

RESPONSES TO COMMENTS

Written Comments, Responses to Written Comments,
Responses to Oral Comments

A

Poola, Mani

From: Bromley, Ellen
Sent: Friday, July 07, 2006 11:59 AM
To: Casolo, Louis; Poola, Mani
Subject: sorry - Notes on the Draft Environmental Assessment and 4(f) Evaluation prepared by the City of Stamford pursuant to requirements of t



Notes on the Draft
Environment...

L

Notes on the Draft Environmental Assessment and 4(f) Evaluation prepared by the City of Stamford pursuant to requirements of the National Environmental Policy and the State of Connecticut Environmental Policy Acts in connection with Phase II of the Stamford Urban Transitway (SUT II) project.

The SUT II project will expedite transit and HOV access in the Myrtle Avenue corridor (from the terminus of SUT Phase I to East Main Street).

Zoning in the corridor area is predominantly General Industrial (M-G), while existing land uses are residential, industrial, municipal and commercial.

Median income of corridor residents is 10% lower than that of Stamford residents as a whole. Only 17.4% of residential units are single family homes while the greatest concentration of housing within the area is in buildings with more than 5 residential units. According to the 2000 U.S. Census, only 12% of households in the project area had no vehicle available.

Among the objectives of the SUT Phase II is to "provide transit oriented redevelopment opportunities." (page 3). This raises the specter of gentrification.

If economic benefits associated with this objective are intended to inure to current corridor residents, isn't it reasonable to assume that some of them will become able to purchase vehicles?

A-1

Nevertheless, to facilitate curbside BUS/HOV lane operation, the design of SUT Phase II prohibits on-street parking on Myrtle Avenue at all times (page 11).

The Assessment doesn't touch on this issue, nor does it address making alternative locations available for corridor resident vehicle owners to park their vehicles, or the convenience or cost of any said alternatives within the context of low-income corridor residents.

A-2

On page 19 of the Assessment it is noted that 8 minority owned businesses (on Elm Street and Myrtle Avenue) will be relocated and 8 others (on East Main Street) will be affected by the removal of on-street parking directly in front of their businesses.

A-3

The number of resident households (if any) affected by the 8 business relocations is not provided, nor is the number of resident households (if any) potentially affected by the loss of parking on East Main Street.

Nevertheless, on page 20 the Assessment asserts that "the SUT Phase II Project is not anticipated to have a disproportionately high and adverse impact on minority and low-income populations."

A-4

Bill, these are only my observations, but I would like to obtain better quantitative data. If, for example, parking is insufficient for corridor residents, now would be the time to cut some sort of a deal for free or reduced rate parking at some existing or "to be developed" sites.

A-5

Concurrently

B**Poola, Mani**

From: George Z [oilstar1984@hotmail.com]
Sent: Wednesday, July 12, 2006 10:03 AM
To: Poola, Mani
Subject: OIL STAR 942 E.Main St

Dear Mani,

Thank you very much for taking the time to visit us yesterday to better understand our concerns about the East Side renovation.

We are realistic and realize that these improvements will happen and that there are no options regarding the road widening. However there is an option for the placement of the bus stop. At the moment, the proposed new location, at the corner of East Main and Lincoln, would have serious impact on my business and future.

B-1

We are a fast oil change company and have been in business since 1984. We have a three bay, while-u-wait, drive-thru operation and the completed cars, SUV's, trucks are exited onto our driveway in the front of the building. There is a white line, parallel with the road, that marks off this space and it is here that our customers will pick up their vehicles and exit onto East Main. The current bus stop proposal cuts deeply into this "white line" pick up area and would prevent not only the continuance of an efficient operation but the continuance of a SAFE operation for both my customers and pedestrians.

B-2

There are no alternatives. The entrance point of the building, coming onto the property from Lincoln, cannot be built out. There are underground oil storage tanks and lines in this location of the asphalted area. Unfortunately, I didn't have the opportunity to show this to you yesterday but will be happy to do so on a future meeting.

Mani, this is a bad intersection...vehicle coming at downhill speeds and a traffic light. Lincoln avenue is busy, as is Lockwood on the opposite side of the road. The presence of a bus stop here, after the light, would only increase the dangers. Also there is a school bus stop directly across the street at the corner of Lockwood and it would seem that the safety of the children, even with a crossing guard, could be seriously compromised.

B-3

Currently the bus stop is at the corner of (I believe) GRANT and East Main. This is an ideal place for it to remain. This is a quiet corner, there is no side street on the other side of Rte 1 so there is no through traffic. It's present location would continue to remain a safe haven for the bus, the passengers and the pedestrians.

B-4

We would deeply appreciate this proposal being carefully studied not only for the detrimental effect it would certainly have on my business but the effect on this neighborhood in general. We would like to meet in the future, on site, with the designers and/or engineers that will make this final "bus stop" decision.

B-5

I apologize if I may have neglected to mention any other important points...but I'm sure they will be covered as our discussion continues.

Again, I thank you for your time.

8/9/2006

Yours truly,
Frances Zupaniotis

Call friends with PC calling -- FREE

C

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

RECEIVED

JUL 20 2006

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

July 20, 2006

Subject: Stamford Urban Transitway Phase II

Dear Mr. Casolo,

We the property owners of Myrtle Avenue are stating again, that we strongly and vehemently protest the proposed Transitway Phase II plans for Myrtle Avenue. First and foremost, this plan which was proposed in 2002 has never been supported by the community of Myrtle Avenue, its residents, the property owners or the many businesses along Myrtle Avenue, as you have stated. There was never a proper presentation of the plan until February 2006. This was the community of Myrtle Avenue's first introduction to the plan. Before February 2006, the community of Myrtle Avenue was not aware of the plan, which would have enabled our community to have a clearer understanding of the plan, which would enable us to make a decision. This Transitway plan was surreptitiously planned in 2002 with absolutely no knowledge or input from the Myrtle Avenue community. The plan has also been presented in Phases instead of the whole overall plan at one time. This would enable all those affected, to have a clear understanding of the plan, which would help to make our decisions. Is this a devious way of not letting the left hand know what the right hand is doing?

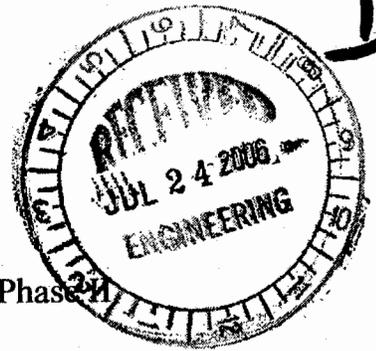
C-1

C-2

C-3



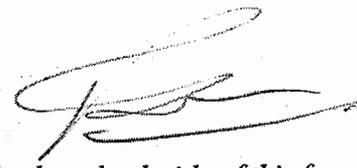
City of Stamford
OFFICE OF OPERATIONS
ENGINEERING BUREAU



D

Public Hearing for Draft Environmental Assessment, SUT Phase 2

COMMENT FORM

Date: 7/1 20/2006	
<input checked="" type="checkbox"/> Mr. <input type="checkbox"/> Ms. <input type="checkbox"/> Mrs.	
First Name PRAVIN	Last Name RANA Middle Initial C
Address 50 WOODWAY ROAD Street STAMFORD CT 06907	
City / State / Zip Code	Phone No. (203) 322-9995
Affiliation <input type="checkbox"/> Resident <input type="checkbox"/> Business owner / Agent (Please specify company) <input type="checkbox"/> Organizational Representative (Please specify agency) <input checked="" type="checkbox"/> Other (Please specify (909-911 EAST MAIN ST PROPERTY OWNER))	
Comment(s): Re: - BIKE ROUTE PROPOSAL IN MY OPINION, A BIKE ROUTE IS ONLY USED FOR ABOUT 2 MONTHS DURING THE YEAR. FURTHER, IN CONNECTICUT, NOT MANY PEOPLE EVEN GO BIKING IN THE CITY. MANY RESIDENTS ONLY DRIVE CARS OR TAKE PUBLIC TRANSPORT. HENCE I CANNOT AGREE WITH THE ESTABLISHMENT OF A BIKE PATH IN THE CITY OF STAMFORD CT.	
 If you require more space, please turn-over and use back side of this form.	

D-1

D-2

- When completed, please drop this form into the comment drop box, or
 - Written comments completed after the Public Hearing, can be mailed to Mr. Louis Casolo, Engineering Bureau, City of Stamford, 888 Washington Boulevard, Stamford, CT 06901
 - Written comments with your full name and address can be E-mailed to lcasolo@ci.stamford.ct.us
- *** Public comments must be received no later than **4:00pm on July 21, 2006.**

E

JUL 21 REC'D

STATE OF CONNECTICUT
DEPARTMENT OF ENVIRONMENTAL PROTECTION



July 18, 2006

Mr. Mani S. Poola, Traffic Engineer
City of Stamford
888 Washington Boulevard
Stamford, Connecticut 06106-5127



Re: Draft Environmental Assessment
Stamford Urban Transitway – Phase II Project

Dear Mr. Poola:

This responds to the subject document that was sent to the Department by your cover letter dated June 20, 2006. The document was furnished directly to various offices of the Department and was placed on an agency-wide project notification list. This is a coordinated response.

Given the scope of the proposed project and the extent of existing development in the project area, it is not anticipated that the project will pose any conflicts with the various resource management and environmental quality programs of the Department. Adhering to the practices regarding stormwater management and site contamination, as described in document, throughout all phases of the project will help ensure this finding. Also, the Department's Office of Long Island Sound Programs has determined that the project is consistent with the Connecticut Coastal Management Act.

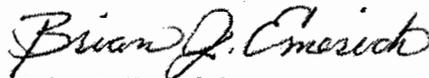
While not discussed in the assessment, the Department recommends that a Pest Control Plan be developed and implemented prior to initiation of any construction or demolition activity. The Plan should include a comprehensive survey of the project area that identifies rodent nesting/feeding areas and an extermination program developed in coordination with municipal health officials. The Plan should also include a monitoring component to confirm the success of the extermination efforts and a procedure to investigate any reports of rodents, including potential responses. For further assistance regarding this topic, please contact Ms. Edith Pestana in the Department's Environmental Justice Office at 860.424.3044.

E-1
E-2
E-3

The cover of the assessment states that it was prepared under the requirements of the Connecticut Environmental Policy Act (CEPA). As discussed in our telephone conversation, the application of CEPA requires that the proposed action be sponsored by a state agency. Since no state agency will be sponsoring this project, following the requirements of CEPA are not necessary.

If I can offer any further assistance concerning these comments, please contact me at 860.424.4109. Thank you.

Sincerely,



Brian J. Emerick
Supervising Environmental Analyst
Office of Environmental Review

cc: Kristal Kallenberg, DEP/OLISP
Edith Pestana, DEP/OEJ
Bob Kaliszewski, DEP/OPPD

TUL 21 REC'D

F



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Phone:

July 17, 2006



Mr. Mani S. Poola
Traffic Engineer
City of Stamford
Government Center
888 Washington Boulevard
Stamford, CT 06901

Dear Mr. Poola:

Subject: Draft Environmental Assessment
Stamford Urban Transitway
Phase II Project

The Department of Transportation (Department) is in receipt of the Draft Environmental Assessment for the Stamford Urban Transitway – Phase II project, and offers the following comments.

It is the understanding of the Department that this project is strictly a City project, and that the Department has little involvement. However, please be advised that this office has been working with the Federal Transit Administration (FTA), and has been informed that there is no DRAFT Environmental Assessment (EA). The EA is a comprehensive final document, which will determine whether the project warrants a Finding of No Significant Impact (FONSI) or requires a Federal Environmental Impact Statement (EIS). It is important that your office coordinates with FTA on proper procedures.

F-1

According to your cover letter, this document conforms to both the National Environmental Policy Act and the Connecticut Environmental Policy Act (CEPA). Currently, there are no state funds for this project; therefore, CEPA does not apply, and any reference to CEPA should have been removed from the document and cover letter prior to distribution. Furthermore, if CEPA was in fact required, the document would not have been in conformity because proper procedures were not followed.

Please be advised that if state funds become available for use at any time during the development of this project, the City must follow proper CEPA procedures, including public scoping and project review, in addition to the public review process currently underway. The Department strongly encourages you to address this possibility during the Public Hearing, and coordinate with the Connecticut Office of Policy and Management, should this occur.

Should you require any assistance, please contact Mr. Keith T. Hall, Transportation Supervising Planner, at (860) 594-2926.

Very truly yours,

A handwritten signature in black ink, appearing to read "E. Hurle", written over a horizontal line.

Edgar T. Hurle
Transportation Planning Director
Bureau of Policy and Planning

bcc: Mr. Jeffrey Smith – OPM
Mr. Noah Berger – FTA



Connecticut Commission on Culture & Tourism

JUN 26 REC'D

G

June 21, 2006

Historic Preservation
& Museum Division

Mr. Mani S. Poola
Office of Operations, Engineering Bureau
Government Center
888 Washington Boulevard
Stamford, CT 06901

59 South Prospect Street
Hartford, Connecticut
06106

(v) 860.566.3005
(f) 860.566.5078

Subject: Stamford Urban Transitway – Phase II
Stamford, CT

Dear Mr. Poola:

The State Historic Preservation Office has reviewed the *Draft Environmental Assessment and 4(f) Evaluation* prepared with respect to the above-named project. This office reaffirms its previous assessment, dated May 18, 2006, that the proposed undertaking will have no effect on historic, architectural, or archaeological resources listed on or eligible for the National Register of Historic Places.

G-1

This office appreciates the opportunity to have reviewed and commented upon the proposed undertaking.

This comment is provided in accordance with the National Historic Preservation Act and the Connecticut Environmental Policy Act.

This comment updates and supersedes all previous correspondence regarding the proposed transportation improvements.

For further information please contact Dr. David A. Poirier, Staff Archaeologist.

Sincerely,

J. Paul Loether
Division Director and Deputy
State Historic Preservation Officer



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
408 Atlantic Avenue – Room 142
Boston, Massachusetts 02210-3334



July 19, 2006

9043.1
ER 06/637

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

Dear Mr. Casolo:

The Department of the Interior has reviewed the Draft Environmental Assessment/Section 4(f) Evaluation for Stamford Urban Transitway – Phase II, City of Stamford, Fairfield County, Connecticut. We have no comment on, or issue with this document.

Thank you for the opportunity to review and provide comments on this document.

Sincerely,

Andrew L. Raddant
Regional Environmental Officer

H
H-1



United States Department of the Interior

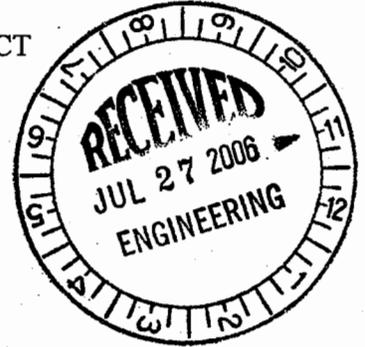
FISH AND WILDLIFE SERVICE
New England Field Office
70 Commercial Street, Suite 300
Concord, New Hampshire 03301-5087



July 21, 2006

Reference: Project Location
Draft EA, urban transitway, Phase II Stamford, CT

Mani Poola
Office of Operations
Building Dept.
Government Center
888 Washington Boulevard
Stamford, CT 06901



Dear Mr. Poola:

This responds to your recent correspondence requesting information on the presence of federally-listed and/or proposed endangered or threatened species in relation to the proposed activity(ies) referenced above.

Based on information currently available to us, no federally-listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service are known to occur in the project area(s). Preparation of a Biological Assessment or further consultation with us under Section 7 of the Endangered Species Act is not required.

This concludes our review of listed species and critical habitat in the project location(s) and environs referenced above. No further Endangered Species Act coordination of this type is necessary for a period of one year from the date of this letter, unless additional information on listed or proposed species becomes available.

Thank you for your coordination. Please contact us at 603-223-2541 if we can be of further assistance.

Sincerely yours,

Michael J. Amaral
Endangered Species Specialist
New England Field Office

I-1

J

LAW OFFICES
STEVEN J. BARON
600 SUMMER STREET
STAMFORD, CONNECTICUT 06901-4404

(203) 353-0052
FAX (203) 357-7208

LEGAL ASSISTANT
ANNETTE R. POTTER

July 20, 2006

HAND DELIVERED

Mr. Louis Casolo, Project Manager
Office of Operations, Engineering Bureau
City of Stamford
888 Washington Boulevard
Stamford, Connecticut 06904



**Re: Stamford Urban Transitway – Phase II Project
136 Myrtle Avenue, Stamford, CT
Owner of Property – Vincent and Mary Ferrara
Owner of Business – Shippan Mobil, LLC (Alexander Ferrara, Mgr.)**

Dear Mr. Casolo:

Please be advised that I represent Vincent and Mary Ferrara as owners of property located at 136 Myrtle Avenue, Stamford, CT upon which a Sunoco gas station operates, which is owned by Shippan Mobil, LLC (Alexander Ferrara, Mgr.) who I also represent.

My clients have received notice from your office dated June 29, 2006 regarding the Stamford Urban Transitway Phase II Project and its identification of my clients' property and business that will be potentially affected by the Project. That notice included a map which designated 136 Myrtle Avenue as a "Total Property Take." In accordance with the instructions on the notice and on behalf of my clients, I am writing to provide a written statement to be considered by the City in relinquishing this property and business from the Project.

Your office had indicated to my client in January that the City was considering a "partial taking" of their property by the widening Myrtle Avenue. My client asserted at that time that this "partial taking" would negatively impact his business in that it would diminish the amount of land necessary to allow cars to pull up to the pumps for gas service and also diminish the area for truck deliveries of gasoline to such a point that it would render his business inoperable as a gas station. However, since the time of this initial notice, my client has determined that the widening of the street may not have as negative an impact on his business as previously thought. Accordingly, my clients put the property and business up for sale and on June 28, 2006, entered into non-contingent contracts to sell the property in the sum of \$1,025,000.00 and the business in the sum of \$100,000.00 which is scheduled to close on July 28, 2006. I am attaching a copy of the fully executed contract for your file.

July 20, 2006
Mr. Louis Casolo, Project Manager
Office of Operations, Engineering Bureau
Stamford Urban Transitway – Phase II Project
136 Myrtle Avenue, Stamford, CT
Page 2

On June 30, 2006, my clients received the aforesaid second notice dated June 29, 2006 indicating that the property was now designated as being considered for a "Total Property Take." The result of this notice has now caused the Buyer to strongly consider cancelling his purchase of the property and business altogether. For obvious reasons, the Buyer does not want to invest in a business that has the potential to be totally taken by the City under eminent domain within the next 6 months to 2 years. If the Buyer does rescind the contracts, my clients' ability to sell the property and business to new Buyers, subject to the "Total Taking" by the City, will be virtually non existent. In that event, my clients' only alternative would be to deal with the City for reimbursement for the appraised value of their property and would totally lose any compensation for the value of the business.

My client understands that the City does offer assistance with the relocation of its business, however, it was for health reasons that prompted my client to sell the business at the outset. The current contract for the sale of the property and business even included a Covenant Not to Compete (see Rider to Contract) from my clients which my clients had eagerly agreed to because of their desire and need to retire.

Accordingly, my clients are asking that this property and the business upon it, not be considered as property affected by the Project and consider any other options that it may have with respect to other properties that have been preliminarily designated as partial or total takings to accomplish the needs of the Project. In the alternative, if the City does find it necessary to utilize the property for the purpose of widening Myrtle Avenue, the partial taking may still allow the property to be used for its desired purpose as a gas station by this Contract Buyer. We ask that the City equitably consider the foregoing and make a decision as soon as possible to allow my clients to try to close this matter with the Contract Buyer.

Very truly yours,


Steven J. Baron
SJB/dm

J-1



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION



K

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Phone: (203) 789-7189

July 31, 2006



Mr. Mani S. Poola
Traffic Engineer
City of Stamford
888 Washington Boulevard
Stamford, Connecticut 06901

Dear Mr. Poola:

Subject: Stamford Urban Transitway – Phase II Project
Draft Environmental Assessment

The Connecticut Department of Transportation (Department), Office of Rail, has reviewed the Draft Environmental Assessment for the Stamford Urban Transitway (SUT), Phase II Project. We take no exception to the document. The completion of the SUT, Phase I and Phase II projects, will improve access to the Stamford Railroad Station, which is seen as a benefit to all Stamford area commuters.

The city's proposed work involves the widening of the existing Myrtle Avenue and East Main Street cross-sections adjacent to and within the railroad right of way. As with other recent projects, we anticipate that the city will continue to coordinate its design with this Office and with Metro-North personnel.

K-1

If you have any questions concerning this matter, please contact Mr. Dennis Murphy at (860) 594-2893.

Very truly yours,

Eugene J. Colonese
Rail Administrator
Bureau of Public Transportation

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

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

COMMENT IDENTIFICATION	COMMENT	RESPONSE
A. ELLEN BROMLEY		
A-1	<p>Among the objectives of the SUT Phase II is to “provide transit oriented redevelopment opportunities.” (page 3). This raises the specter of gentrification.</p> <p>If economic benefits associated with this objective are intended to inure to current corridor residents, isn’t it reasonable to assume that some of them will become able to purchase vehicles?</p>	<p>The objective of this project is to shift single occupancy vehicle users to use of public transportation and/or non-motorized vehicle modes of transportation whenever redevelopment occurs in the project corridor. Transit investment will promote mixed use, and transit oriented development, which in turn will induce transit ridership.</p> <p>Focusing development in the proximity of transit stations can create a functional urban center and diminish environmentally damaging urban sprawl.</p> <p>Transit demand generated due to Transit Oriented Development will be accommodated through CTTRANSIT, and the project does not take any private operating entities into consideration.</p>
A-2	<p>Nevertheless, to facilitate curbside BUS/HOV lane operation, the design of SUT Phase II prohibits on-street parking on Myrtle Avenue at all times (page 11).</p> <p>The Assessment doesn’t touch on this issue, nor does it address making alternative locations available for corridor resident vehicle owners to park their vehicles, or the convenience or cost of any said alternatives within the context of low-income corridor residents.</p>	<p>Myrtle Avenue is classified as a collector road/street. Collector roads collect traffic from local roads and link them with arterial roadways, in this case East Main Street (Route 1). The primary function of collector roads and/or arterial roads is to move traffic and on-street parking on such facilities is a privilege. The City of Stamford will meet and work with residents and businesses in the project area, and will make every effort to mitigate and implement feasible measures to address the concerns of property owners.</p> <p>In the Draft Environmental Assessment, Section 5.2 of the main document and Section 3.4 of the Reference Document discuss the parking issues of Stamford Urban Transitway – Phase II. The project will address the parking concerns of local businesses and residents during the project design process. Improved transit access will result in reduced parking need.</p>

<p>A-3</p>	<p>On page 19 of the Assessment it is noted that 8 minority owned businesses (on Elm Street and Myrtle Avenue) will be relocated and 8 others (on East Main Street) will be affected by the removal of on-street parking directly in front of their businesses.</p> <p>The number of resident households (if any) affected by the 8 business relocations is not provided, nor is the number of resident households (if any) potentially affected by the loss of parking on East Main Street.</p>	<p>All businesses and residences affected by the Stamford Urban Transitway – Phase II facility will adhere to and conform to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, generally known as Uniform Act.</p> <p>Also, loss of on-street parking on East Main Street will be replaced with off-street parking in the vicinity of the businesses.</p>
<p>A-4</p>	<p>On page 20 the Assessment asserts that “the SUT Phase II Project is not anticipated to have a disproportionately high and adverse impact on minority and low-income populations.</p>	<p>Section 3.21 of the Draft Environmental Assessment Reference Document is the Environmental Justice analyses of the project, detailing the possible project impacts and mitigation measures.</p>
<p>A-5</p>	<p>I would like to obtain better quantitative data. If, for example, parking is insufficient for corridor residents, now would be the time to cut some sort of a deal for free or reduced rate parking at some existing or “to be developed” sites.</p>	<p>The Draft Environmental Assessment Reference Document contains the supporting data used in developing the project impact analyses. All sections associated with the Draft Environmental Reference Document can be accessed through the following web link http://www.cityofstamford.org/Engineering/UrbanTransitway/Phase2/EnvAssessment.html</p> <p>The City of Stamford will meet and work with the residents in the project area, and will make every effort to mitigate and implement feasible measures to address the concerns of the residents to gain off-street parking. All future developments shall satisfy parking requirements of the zoning regulations, and no deals or exemptions to reduce the number of parking spaces required by Zoning Regulations will be made as a part of this project.</p>

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

COMMENT IDENTIFICATION	COMMENT	RESPONSE
B. FRANCES ZUPANIOTIS		
B-1	There is an option for placement of the bus stop. At the moment, the proposed new location, at the corner of East Main and Lincoln, would have serious impact on my business and future.	Measures mitigating the impact of the bus-stop to the operation of your business will be evaluated during the design phase, and every effort will be made to minimize impacts to the operation of your business.
B-2	There is a white line, parallel with the road, that marks off this space and it is here that our customers will pick up their vehicles and exit onto East Main. The current bus stop proposal cuts deeply into this "white line" pick up area and would prevent not only the continuance of an efficient operation but the continuance of a SAFE operation for both my customers and pedestrians.	The project design consultants will include all necessary elements for safe traffic and pedestrian operation, associated with the bus stop location and business operation.
B-3	The presence of a bus stop here, after the light, would only increase the dangers.	The safety of operation due to the proposed location of the bus stop in the vicinity on East Main Street at Lincoln Avenue will be carefully studied and designed.
B-4	Currently the bus stop is at the corner of (I believe) GRANT and East Main. This is an ideal place for it to remain. This is a quiet corner, there is no side street on the other side of Rte 1 so there is no through traffic. It's present location would continue to remain a safe haven for the bus, the passengers and the pedestrians.	The bus stop location at the intersection of Grant Avenue and East Main Street is outside the project area. However, your suggestions on bus stop location will be discussed with the CT TRANSIT authorities during the design phase.
B-5	We would like to meet in the future, on site, with the designers and/or engineers that will make this final "bus stop" decision.	The city and the design consultant will meet with you onsite during the design phase prior to making decisions on the location of the bus stop proposed at the intersection of East Main Street and Lincoln Avenue.

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

COMMENT IDENTIFICATION	COMMENT	RESPONSE
C. FRANCES SESSA		
C-1	There was never a proper presentation of the plan until February 2006.	<p>The Myrtle Avenue project was discussed during public hearings for the 2002 Master Plan development, and East Main Street Corridor planning process starting in the Summer of 2004, and at the public hearings of the Planning Board, Board of Finance, and Board of Representatives for the City budget presentation process every year since the Fall of 2003. The adopted “Master Plan 2002” incorporates the Stamford Urban Transitway Phase II. The development of the Master Plan began with and was monitored by citizen/civic/business participants, and reviewed by the Planning Board and its staff. The plan was initiated with one citywide workshop and then another five public workshops, held in the neighborhoods. Draft neighborhood recommendations were later reviewed and revised in six more brainstorming sessions, also held in the neighborhoods. Additional workshop /meetings were held with the full civic and business community, the Chamber of Commerce, the Downtown Special Services District’s board and committee, the Glenbrook and Springdale communities, and others.</p> <p>The Master Plan Policy Report was summarized in a report that was made available to the public via the City’s web site, with an invitation for comment. The Master Plan, along with the half-dozen background reports on which it is based, was made available both at the Government Center (in the Land Use Bureau) and in the Public Library.</p> <p>A Public Hearing was held by the Planning Board to consider the Master Plan for the City of Stamford on July 8, 2002. The “Master Plan 2002” was approved as modified on October 22, 2002 and adopted as the general land use plan for the physical development of the community for the reason that the Board believes said plan will promote with the greatest efficient and economy the coordinated development of the municipality and the general welfare, health and safety of its people.</p>

C-2	Before February 2006, the community of Myrtle Avenue was not aware of the plan, which would have enabled our community to have a clearer understanding of the plan, which would enable us to make a decision.	The project was presented to the public through the East Side Partnership Neighborhood Association meeting in November 2005. The East Main Street Corridor planning process commenced in the Summer of 2004. The project was presented to public through the public hearings of the Planning Board, Board of Finance, and Board of Representatives of the City budget presentation process every year since the Fall of 2003. The City is committed to addressing the neighborhood residents' concerns. The project design will include many components to enhance the neighborhood environment throughout the project including those in East Main Street neighborhood section of the project. The City will meet with and seek input from the neighborhood residents and groups throughout the project design process to refine the design to implement all feasible elements in enhancing the neighborhood environment. Please see the response to the Comment C-1.
C-3	The plan has also been presented in Phases instead of the whole overall plan at one time.	The plan for SUT II was discussed at the public hearings of the Planning Board, Board of Finance, and Board of Representatives of the City budget presentation process every year since the Fall of 2003. The SUT project was presented as a multi phase project in public information meetings or hearings. Prior to 2003, the current Stamford "Master Plan 2002" incorporated the Stamford Urban Transitway Phase I and II. Please see the response to the Comment C-1.
C-4	This undertaking should be done where there is a definite need.	The need for the Stamford Urban Transitway was 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 (SUT) – PHASE II
RESPONSE TO WRITTEN PUBLIC COMMENTS**

COMMENT IDENTIFICATION	COMMENT	RESPONSE
D. PRAVIN RANA		
D-1	A bike route is only used for about 3 months during the year.	The City of Stamford is committed to maintain the bike route facilities for year around use.
D-2	I cannot agree with the establishment of a bike path in the City of Stamford.	<p>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. The Parks, Recreation, and Open Space Master Plan survey of 1997 identified bikeways as the top priority. In addition to economic and health benefits, the need for bike lanes, and sidewalks was identified as the highest priority element in the survey of 1997. Also, the City of Stamford 2002 Master Plan identifies the SUT facility, and the East Main Street Corridor Neighborhood Plan identifies specifics of the street cross-section and identifies bicycle routes along Myrtle Avenue from East Main Street to Elm Street continuing along Jefferson street.</p> <p>One of the goals outlined in the neighborhood plan is to “Create a vibrant, seven-days-a-week, pedestrian-friendly Downtown focused both on the Transportation Center and the historic core area to its immediate north”. The strategy for achieving that goal is to “Carry out and expand upon the Stamford Urban Transitway project. This infrastructure project foresees a direct connection between Route 1 and Downtown’s Transportation Center (Myrtle Avenue, Jefferson Street and Dock Street). It would enhance vehicular, transit, bicycle and pedestrian access between Cove-East Side and Downtown. A Phase 2 component would involve extending the Transitway eastward, along Myrtle Avenue to East Main Street.”</p>

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

COMMENT IDENTIFICATION	COMMENT	RESPONSE
E. STATE OF CONNECTICUT DEPARTMENT OF ENVIRONMENTAL PROTECTION		
E-1	While not discussed in assessment, the Department recommends that a Pest Control Plan be developed and implemented prior to initiation of any construction or demolition activity.	The City will develop a Pest Control Plan and make every effort implement the plan prior to initiation of any construction or demolition activity. Each building demolition requires a demolition permit from the City of Stamford Building Department. A conditional requirement of that permit is to perform extermination prior to the initiation of demolition activities.
E-2	The plan should include a comprehensive survey of the project area that identifies rodent nesting/feeding areas and an extermination program developed in coordination with municipal health officials.	The City of Stamford will develop a Pest Control Plan to include a comprehensive survey of the project area that identifies rodent nesting/feeding areas and an extermination program developed in coordination with City of Stamford Health Department officials.
E-3	The Plan should also include a monitoring component to confirm the success of the extermination efforts and a procedure to investigate any reports of rodents, including potential responses.	The Plan will include a monitoring component to confirm the success of the extermination efforts and a procedure to investigate any reports of rodents, including potential responses.

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

COMMENT IDENTIFICATION	COMMENT	RESPONSE
F. STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION		
F-1	It is the understanding of the Department that this project is strictly a City project, and the Department has little involvement.	East Main Street section of the project is a State facility. Therefore, the State Department of Transportation will be consulted during all phases of the project associated with East Main Street, and the project plans will be in conformance with State DOT guidelines. Also, the Bureau of Public Transportation will be consulted during all phases of the project to incorporate improvements to CT Transit operations.

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

COMMENT IDENTIFICATION	COMMENT	RESPONSE
G. STATE HISTORIC PRESERVATION AND MUSEUM DIVISION		
G-1	This office reaffirms its previous assessment, dated May 18, 2006, that the proposed undertaking will have <i>no effect</i> on historic, architectural, or archaeological resources listed on or eligible for National Register or Historic Places.	The project does not have any effect on historic, architectural, or archaeological resources listed on or eligible for National Register or Historic Places.

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

COMMENT IDENTIFICATION	COMMENT	RESPONSE
H. UNITED STATES DEPARTMENT OF THE INTERIOR		
H-1	We have no comment on, or issue with this document.	The US Department of the Interior has no comment or issue with this document

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

COMMENT IDENTIFICATION	COMMENT	RESPONSE
I. UNITED STATES DEPARTMENT OF THE INTERIOR – Fish and Wildlife Service		
I-1	Preparation of a Biological Assessment or further consultation with us under Section 7 of the Endangered Species Act is not required.	The US Department of the Interior does not require any further input for this project.

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

COMMENT IDENTIFICATION	COMMENT	RESPONSE
J. STEVEN BARON		
J-1	In the alternative, if the City does find it necessary to utilize the property for the purpose of widening Myrtle Avenue, the partial taking may still allow the property to be used for its desired purpose as a gas station by this Contract Buyer.	The property referred in this comment is located at 136 Myrtle Avenue. After reviewing the plans, the City of Stamford will adjust the plans to reflect your request and identify this property as a partial take as originally planned.

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

COMMENT IDENTIFICATION	COMMENT	RESPONSE
K. STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION - EUGENE COLONESE		
K-1	We anticipate that the City will continue to coordinate its design with this Office and with Metro-North personnel.	The State Department of Transportation will be consulted during all phases of the project associated with East Main Street, and the project plans will be in conformance with State DOT guidelines. Also, the Bureau of Public Transportation will be consulted during all phases of the project to incorporate improvements to CT Transit operations. Also, the City will coordinate with Metro-North personnel when necessary.

**STAMFORD URBAN TRANSITWAY (SUT) – PHASE II
RESPONSE TO DRAFT EA ORAL COMMENTS OF
JULY 13, 2006 PUBLIC HEARING**

**STAMFORD URBAN TRANSITWAY (SUT) – PHASE II
RESPONSE TO DRAFT EA ORAL COMMENTS OF JULY 13 2006 PUBLIC HEARING**

COMMENT IDENTIFICATION	COMMENT	RESPONSE
L. FRAN SESSA		
L-1	<p>What happened to State Street? State Street, you go up Canal Street and you can get onto the thruway there.</p>	<p>“State Street” in this comment refers to South State Street. South State Street was considered and was not found to be a feasible alternative due to the following reasons:</p> <ul style="list-style-type: none"> ◆ Does not provide a two-way traffic operation ◆ It is not a direct connection to East Main Street from the SUT facility ◆ Inadequate vertical clearance at Elm Street and East Main Street railroad underpasses ◆ South State Street is an eastbound two lane, one-way street . ◆ Not a cost effective due alternative as it requires relocation of columns supporting I-95, and/or adjustments to railroad along the South State Street. <p>The City of Stamford evaluated five (5) lane cross section, four (4) lane cross section shifted toward north, four (4) lane cross section shifted toward south as various build alternates, and SUT – Phase II presented at the public hearing is the preferred and economical alternate to address the project needs and project objectives.</p>

**STAMFORD URBAN TRANSITWAY (SUT) – PHASE II
RESPONSE TO DRAFT EA ORAL COMMENTS OF JULY 13 2006 PUBLIC HEARING**

M. SANDRA JOHNSON		
M-1	Why was Myrtle Avenue Chosen?	The City of Stamford evaluated various alternates, and Myrtle Avenue known as SUT – Phase II was deemed logical and is the preferred and economical alternate to address the project needs and project objectives. The Myrtle Avenue corridor is the most direct and feasible extension east toward the City of Stamford town line in the east, traversing the interchange at I-95 and Exit 9 in the vicinity of Courtland Avenue. The future section of the Stamford Urban Transitway toward east will be built as and when the funds are made available.

**STAMFORD URBAN TRANSITWAY (SUT) – PHASE II
RESPONSE TO DRAFT EA ORAL COMMENTS OF JULY 13 2006 PUBLIC HEARING**

N. MALE SPEAKER		
N-1	<p>Why not find another place to put the bike path? We don't need no bike path on Myrtle Avenue.</p>	<p>The Parks, Recreation, and Open Space Master Plan survey of 1997 identified bikeways as the top priority. The Myrtle Avenue and East Main Street corridors were identified bikeways in the City's Mater plan, and East Main Street Corridor plans. The Master Plan 2002 includes a Neighborhood Plans document which identifies bicycle routes along Myrtle Avenue from East Main Street to Elm Street continuing along Jefferson street.</p> <p>One of the goals outlined in the neighborhood plan is to "Create a vibrant, seven-days-a-week, pedestrian-friendly Downtown focused both on the Transportation Center and the historic core area to its immediate north". The strategy for achieving that goal is to "Carry out and expand upon the Stamford Urban Transitway project. This infrastructure project foresees a direct connection between Route 1 and Downtown's Transportation Center (Myrtle Avenue, Jefferson Street and Dock Street). It would enhance vehicular, transit, bicycle and pedestrian access between Cove-East Side and Downtown. A Phase II component would involve extending the Transitway eastward, along Myrtle Avenue to East Main Street."</p>

**STAMFORD URBAN TRANSITWAY (SUT) – PHASE II
RESPONSE TO DRAFT EA ORAL COMMENTS OF JULY 13 2006 PUBLIC HEARING**

O. DON DONAHUE		
O-1	We shouldn't be taking away parking spaces off the east side of Myrtle Avenue.	The City will make every effort to mitigate and implement feasible measures to address the parking situation within the project area by implementing off-street parking in the vicinity of affected businesses.
O-2	I know we have a problem also with businesses and property owners on East Main Street.	<p>Relocation of all businesses and residences affected by the Stamford Urban Transitway – Phase II facility will adhere to and conform to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, generally known as Uniform Act.</p> <p>The right-of-way acquisition and relocation plan adopted by the City of Stamford facilitated successful acquisition and relocation of residents and businesses in a total of 53 properties of which 14 were total property takings in Stamford Urban Transitway - Phase I project.</p>
O-3	These cannot be the final plans and we have to work something out together to minimize the impact on the people who are involved in property ownership.	The plans presented at the Public Hearing of July 13, 2006 were concept level drawings and they are not final plans. The City will meet and work with the residents and businesses in the project area, and will make every effort to mitigate and implement feasible measures to address the concerns of the property owners including implementation of all items within the project area as approved by the corridor studies and the Master Plan.