH, and the same speed limit will be posted at the completion of the SUT Phase II project.
D-2	Businesses on Myrtle Avenue and East Main Street need parking in order to survive.	The City will make every effort to mitigate and implement feasible measures to address the parking situation within the project area.

**STAMFORD URBAN TRANSITWAY (SUT) – PHASE II
RESPONSE TO WRITTEN PUBLIC COMMENTS**

COMMENT IDENTIFICATION	COMMENT	RESPONSE
D. EILEEN HEAPHY ...Continued...		
D-3	We are concerned that there no pedestrian crossings...	The project design will include additional crosswalks at intersection on Myrtle Avenue to enhance connectivity of the neighborhood, and pedestrian safety along the SUT facility.
D-4	The ESP has a garden located at the southwest corner of the Myrtle Avenue and East Main Street intersection that will be disturbed during construction.	All disturbed portions of the garden due to construction activity will be restored by the project, to existing or better looking condition with the consensus of ESP. The details of the plan will be discussed with you during the design process.
D-5	The design of the intersection at East main Street and Myrtle Avenue should emphasize pedestrian safety.	Public safety has been and is the prime factor in the design of all projects by the city. The project design will emphasize and enhance pedestrian safety with additional features at all pedestrian crossing within the project area.
E. DE YULIO'S SAUSAGE COMPANY		
E-1	We understand that you need our property, and although we would rather not move, we realize it might be necessary. Therefore we would like to have a meeting to further discuss the issue.	The property located at 161 Myrtle Avenue will be significantly impacted, as it will be a total take. During the design and Right-of-Way acquisition process the city will be individually discussing with each of the property owners impacted by the project, the rights of the property owners, the acquisition process, right of way and relocation assistance availability, and the process of determination of fair market value of each of the properties impacted.

**STAMFORD URBAN TRANSITWAY (SUT) – PHASE II
RESPONSE TO WRITTEN PUBLIC COMMENTS**

COMMENT IDENTIFICATION	COMMENT	RESPONSE
F. TWIN TOWER REALTY		
F-1	This highway going through the neighborhood will destroy the area.	Myrtle Avenue is a collector street. Proposed improvements to Myrtle Avenue will significantly improve traffic operation and safety along the corridor. The elements associated with the project will significantly enhance the neighborhood.
F-2	Why can't you just use North Street. It is under utilized and will not affect any neighborhood.	North Street dead ends at Clarks Hill Avenue, and does not address any of the project needs. City has analyzed various alternatives prior to developing the preferred alternative presented at the meeting of January 24, 2006.
F-3	Are you going to put traffic lights at each intersection?	NO. Existing or future traffic conditions do not warrant any new traffic signals within SUT Phase II project area. Traffic signals are installed if and only if the warrants out lined in Manual on Uniform Control Devices (MUTCD), or State of Connecticut signal requirements are satisfied. SUT Phase II project will upgrade all existing signals within the project area.
F-4	What about residents who pull out on Myrtle Avenue?	The project design will comply with all State Department of Transportation, and Federal guidelines and design requirements for safe traffic operation.
F-5	What about all the parking that will be lost?	The City will make every effort to mitigate and implement feasible measures to address the parking situation within the project area.
F-6	Please tone down the plan.	The project will address and will be designed to satisfy the needs established by the project, and no greater than that.

**STAMFORD URBAN TRANSITWAY (SUT) – PHASE II
RESPONSE TO WRITTEN PUBLIC COMMENTS**

COMMENT IDENTIFICATION	COMMENT	RESPONSE
G. W. McKALE		
G-1	The opportunity to acquire the Rayna C. Pravin property which stands between 907 and 917 East Main Street.	The City doesn't intervene your efforts to acquire Ryan C Pravin's property on your own. When the city acquires the property it will dispose the property if and only if the property is found to an excess property after addressing all the concerns of the project. Disposal of all excess properties will be initiated during or after the right of process, with the consent from the Federal Transit Authority (FTA). At an appropriate time to discuss this matter, the City will initiate the discussions with you.
G-2	Maintain usage of the rear block section of 133 Myrtle Avenue.	The usefulness of all excess properties will be identified and determined during the design process. Therefore, the discussions on the use of the property could only be initiated during the right-of-way acquisition process.
H. HEETOR MAGALI SILVA		
H-1	Why don't you relocate the bus stop and shelter to east of 942 East Main Street instead of the location proposed in between the driveways of the property located at 930 East Main Street.	The City will reevaluate this comment during the design process.