

STAMFORD URBAN TRANSITWAY – PHASE II

ENVIRONMENTAL ASSESSMENT and 4(f) EVALUATION

*Submitted for review pursuant to the
following public law requirements:*

*The National Environmental Policy Act of 1969,
42 USC 4321 et seq.*



**City of Stamford
Fairfield County, Connecticut**

August 2006

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1. Project Purpose, Need, and Description

The proposed Stamford Urban Transitway (SUT) Phase II is a stand-alone project that will extend the benefits of the first phase of the Transitway to residential and commercial areas in the eastern and northeastern sections of the City. The Phase I project, scheduled to be completed in fall 2008, consists of a direct, one-mile busway facility connecting eastern and southern sections of the City to the Stamford Intermodal Transportation Center (SITC) and downtown Stamford. SUT Phase I will expedite transit and High Occupant Vehicle (HOV) access to the Connecticut's highest volume rail station and open the blighted neighborhoods south of I-95 and along the railroad tracks to much-needed economic development. SUT Phase II will bring similar benefits to other areas in need of revitalization. The principal location of Phase II, the Myrtle Avenue corridor, is the only connection between SUT Phase I and East Main Street (US Route 1), and is likewise disadvantaged by limited lane capacity, and poor traffic flow conditions. Addressing these impediments will benefit the immediate environment as well as the Glenbrook, Cove Road and Shippan Avenue neighborhoods. Furthermore, because SUT Phase I will not extend to US Route 1 (East Main Street), the major east-west artery in the region, its transportation benefits alone will have limited reach beyond the City limits to adjacent towns including Darien and Norwalk. In addition, SUT Phase II will improve access to the CTTRANSIT Maintenance Facility by eliminating inefficient and circuitous non-revenue bus travel.

The Glenbrook, Cove and Shippan neighborhoods lie within a one-mile radius of Myrtle Avenue and U.S. Route 1 and are characterized by:

- Expansive growth: Between 1990 and 2000 the population grew by 12.2%. During the same time period, Connecticut's overall population remained stagnant and even declined in other urban areas. The number of residents here is expected to grow by another 5-7% between 2000 and 2010. The number of households in these census tracts grew between 1990 and 2000 by 11%. The largest household concentration is comprised of families, although a significant share (30%) of them are single person households.¹
- Lower income levels: The median income in the project neighborhood is 10% lower than that of Stamford as a whole. (Housing values, though currently lower than the rest of the city, are expected to increase at a faster rate over the next five years).¹
- Ethnic and racial diversity: 2005 estimates depict the residents as 61% White, 18% Black and 25% Latino with 4% of these residents being of more than one race. The growing Hispanic population, which doubled between

¹ Economic and Market Assessment AMS Consulting, LLC, August 2005

1990 and 2000, is expected to account for 36% of the area's residents by 2010.¹

- High population density: Single family residences comprise only 17.4 % of the available units, compared to 40% citywide. The greatest concentration of housing within this area is in buildings with five or more units.¹
- Access to private vehicles: According to the 2000 US Census, 12% of households in the project area had no vehicle available, compared to 10% of households nationwide.²

The quality of life constraints enumerated above will exist even after completion of SUT Phase I. SUT Phase II will be a cost effective means of extending similar transportation benefits to low and moderate income households in other sections of the City. As such, SUT Phase II will include exclusive lanes for buses and other high occupancy vehicles linking directly to SUT Phase I and the SITC, signal prioritization for fixed route CTTRANSIT buses, high amenity bus stops/stations with quality shelters, street furniture and information kiosks, and bike lanes and sidewalks along the entire corridor. Bus trips utilizing SUT Phase II will experience Bus Rapid Transit (BRT)-type levels of service, including 10-minute or shorter peak period headways (frequency) along the Transitway, and Intelligent Transportation System (ITS) facilitated reliability and travel speed improvements. These changes will make it easier and more inviting for transit dependent populations to ride, walk or pedal to work, shops and the train station. Reduced transit travel times will also make public transportation more attractive to automobile users, decreasing traffic congestion and reinforcing regional goals to promote high density redevelopment by improving access to the SITC.

Objectives of SUT Phase II project are to:

- Relieve congestion on I-95 and City of Stamford street network;
- Increase rail and local bus ridership;
- Encourage the use of non-motorized modes of transportation;
- Provide transit oriented redevelopment opportunities;
- Increase vehicle occupancy by reducing the use of single occupant vehicles;
- Improve transportation mobility for transit dependent populations;
- Provide improved and better access to the CTTRANSIT bus depot from Myrtle Avenue;
- Improve air quality;

¹ Economic and Market Assessment AMS Consulting,, LLC August 2005

² 2000 US Census

- Foster economic development in the Myrtle Avenue Corridor; and
- Improve the quality of life.

The project boundary for the SUT Phase II extends from the northeastern end of the SUT Phase I at Elm Street northeast along Myrtle Avenue to East Main Street (US Route 1). The project corridor is defined by a 1/2 mile radius around the project, and encompasses areas within the Central Business District (CBD) and neighborhoods south of Interstate 95 (I-95). Figures 1 and 2 provide an overview of the Project area, including the SITC and the SUT alignment within Stamford.

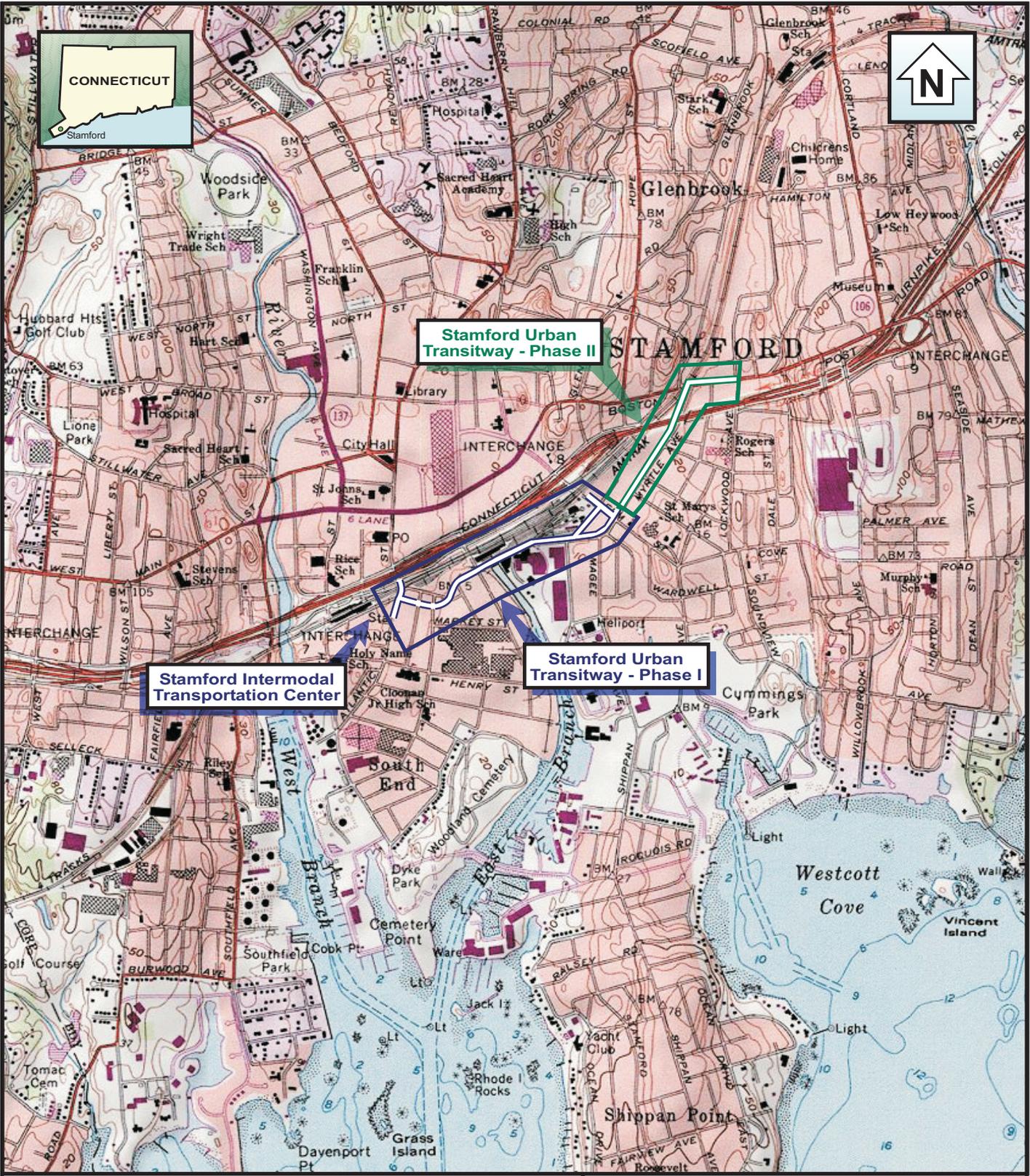
Existing land uses consist of residential, industrial, municipal, and commercial uses of varying scale and condition within a predominantly zoned General Industrial District (M-G). The project area is both a densely populated and a developed mixed-use district.

2. Alternatives Considered

The City of Stamford explored a number of alternatives for the Stamford Urban Transitway Project, including alignment routing options. All were directed towards using more efficient bus service to improve the transportation linkages to the heavily utilized SITC and enhancing the mobility of project area residents. Given the mix of dense urban development and residential characteristics of the project setting, identifying feasible alternatives was heavily dependent upon the availability of right of way, the number of developed properties potentially affected, consistency with neighborhood development goals, and potential environmental impacts. Consideration was given as to how to best address existing transportation operational deficiencies while minimizing environmental and socioeconomic impacts.

Alternatives initially identified by Stamford were evaluated for transportation operational benefits, overall consistency with related land use objectives and construction feasibility. Preliminary alternatives discussed below were reviewed by the city with the input from neighborhood representatives. Based upon the results of that interaction, the following alternatives were identified for evaluation in the SUT Phase II Environmental Assessment (EA):

- No Build;
- Transportation System Management (TSM); and
- Stamford Urban Transitway (Multiple Alignments).



Stamford Intermodal Transportation Center

Stamford Urban Transitway - Phase II

Stamford Urban Transitway - Phase I



1:24000

BASE CREATED WITH TOPO™ © 1996 WILDFLOWERS PRODUCTIONS,
www.topo.com 7.5' USGS TOPOGRAPHIC MAP

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21 Griffin Road North
Windsor, CT 06095
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**PHASE II URBAN TRANSITWAY
STAMFORD, CONNECTICUT**

**FIGURE 1
SITE LOCATION
STAMFORD URBAN TRANSITWAY**

Date: 01/06

Project No. 5.1043-0000-0003



Legend

- Parcel Boundary
- Phase II SUT Alignment



0 200 400 Feet

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21 Griffin Road North
Windsor, CT 06095
(860) 298-9692

**PHASE II URBAN TRANSITWAY
STAMFORD, CONNECTICUT**

**FIGURE 2
PROJECT DETAIL**

Date: 02/14/06

Project No: 51043-0000-00003

The methodology used for identifying and evaluating the above alternatives is consistent with the methodology used for the EA that was prepared for SUT Phase I (Final Environmental Assessment and 4(f) Evaluation, January 2003). The following sections summarize each of the alternatives considered in SUT Phase II, including different alignments within the SUT build option. Each alternative is assessed on its ability to meet the project needs. An assessment of environmental impacts is provided for the No Build and TSM alternatives.

2a. No Build Alternative

Citizens living in the eastern and northeastern sections of Stamford generally use I-95 to access the SITC and downtown area, due to congestion on East Main Street, east of the SUT Phase II project area. Traffic on Myrtle Avenue, the east-west corridor between East Main Street, SUT Phase I and the SITC, currently operates at less than the desired levels of service for urban conditions, especially during the morning and evening peak hours. Furthermore, expanded parking facilities at the SITC encourage increased use of this facility, which only adds to the severity of the intersection traffic flow and safety problems along existing transportation corridors between East Main Street and the SITC.

A No Build Alternative would allow these declining service levels in the corridor to continue, resulting in increased congestion at critical intersections, with unacceptable delays and extensive queuing. A No Build Alternative would exacerbate adverse traffic safety deficiencies, impede development within the corridor, and discourage redevelopment of the area. The No Build Alternative would fail to address the need to reduce congestion and improve linkages between the SITC and population centers in the eastern and northeastern sections of Stamford. In addition, the No Build Alternative would fail to increase the use of public transit and the use of non-motorized modes of transportation for work related trips. Over a period of time, the No Build Alternative would likely increase the noise levels in the project area due to excessive delays and congestion. Air quality could deteriorate due to undesirable levels of automobile pollutants. Further, the No Build Alternative fails to encourage use of energy-efficient modes of transportation.

The No Build Alternative is also inconsistent with the objectives of Stamford's Master Plan and related neighborhood plans. The City's planning documents recommend a mixed use neighborhood concept within the SUT area that can support a mixture of new market rate housing and commercial and/or "clean" (e.g.,

computer-related) light assembly uses, while enhancing access to the SITC. The No Build Alternative fails to meet these objectives. Without the SUT, the traffic congestion and vehicle operating safety deficiencies will remain, inhibiting future development in the Phase II project area.

Based on the inability of the No Build Alternative to address current transportation issues and future development objectives for the area, the No Build Alternative fails to meet the transportation and community needs of Stamford.

2b. Transportation System Management (TSM) Improvements Alternative

TSM refers to methods and procedures used to increase the capacity and efficiency of traffic flow by making better use of the existing resources. Stamford has been implementing TSM improvements throughout the City, including in the immediate vicinity of the SITC. This will be accomplished through traffic signal optimization, lane use controls, dedicated bus lanes, and HOV prioritization. The objective of the TSM program is to maximize the vehicle-carrying capacity of the existing street configuration through low-cost flow management measures.

The effectiveness of TSM strategies in reducing peak hour congestion on roadways in the vicinity of the SITC is limited, given the large volume of commuter traffic encountered on the City's street network. In addition, TSM strategies do not address the need for a facility that directly connects traffic from East Main Street to the SITC. As the number of mass transportation users at the SITC continues to grow and traffic demand increases due to land use development south of I-95, the effectiveness of TSM strategies compared to the No Build Alternative will become marginal.

The TSM Alternative for existing bus riders in Stamford would be limited to the installation of priority bus signals which would reduce individual signal delays along the existing bus routes. It would not, however, address the lack of a direct Bus Rapid Transit (BRT) link to the SITC from the East Main Street area. The lack of a direct link results in the circuitous bus routing to the SITC from East Main Street through Tresser Boulevard, where the large number of signalized intersections would result in increased travel times.

Similar to the No Build Alternative, the TSM Alternative fails to promote energy efficient modes of transportation. The TSM Alternative will result in limited improvement to the level of service on the existing street network in the short term, but will fail to improve the air quality impacts due to high traffic volumes. Consequently, the TSM Alternative would not adequately meet the objectives of

the project.

2c. Stamford Urban Transitway - Phase II Alignment Alternatives

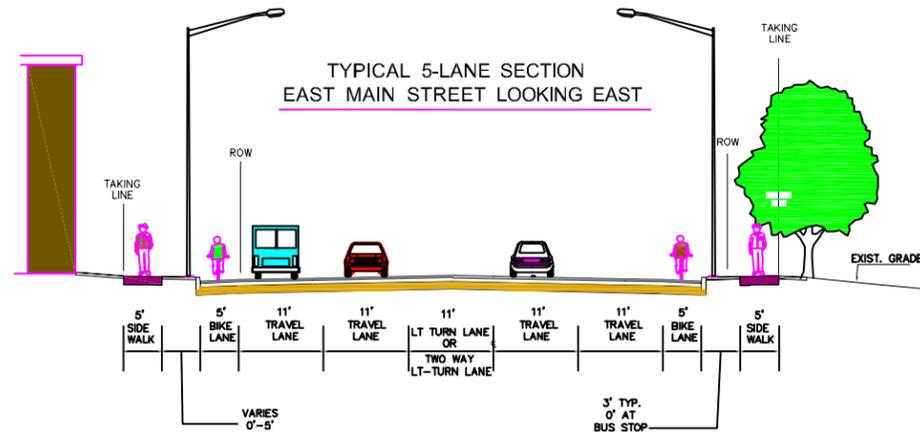
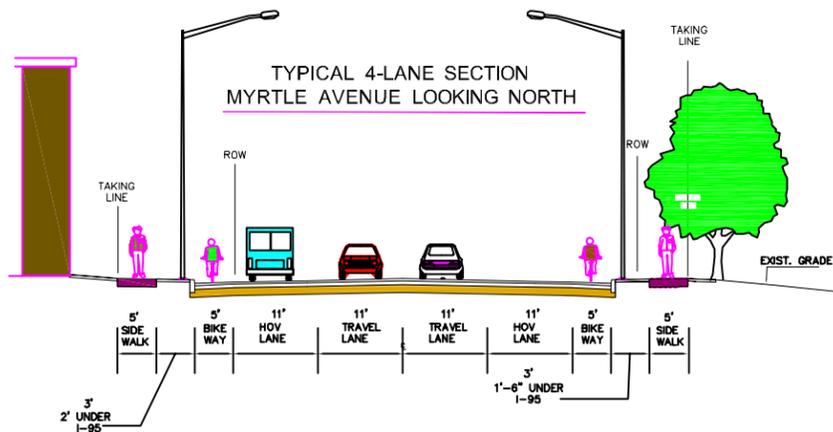
The proposed SUT Phase II extends along Myrtle Avenue between East Main Street and Elm Street. The Myrtle Avenue corridor traverses an area of existing mixed commercial and residential use. Commercial use is prevalent along the northwestern side of Myrtle Avenue while the southeastern side is characterized to a greater extent by residential properties. Similar to the Phase I facility, SUT Phase II will incorporate a BUS/HOV lane available twenty four hours a day/seven days a week for the exclusive use of buses, vanpools, taxis and other vehicles carrying two or more persons. Sidewalks and curbside bike lanes will also be provided. Figure 3 provides a schematic layout of the SUT Phase II preferred alternative.

Alternative alignments for the build option were evaluated to determine if they met project objectives. Evaluations considered existing land use, property acquisition constraints, utilities, parking areas, historic resources, design criteria and project costs. Critical design objectives also included minimizing the impact to adjacent properties (property and building takings) while providing efficient access to the SITC. Preferred alternative is limited to widening of existing streets due to the constraints under I-95 corridor, railroad tracks and the underpass at East Main Street. The two alternatives considered were four and five lane alignments.

5-Lane Alternative:

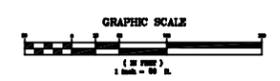
The Myrtle Avenue corridor begins at the northeast end of SUT Phase I at the intersection of Elm Street and Myrtle Avenue and runs north-northeast along Myrtle Avenue, terminating at East Main Street. An alternate configuration for this corridor providing 5 lanes was reviewed. The typical 5-lane alignment involves two 11-foot-wide travel lanes in each direction. On the side of the main travel lane is an 11-foot-wide HOV lane, a 5-foot wide bicycle lane (adjacent to street-curb line), and a 5-foot wide sidewalk. An 11-foot wide left turn lane lies in the center of the roadway between the two main travel lanes, over the entire length of the Myrtle Avenue corridor. A 3-foot wide grass strip will be provided between the curb and sidewalk to serve as a utility strip wherever possible.

The 5-lane Alternative would have a much greater impact on property takings, land use, parking, and project costs along the Myrtle Avenue corridor compared to that of a 4-lane alternative. Due to these impacts, the 5-lane Alternative was not evaluated any further.



LEGEND

	NEW HIGH OCCUPANCY VEHICLE (HOV) LANE
	NEW HOV & RIGHT TURN LANE
	NEW TRAVEL LANE
	NEW BIKE LANE
	NEW SIDEWALK
	NEW PLANTING STRIP AREA
	STREET LINE
	TAKING LINE



TRC
Transportation Research Corporation
11000 West 10th Avenue
Suite 1000
Denver, CO 80202
303.750.0000

PROJECT: STAM OHS CONNECTIVITY
DATE: 08/14/2006
FIGURE 3
LAYOUT OF PHASE B SUT

J:\CAD\151043\SUT...MAP_8_06-TRC.dwg, Model, 8/14/2006 1:33:43 PM

4-Lane Alternative:

The typical 4-lane alignment through the Myrtle Avenue Corridor provides two 11-foot-wide travel lanes in each direction. On the side of the main travel lane is an 11-foot-wide HOV lane, a 5-foot-wide bicycle lane (adjacent to street-curbline), and a 5-foot wide sidewalk. An 11-foot wide left turn lane is provided only at the signalized intersection approaches. A 3-foot wide grass strip will be provided between the curb and sidewalk to serve as a utility strip wherever possible.

Two 4-lane alignments were considered, each of which follow the existing Myrtle Avenue corridor with the following variations:

- one alignment shifted the roadway toward the northwest; and
- the other alignment shifted the alignment to the southeast.

The proposed southeast alignment would have a greater impact on residential properties, utilities, parking, land use, and project costs when compared to the northwest alignment, as residential properties are more prevalent along the southeastern side of Myrtle Avenue. Therefore, the 4-Lane Alternative alignment shifted to the northwest was selected as the preferred alignment.

3. The Preferred Alternative, Stamford Urban Transitway Phase II

The SUT Phase II Build Alternative, as proposed, evolved from the northwest alignment described in detail in the previous section. The SUT Phase II incorporates the alignment considerations discussed above, specifically the use of existing right-of-way on Myrtle Avenue and East Main Street, to minimize right-of-way impacts to properties along the corridor, on-street parking losses, project costs to the extent possible, and the realignment of the facility at the signalized intersections. The project prohibits on-street parking at all times to facilitate curb side BUS/HOV lane operation for exclusive use of buses, vanpools, taxis, limousines, and other HOV vehicles twenty four hours a day / seven days a week.

The 4-lane alignment along Myrtle Avenue will have two 11-foot wide travel lanes in each direction. On either side of the main travel lane is an 11-foot wide HOV lane, a 5-foot wide bicycle lane (adjacent to street-curb line), and a 5-foot wide sidewalk. An 11-foot wide left turn lane is provided at the signalized intersection approaches. A 3-foot wide grass strip will be provided between the curb and sidewalk to serve as a utility strip wherever possible.

In addition to the Myrtle Avenue corridor improvements, East Main Street between Myrtle and Lockwood Avenues, will be upgraded to provide four 11-foot-wide travel lanes, a center 11-foot-wide left turn lane at the Myrtle and Lockwood Avenue intersections and a single two-way left turn lane between Maple and Lockwood Avenues. Bike lanes will be provided along the curb in each direction. Space permitting, a grass strip will be provided next to the curb, followed by a 5-foot wide sidewalk. The realignment of this section of East Main Street will have significant impacts on all adjacent properties. Impacts will be lessened in some sections by eliminating the grass strip between the curb and sidewalk.

The existing constriction on East Main Street is due to the railroad underpass limit. Planned improvements between Myrtle Avenue and North State Street include upgrading traffic signals and pavement reconstruction. Improvements to street geometry in this section will be implemented through future railroad underpass improvement earmark projects.

Street alignment and traffic signal improvements included in the SUT project design will enable modifications to public bus routes to accommodate bus-priority treatment control according to traffic conditions on the Transitway and bus schedule information. Additionally, SUT Phase II will provide a direct entrance to the CTTRANSIT facility on Myrtle Avenue, allowing buses to enter the SUT directly, rather than having to leave the facility via Elm Court and then traverse local roads before entering the transitway. This will reduce the time buses take to begin their routes, thus improving service and reducing non-revenue travel for CTTRANSIT. Transportation mobility will be improved by offering BRT-type level of service to transit riders, area households and bus-to-rail intermodal passengers. The project's BUS/High Occupancy Vehicle (HOV) lanes with bus priority signals will enable buses to provide faster and more efficient access to the SITC from the Glenbrook, Cove and Shippan neighborhoods, as well as from residential neighborhoods within the adjacent towns of Darien and Norwalk.

A key objective in creating the SUT Phase II is to improve mobility for neighborhood residents. About 1,344 households³ in the project area lack access to a private vehicle. Safer, simpler bus transportation will be a boon to these residents as well as those who will be encouraged to leave their cars at home. A travel lane in each direction along Myrtle Avenue will be dedicated to full-time use by high-occupancy vehicles, resulting in HOV lanes along the entire length of the SUT from the SITC to East Main Street. ITS components will enhance traffic management and reduce congestion along the corridor. The ITS will provide bus priority at all traffic signals along the route and display real-time next bus arrival

³ 2000 US Census

information at bus stops along the Phase II corridor. Dynamic parking garage guidance system signs will provide information on the availability of parking spaces in the SITC garage.

Routing changes for the following bus routes that traverse the SUT Phase II facility will significantly improve access for area users to the SITC, reduce travel times, and increase consumer confidence in the reliability of public transportation:

- 41 (Norwalk); including
 - 41A (Norwalk via Norwalk Community College), and
 - 41B (Norwalk Community College), and
- 42 (Stamford/Darien).

Bus routes 41 and 42 serve the businesses and residents in the northeastern, and eastern of the City of Stamford, in addition to the towns of Darien and Norwalk.

The SUT will enhance bus and HOV access to the train station. Although all levels of workers use these services, the primary users of these connecting services are employees in service and manufacturing positions.

Improvements to traffic flow will reduce travel delays with the capacity improvements at the intersections within the project area, resulting in travel time-savings. Additionally, the improved accessibility made possible by the Project will induce additional ridership on both the rail and bus system. SUT Phase II will produce vehicle miles traveled savings of about 225,000 passenger miles per year, and travel-time savings of 50,000 passenger hours per year.

In summary, major features of the project include:

- ◆ Direct access to the CTTRANSIT bus depot from Myrtle Avenue;
- ◆ A 4-lane travelway four thousand (4,000) feet in length between East Main Street and Elm Street;
- ◆ Dedicated BUS/High Occupancy Vehicle (HOV) lane for the use of buses, shuttle buses, taxis, and other vehicles with 2 or more occupants between East Main Street and the Stamford Transportation Center;
- ◆ Turning lanes at intersections to accommodate traffic demands;
- ◆ Upgrading of existing traffic signals on East Main Street at Myrtle Avenue, Lockwood Avenue, Crystal Street, and North State Street;

- ◆ Bike lanes and sidewalks along the entire corridor;
- ◆ Bus Shelters at conveniently located bus stops along the Transitway; and
- ◆ Intelligent Transportation System (ITS) measures at the SITC and along the corridor including
 - Bus AVL/GPS;
 - Real time information display at KIOSKS at SITC, and CTTransit Management Center;
 - Bus priority treatment for CTTRANSIT buses at signalized intersections; and
 - A dynamic parking guidance system.

These improvements will ensure that, once construction is completed, the SUT Phase II objectives are met and the eastern, northeastern and Glenbrook neighborhood communities will fully participate in the benefits provided.

The following areas have positive impacts due to the proposed project:

- Traffic
- Storm Water
- Soils & Geology
- Contaminated Material
- Flooding
- Energy Requirements
- Aesthetics
- Safety and Security
- Secondary Development

4. Affected Environment & Potential Project Impacts Matrix

Area of Impact	Possible Impacts	Technical Reference
Land Acquisition & Displacement	YES	Section 3.2
Land Use & Zoning	NO	Section 3.3
Traffic	NO	Section 3.4
Parking	YES	Section 3.4
Noise & Vibration	NO	Section 3.5
Air Quality	NO	Section 3.6
Water Quality		Section 3.7
Surface Water	NO	Section 3.7.2
Storm Water	NO	Section 3.7.3
Hydrologic Conditions & Dewatering	NO	Section 3.7.4
Wetlands	Not Applicable	Section 3.7.5
Soils & Geology	NO	Section 3.8
Contaminated Materials	YES	Section 3.9
Flooding	NO	Section 3.10
Navigable Waters Coastal Zones	Not Applicable	Section 3.11
Endangered Species & Ecologically Sensitive Areas	NO	Section 3.12
Energy Requirements	NO	Section 3.13
Historic Resources & Parklands	YES	Section 3.14
Aesthetics	NO	Section 3.16
Community Disruption	YES	Section 3.17
Safety & Security	NO	Section 3.18
Secondary Development	NO	Section 3.20
Environmental Justice	YES	Section 3.21
Construction		Section 3.15
Noise	Yes	
Utility Disruption	Yes	
Disposal of Debris & Soils	Yes	
Water Quality & Runoff	Yes	
Access & Traffic Disruption	Yes	
Air Quality & Dust Control	Yes	
Safety & Security	No	
Business Disruption	Yes	
Consistent with Local, Regional, State Plans?	YES	Section 3.19

Areas of NO IMPACT are not discussed in the Analysis of Affects. Comprehensive analysis on each of the possible impact areas is provided in the Appendix and Technical Reference identified in the above matrix.

Although the areas of impact on Land Acquisition & Displacement, Historic Resources and Park Land, and Community Disruption are not significant, these areas are discussed in the following section “Analysis of Affects.”

5. Analysis of Affects

5.1 Land Acquisition & Displacement

The Phase II Project generally will not have significant impacts on land acquisition and displacement due to the limited number of properties that will be acquired and because it incorporates measures to alleviate the impacts of the project in this area. Property displacement was not a major concern during the January 2006 public meeting, with the exception of concerns related to the loss of on-street parking.

The Phase II Project utilizes existing street alignments. In order to implement the project as proposed, both total and partial property takings (Table 1) will be required. Rights-of-way requirements associated with the Phase II Project will affect a total of 75 parcels of land that include commercial, industrial and residential properties. Eight (8) of these properties have been identified as total takings, including ten (10) businesses that will require relocation, and sixty-seven (67) partial takes.

Some of the positive impacts of the Phase II SUT include benefits to neighborhood residents associated with direct access to public transportation facilities, improved traffic circulation, increased safety, and enhanced environmental conditions. Residents will experience increased access to commercial areas along Myrtle Avenue and East Main Street, as well as to community facilities and schools.

5.2 Parking

A total of 91 on-street parking spaces will be eliminated due to the SUT Phase II Project. These include 35 spaces along the southeastern/eastern curb of Myrtle Avenue; 40 spaces along the northwestern/western curb of Myrtle Avenue; 6 spaces along the southern curb of East Main Street east of Myrtle Avenue; and 10 parking spaces along the northern curb of East Main Street between Lockwood and Myrtle Avenues.

TABLE 1
SCHEDULE OF PROPERTY ACQUISITIONS
STAMFORD URBAN TRANSITWAY - PHASE II

Parcel ID #	Street #	Street Name	Zoning	Use	Taking Class	Taking Type	Owner's Name	Owner's Address	2nd Owner's Name
004-1561	384	Elm St	CN	Vacant land; outbuildings/Deyulio's	A	TOTAL	Deyulio, Victor P.	252 Long Neck Point Road, Darien, CT 06820	Deyulio, Nicholas J.
NA	NA	Elm St	NA	NA	B	TOTAL	NA	NA	
NA	NA	Elm St	NA	NA	D	PARTIAL	NA	NA	
001-0361	402	Elm St	CN	Lacage Restaurant/Subway/Mixed Commercial	B	TOTAL	402 Elm St. LLC	12 Houston Terrace, Stamford, CT 06902	
000-2232	157	Myrtle Ave	ML	157 Myrtle Ave./CT Auto Body	D	PARTIAL	If-Off Company LLC	107 Myrtle Ave., Stamford, CT 06902	
001-1716	153	Myrtle Ave	ML	Garage Service Station	D	PARTIAL	Riley, James R.	107 Myrtle Ave., Stamford, CT 06902	Curtis J.
003-0416 - 003-0423	149	Myrtle Ave	NA	Flintrock Condominiums (8 units)	D	PARTIAL	Various Owners (1-8)	Varies	
000-4456	143	Myrtle Ave	ML	Slideffects 2	D	TOTAL	Desai, Bharat	143 Myrtle Ave., Stamford, CT 06902	Sandra
002-4177	137	Myrtle Ave	ML	137 Myrtle Ave.	D	PARTIAL	Riley, James R.	107 Myrtle Ave., Stamford, CT 06902	Curtis J.
001-8655	133	Myrtle Ave	ML	Auto Spa/Center Garage	D	TOTAL	Galasso, Louis M.	162 Journey's End Rd., South Salem, NY 10590	
001-8654	129	Myrtle Ave	ML	Berlingos Auto Body	D	PARTIAL	RLR Realty Inc	129 Myrtle Ave., Stamford, CT 06902	
000-2871	127	Myrtle Ave	ML	Robco Woodworks	D	PARTIAL	Rosenblum, David	127 Myrtle Ave., Stamford, CT 06902	
001-1493	125	Myrtle Ave	ML	Converted Apts. - 6 Family	C	PARTIAL	TTR LLC	20 Harborview Ave., South Norwalk, CT 06854	
001-9342	117	Myrtle Ave	ML	Converted Apts. - 6 Family	C	PARTIAL	TTR LLC	20 Harborview Ave., South Norwalk, CT 06854	
NA	NA	Myrtle Ave	NA	NA	D	PARTIAL	NA	NA	
003-8245	107	Myrtle Ave	ML	Volvo Dealership	D	PARTIAL	Riley, James R.	17 Saddle Rock Rd., Stamford, CT 06902	
NA	NA	Myrtle Ave	NA	NA	D	PARTIAL	NA	NA	
NA	NA	Myrtle Ave	NA	NA	D	PARTIAL	NA	NA	
003-6665	89	Myrtle Ave	ML	Repair Garage for Volvo Dealer	D	PARTIAL	Riley, James R.	107 Myrtle Ave., Stamford, CT 06902	Riley, James C.
002-1775	85	Myrtle Ave	ML	Warehouse Office	D	PARTIAL	85 Myrtle Ave. LLC	107 Myrtle Ave., Stamford, CT 06902	
003-5014	75	Myrtle Ave	ML	Stamford Volvo	D	PARTIAL	If-Off Company LLC	75 Myrtle Ave., Stamford, CT 06902	
003-5428	63	Myrtle Ave	ML	ACME Electroplating Co.	D	PARTIAL	63 Myrtle Ave. LLC	63 Myrtle Ave., Stamford, CT 06902	
003-5426 - 003-5427	59	Myrtle Ave	ML	Commercial Office Supply Co. and Lot	D	PARTIAL	59 Myrtle Ave. LLC	9 Shady Acers Rd., Darien, CT 06820	
NA	NA	I-95	NA	NA	D	PARTIAL	NA	NA	
NA	NA	Myrtle Ave	NA	NA	D	PARTIAL	NA	NA	
002-1861	168	Myrtle Ave	CN	Colony Grill/Botanica Gifts/Commercial	D	PARTIAL	Bohannon & Loughran Realty LLC	68 White Oak Lane, Stamford, CT 06905	
000-7615	164	Myrtle Ave	R-MF	Parking for Colony Grill Restaurant	D	PARTIAL	Bohannon, Carol	307 Flax Hill Rd., Norwalk, CT 06854	
002-5531	162	Myrtle Ave	R-MF	Apartment House - 8 Apts.	D	PARTIAL	162 Myrtle Ave. LLC	PO Box 401, Greenwich, CT 06836	
000-0895	154	Myrtle Ave	R-MF	Converted Apts. - 8 Family	D	PARTIAL	Eltrim Corporation	PO Box 228, Botsford, CT 06404	
000-6486	148	Myrtle Ave	CL	Converted Apts. - 6 Family	D	PARTIAL	Eltrim Corporation	PO Box 228, Botsford, CT 06404	
001-8076	144	Myrtle Ave	R-MF	Garden Apts. (16 Apartments)	D	PARTIAL	Maceluch, Andrew T.	271 Four Books Rd., Stamford, CT 06903	Macheluch, Jeannette
000-7142	136	Myrtle Ave	R-5	Mobil Service Station	D	PARTIAL	Ferrara, Vincent F.	194 Berrian Rd., Stamford, CT 06905	Ferrara, Mary K.
003-8451 - 003-8459	130	Myrtle Ave	CL	Myrtle News (9 units)	D	PARTIAL	Various Owners (A-I)	Varies	
003-3979 - 003-3989	126	Myrtle Ave	CL	Stellar (11 units)	D	PARTIAL	Various Owners (1-11)	Varies	
000-8205	120	Myrtle Ave	R-5	Welding Service	D	PARTIAL	All Pets Crematory & Remembran	104 Myrtle Ave., Stamford, CT 06902	
000-3786	112	Myrtle Ave	R-5	Garden Apts. (24 Apartments)	D	PARTIAL	Maceluch, Andrew T.	271 Four Books Rd., Stamford, CT 06903	Macheluch, Jeannette
000-4002	108	Myrtle Ave	R-5	Cognetta Funeral Home	D	PARTIAL	Cognetta, Nicholas	104 Myrtle Ave., Stamford, CT 06902	Cognetta, Naida E.
000-4003	104	Myrtle Ave	R-5	Cognetta Funeral Home	D	PARTIAL	Cognetta, Nicholas	104 Myrtle Ave., Stamford, CT 06902	Cognetta, Naida E.
003-3504 - 003-3518	100	Myrtle Ave	NA	The Century (15 units)	D	PARTIAL	Various Owners (1-15)	Varies	
003-6327 - 003-6338	96	Myrtle Ave	CL	Myrtle Terrace (12 units)	D	PARTIAL	Various Owners (1-12)	Varies	
003-5982 - 003-5999	86	Myrtle Ave	R-5	Myrtle Manor (18 units)	D	PARTIAL	Various Owners (1-18)	Varies	
003-6270	82	Myrtle Ave	R-5	Stamford Boats and Motors	D	PARTIAL	Bellairs, Clement IV	80 Myrtle Ave., Stamford, CT 06902	
003-5549	80	Myrtle Ave	R-5	Boat Office	D	PARTIAL	Bellairs, Clement IV	80 Myrtle Ave., Stamford, CT 06902	
000-7353	72	Myrtle Ave	R-5	Spanish-American Grocery	D	PARTIAL	Zapata, Pedro	72 Myrtle Ave., Stamford, CT 06902	
000-3709	70	Myrtle Ave	CL	Residential	D	PARTIAL	English, Elsie	70 Myrtle Ave., Stamford, CT 06902	Reid, Delbert
002-2296	68	Myrtle Ave	CL	Residential	D	PARTIAL	Mieczyslaw, Boruch	68 Myrtle Ave., Stamford, CT 06902	Toledo, Juan C.
000-4745	60	Myrtle Ave	CL	Residential	D	PARTIAL	Cartagena, Mauel	80 Old Barns Rd., Stamford, CT 06905	Beatriz
002-5529	58	Myrtle Ave	CL	Rooming House - 6 Rooms	D	PARTIAL	58 Myrtle Ave. Associates LLC	233 Jonathan Drive, Stamford, CT 06905	
000-0224 - 999-0422	54	Myrtle Ave	CN	Payless Auto Glass	D	PARTIAL	Various Owners (1-13)	Varies	
NA	NA	I-95	NA	NA	D	PARTIAL	NA	NA	
NA	15	Maple Ave	NA	NA	D	PARTIAL	NA	NA	
NA	NA	Maple Ave	NA	NA	D	PARTIAL	NA	NA	
000-7089	901	East Main St.	NA	Vacant Lot	D	PARTIAL	NA	NA	
002-2953	902-912B	East Main St.	ML	Commercial /Residential	D	PARTIAL	Triaena Associates LLC	906 East Main St., Stamford, CT 06902	
000-7090	905	East Main St.	NA	Vacant Lot	D	PARTIAL	NA	NA	
NA	906	East Main St.	NA	Homeric Tours	D	PARTIAL	NA	NA	
NA	907	East Main St.	NA	Vacant Lot	D	PARTIAL	NA	NA	
NA	908	East Main St.	NA	Manny's Bakery	D	PARTIAL	NA	NA	
NA	909	East Main St.	CN	Mazza's Confectionary & Why Not	B	TOTAL	Pravin, Rana C.	50 Woodway Road, Stamford, CT 06907	Pravin, Nayana P.
NA	910	East Main St.	NA	Speedy Pizza	D	PARTIAL	NA	NA	
001-4872	911	East Main St.	CL	Apt. - 2 Family	D	TOTAL	Pravin, Rana C.	50 Woodway Road, Stamford, CT 06907	Pravin, Nayana P.
002-2954	912	East Main St.	CL	Apt. - 3 Family	D	PARTIAL	Triaena Associates LLC	906 East Main St., Stamford, CT 06902	
001-7847 - 001-7851	914	East Main St.	R-6	JCB Furniture & Carpet	D	PARTIAL	New Hope Realty INC	914 East Main St., Stamford, CT 06902	
000-5884	917	East Main St.	CN	Stamford Carburator & Stamford F_____	D	PARTIAL	SCI Enterprises LLC	46 Crescent St., Stamford, CT 06906	
002-3155 - 002-2156	923	East Main St.	CN	Apts./Costa Virgan	B	TOTAL	Uzar, George	107 Frederick St., Stamford, CT 06902	
001-7852	928	East Main St.	NA	Parking for JCB Furniture & Carpet	D	PARTIAL	NA	NA	
000-9232	930	East Main St.	CL	Apartments - 3 Family	D	PARTIAL	Silva, Hector E.	26 Hillcrest Ave., Stamford, CT 06902	Silva, Magali
001-5093	NA	East Main St.	NA	Paved Lot	D	PARTIAL	953 East Main St LLC	9 Shady Acers Rd., Darien, CT 06820	
001-5094	933	East Main St.	CN	Blockbuster/Daddy's Deli/Wash Works	D	PARTIAL	NA	NA	
000-3988	934	East Main St.	R-6	CT Lock&Key/Apple Salon/Bankers&Insurers Agency	D	PARTIAL	Sgritta, Alfonso C.	103 Midland Ave., Stamford, CT 06903	Sgritta, Beverly M.
002-0949	936	East Main St.	CL	Apartments - 2 Family	D	PARTIAL	Calderon, Cesar	936 East Main St., Stamford, CT 06902	
003-6566	942	East Main St.	R-6	Oil Star Lube Center	D	PARTIAL	Zupanotis, George Z.	17 Overbrook Lane, Darien, CT 06820	Frances A.
002-3428	NA	East Main St.	NA	Vacant Lot	D	PARTIAL	NA	NA	
001-5265	954	East Main St.	R-6	Brasitas Diner	D	PARTIAL	Jeaniko Enterprises LLC	954 East Main St., Stamford, CT 06902	
000-7822	955	East Main St.	CB	Siperstein's Paint	D	PARTIAL	Siperstein's New England	415 Montgomery St., Jersey City, NJ 07302	Realty LLC

NA = Not Available

CL = Limited Business
CN = Neighborhood Business
CB = Community Business
ML = Light Industrial
R-MF = Multiple Family Residence Design
R-5 = Multiple Family Medium Density Design
R-6 = One-Family, Two-Family Residence

Taking Class:
A = Individual Area
B = Business
C = Residential (House)
D = Strictly Land

The on-street parking spaces eliminated along the southern curb of East Main Street will not have any impact after the SUT Phase II is constructed as the businesses along that side of the street will be relocated. In addition, the improved transit access resulting from the project will reduce the parking need.

5.3 Contaminated Material

The Evaluation of historic data during the Phase I Environmental Site Assessment identified the possibility of soil and ground water quality impacts to properties along SUT Phase II corridor. Properties with potential residual contamination that warrant Phase II Environmental Site Assessments include the following properties that are scheduled for partial takings only:

- Stamford Volvo, 107 Myrtle Avenue;
- Hertz-Penske/Colletto Property, 75-83 Myrtle Avenue;
- Acme Electroplating Company, 63 Myrtle Avenue; and
- Razors Auto Service/New Hope Realty, 914 East Main Street.

Construction of SUT Phase II will not directly or indirectly cause the contamination of any materials in the project area. The project will have a beneficial impact on the cleanup of any contaminated materials encountered during construction or on materials that may be cleaned up as part of any redevelopment of properties resulting from the SUT Phase II.

5.3.1 Mitigation

Further analysis of the extent of possible contamination of properties listed above will be conducted during the design phase of the SUT Phase II and will likely involve conducting Phase I and/or Phase II site assessments. Should further investigation or remediation be required, it will conform to U.S. EPA and/or Connecticut DEP guidelines. Remediation measures will depend on the type of contamination that is encountered at each property and may include, but will not be limited to, deed restrictions, soil gas venting, soil treatment and/or removal, and ground water treatment. The type of remediation measures can only be determined after Phase I and II evaluations are completed.

As part of the construction effort, a Health and Safety Plan will be developed and implemented to ensure that the potential for exposure of construction workers, workers on nearby sites, and other citizens living and/or working in the area is minimized. The Health and Safety plan will define worker safety training and

monitoring procedures, personal protective equipment, action levels, and appropriate protective measures. In addition, all materials removed from the site will be disposed of in compliance with all applicable laws and regulations. With these measures, generally no significant impacts are anticipated to occur during the project construction.

5.4 Environmental Justice

Although the Phase II SUT Project will result in the acquisition and displacement of area businesses, the overall impacts on the affected area as well as Stamford as a whole are positive. The Phase II SUT Project will encourage redevelopment resulting in a clean and safe environment in the project area.

The median income in the neighborhoods surrounding the SUT Phase II corridor is 10% lower than that of Stamford as a whole. The area is ethnically and racially diverse: 2005 estimates depict the residents as 61% White, 18% Black and 25% Latino with 4% of these residents being of more than one race. The growing Hispanic population, which doubled between 1990 and 2000, is expected to account for 36% of the area's residents by 2010.

The project area is also characterized by high population density. Single family residences comprise only 17.4 % of the available units, compared to 40% citywide. The greatest concentration of housing is within buildings with five or more units. Moreover, 12% of households in the project area had no private vehicle available, compared to 10% nationwide.

A total of eight (8) minority-owned businesses will be affected by construction of the SUT Phase II. All eight (8) businesses will be relocated. The impact of the relocation will be mitigated through adherence to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. The Project Manager will meet with each property and business owner to determine their needs and providing assistance within the guidelines. Policies regarding relocation payments and other means of assistance will be delivered verbally and in writing. It is the policy of the FTA to relocate all persons and businesses prior to the release of the facility construction bids. The City of Stamford intends to adhere to this policy.

Eight (8) minority owned businesses on East Main Street will be affected by the removal of on-street parking directly in front of their businesses. This will be mitigated with the proposed use of excess property within the proximity of those businesses for the City to create off street parking.

Despite these relocations, several positive impacts are anticipated for residents and businesses. Residents will benefit from increased vehicular and pedestrian safety, improved traffic circulation and access to public transportation facilities, and better sanitary conditions. Potential positive relocation impacts include decreased living and travel expenses and relocation to decent, safe, and sanitary housing. Individuals and families required to relocate due to the project may improve their quality of living because of better housing situation compared to the one they left behind. Business owners, workers, and customers will benefit from easier access to commercial establishments. The project will also provide new opportunities for low-income households because of the accessibility to public transportation. No negative environmental impacts are expected, and all residents of the City will share the anticipated benefits of reduced noise and air pollution. The SUT Phase II Project is not anticipated to have a disproportionately high and adverse impact on minority and low-income populations.

In summary, based on all project components, the Phase II SUT generally will not place a significant environmental burden on the minority and low-income populations within the Phase II SUT Project area and will result in beneficial impacts to the area's population.

5.5 Construction Impacts and Mitigation

The construction of the SUT Phase II will involve demolition, subsurface utility installation, grading, roadway preparation and construction, final grading, paving, and site cleanup. It is anticipated that this facet of the project will be completed within two construction seasons. The estimated completion date for the SUT Phase II is spring 2011.

Construction activities have the potential to impact many of the environmental assessment parameters considered within this document, namely traffic, noise, air quality, water quality, contaminated materials, energy and safety. Existing conditions in the area will also be disrupted. These impacts are described below, along with applicable mitigation measures.

The construction of the SUT Phase II will require the temporary lane closures of project area streets and will impact traffic to some extent. To address these impacts, Stamford will work with design engineers to ensure, to the maximum degree practicable, that provisions for the following mitigation measures are incorporated into design and bid documents:

- Minimization of the number of lanes of operation disrupted during peak hour traffic;
- Maintenance and removal of all temporary traffic control devices when not required to facilitate construction in order to provide for free and safe flow of traffic;
- Implementation of efficient traffic detours and alternate routes; and
- Maintaining access to local business and residential properties at all times.

The traffic operations will be critically evaluated during the final design phase to identify mitigation measures to minimize adverse traffic and project impacts.

Some short-term noise impacts will occur during construction, due to the use of heavy construction and excavation equipment (bulldozers, trucks). Construction noise is exempt from State regulation under Section 22a-69-1.8(g) of the Regulations of Connecticut State Agencies (RCSA). Normal construction equipment operates at noise levels of less than 90 decibels at a reference distance of 50 feet. As most construction equipment will not operate continuously or simultaneously, there will be times when no equipment is operating and noise will be at ambient levels. Also, a building can provide significant noise attenuation for indoor receptors. The noise associated with construction may also be offset to some degree by the reduced traffic that will traverse the impacted roads during the construction period.

Construction activities will result in air quality impacts due to dust generation associated with demolition, earthmoving and materials management activities, and exhaust emissions associated with construction equipment. With respect to air quality impacts associated with materials management, mitigation measures during construction will focus on controlling fugitive dust emissions from exposed areas where construction and/or demolition will take place. Typical mitigation measures include minimizing the active construction area, stabilizing or covering exposed soils, periodic wetting to stabilize exposed work areas and haul routes, and street sweeping of adjacent streets.

Diesel emissions associated with construction equipment are becoming a greater regulatory focus, as evidenced by Connecticut's Special Act No. 05-07, *An Act Establishing a Connecticut Clean Diesel Plan*, established in 2005. Under this Act, the Connecticut DEP is tasked with developing an implementation strategy to maximize the reduction of particulate matter emissions from construction

equipment servicing state construction projects valued at more than \$5 million. The Connecticut DEP uses the NEPA review process to encourage reductions in diesel emissions, by recommending the use of construction equipment fitted with air pollution equipment and the use of clean fuels to reduce exhaust emissions. While diesel emission reductions are an important air quality goal, the implementation of this goal in Connecticut is currently limited to some extent by the availability of construction equipment fitted to meet these emission standards. The EPA has mandated emissions controls for construction equipment, but the phase-in period extends through 2013, so much of the existing construction equipment in the State does not yet meet these requirements. Similarly, the use of clean fuels can require the retrofitting of construction equipment and/or the availability of alternate fuels and, therefore, is not easily implemented at this time. Anti-idling requirements already established under the RCSA (22a-174-18(b)(3)) help reduce diesel emissions by requiring that motor vehicles, including construction equipment, be turned off after three minutes of idling.

Erosion and sedimentation impacts along with associated water quality impacts can result from construction activities. Existing rules and regulatory requirements are effective in minimizing such impacts, however. The City of Stamford requires the development of and adherence to a Soil Erosion and Sediment Control Plan for significant disturbance activities, such as those that will occur under this project. Typical erosion control measures implemented in a project such as the SUT Phase II include minimization of the area of soil disturbance, storage of construction materials outside of existing runoff channels, berms to divert stormwater around temporarily disturbed areas, mulching, and silt fences around disturbed areas. Given the existing sediment and erosion control programs and discharge limitations, erosion and sediment impacts should be negligible.

Blasting is not anticipated. However, if and when blasting is required, a blasting plan will be developed. The plan would contain rock location, blasting contractor qualifications, charge sizes and limits, number of discrete blasts, hours of blasting operations, estimates of the amount of rock to be blasted, warning measures, measures to ensure safe transportation, as well as storage and handling of explosives, use of blasting mats, a plan for a pre-blasting videotape condition survey of nearby buildings and improvements, and coordination with local safety officials. The blasting contractor would be required to submit a detailed conceptual blasting plan for approval by the General Contractor prior to the initiation of blasting. The conceptual blasting plan would include types and amounts of explosives, hours of operation, warning system information, methods for transportation and handling of explosives, a pre-blast survey, compliance with

local, state and federal laws, coordination with local safety officials, and safety measures.

Stormwater discharges during construction (as well as the discharge of dewatering wastewaters, if any) are controlled under the Connecticut DEP's general permit for "Stormwater and Dewatering Wastewaters for Construction Activities." It is estimated that the SUT Phase II project area (based on the currently defined project limits) is approximately six acres. Under this general permit, construction projects with a total disturbed area (regardless of phasing) of greater than five acres must be registered with the Connecticut DEP in order for the discharges to be authorized by this general permit. Compliance with the requirements of the general permit will mitigate potential adverse impacts associated with stormwater discharges during construction.

All excess soils and other materials generated as a result of construction activities will be disposed of in accordance with applicable waste management regulations. The potential presence of asbestos, lead and other hazardous materials within structures proposed for demolition will be evaluated. If contaminated soils are generated during construction, they may be suitable for designation as a special waste for disposal purposes. These materials will be removed as necessary and disposed of in accordance with applicable regulations prior to the buildings' demolition.

Construction activities will result in the consumption of energy; however, these will be short-term impacts and will primarily consist of fuel usages associated with operation of construction equipment. In the long-term, the energy savings associated with traffic flow improvements, including the provision of a dedicated HOV lane along Myrtle Avenue, will offset the additional energy required for construction.

The operation of large equipment and the import and export of construction and demolition materials present safety concerns for both on-site workers as well as local residents, business employees, customers, and travelers passing through the area. Safety is a major concern during any construction project and standard mitigation measures have been developed to ensure a safe environment for all those potentially exposed to the construction conditions. Construction barriers and appropriate signage will be put in place; flagmen will be utilized to direct traffic and pedestrians safely around the project construction site. Safety and security measures will be planned in coordination with local public safety authorities/entities (e.g., police department, fire department, local ambulance

services) to ensure construction impacts to the safety and welfare of the general population are mitigated.

Businesses in the surrounding SUT Phase II Project area will be temporarily disrupted during construction. Disruption of area businesses will consist primarily of limited access and decreased parking availability. Alternative parking arrangements will be made for each business that will be disrupted. Access to businesses will be maintained at all times during construction. Similarly, access to residences along the SUT Phase II Project corridor will be maintained during construction.

Construction is not expected to have any adverse impact on land use, zoning, wetlands, flooding, navigable waters, coastal zones, endangered species, ecologically sensitive areas or historic properties and parklands.

In summary, SUT Phase II construction will generally not have a significant impact on the project area. Mitigation measures, as described above, will be utilized where possible to minimize any resultant impacts.

6. §106 National Historic Preservation Act Determination

The project's Area of Potential Effect (APE) was defined as the area of construction of the preferred alternative and possible acquisition of properties. The APE includes the section of East Main Street between the railroad underpass to Lockwood Avenue in the east, and Myrtle Avenue from East Main Street to Elm Street. There are no previously recorded archaeological sites within the project area or its vicinity. No properties were identified along the SUT Phase II facility, which are eligible for inclusion in the National Register of Historic Places, as mandated by §106 of the National Historic Preservation Act of 1966.

The State Historic Preservation Officer (SHPO) has concurred with the findings of the Cultural Resources Survey, that the proposed project has no effect on Connecticut's historic, architectural, and archaeological resources, through their letter dated May 18, 2006.

7. §4(f) Evaluation

The SUT Phase II project does not use any public park and recreational lands, wildlife and waterfowl refuges, historic sites or the natural beauty of the countryside in its implementation.

A Cultural Resource Survey conducted along the Phase II SUT corridor concluded that the project would not impact any properties eligible for National Register status and the potential for prehistoric or historic archaeological resources is low, due to the highly disturbed nature of the area. Based on these factors, the project does not trigger a detailed Section 4(f) evaluation.

8. PERMITS

The following table lists the permits and approvals that will be required for the Phase II SUT Project.

Federal, State, and Local Permits, Authorizations, or Certifications Necessary for the Phase II Stamford Urban Transitway Project		
Permit Grouping	Permits, Authorizations, or Certifications	Lead Regulatory Agency
Federal Regulations	None Identified	
State Regulations	Stormwater and Dewatering Wastewaters from Construction Activities General Permit	CT Department of Environmental Protection
	Natural Diversity Data Base Consultation	CT Department of Environmental Protection
	Special Waste Disposal Authorization*	CT Department of Environmental Protection
City Regulations	Land Use and Zoning Codes	Stamford Land Use Bureau
	Soil Erosion and Sediment Control Plan	City of Stamford Environmental Protection Board
	Excavation, Utility Interconnects, Site Plan Approvals for E&S, in Progress	City of Stamford Engineering Bureau and Building Department

* Special authorization may be necessary if it is determined that certain wastes will be encountered and will be transported to solid waste disposal areas, so long as they are not hazardous waste pursuant to Section 22a-115 of the Connecticut General Statutes (CGS) or radioactive material subject to CGS Section 22a-148.