

VERBATIM PROCEEDINGS

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

JANUARY 24, 2006

THE ROGERS MAGNET SCHOOL AUDITORIUM
LOCKWOOD AVENUE
STAMFORD, CONNECTICUT 06901

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

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

6

7

8

9

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

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

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

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

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

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

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

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

24 Another member of my staff, Vanessa, is in

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

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

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

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1 overview of the scope of the project and some scheduling
2 information to the project.

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

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

21 Your public comment will be heard, it will
22 be documented and it will be used throughout the process of
23 developing the environmental assessment document. Once
24 this document is prepared, and we're hoping to have the

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1 document prepared by the springtime, once it's presented to
2 the federal government it's reviewed, approved, etc., we
3 will then move into the preliminary design of the project.

4 Federal funding then becomes available at that point. And
5 all of your comments will be made a part of that document.

6
7 The formal part of the EA process is when we
8 have a public hearing. That's also another step in the
9 process. The EA public hearing will be conducted when the
10 EA is complete and it's put out for public review and the
11 public has had an opportunity to review it, evaluate it,
12 further examine it, come back to us, give us public
13 comments that gets put into the document, and that's the
14 document that the Feds will see.

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

24 Already tonight I've received a lot of --

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

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

17 Why that's important is it helps our
18 stenographer transcribe the name. You know, everybody
19 speaks differently. It's not always clear to him who
20 people are and how to spell their names. So we try to
21 furnish that to him and that helps him build a better
22 record of the meeting. So far, I've heard that we haven't
23 had anybody sign that list for verbal public comments. I
24 find that surprising that there's a lot of inquisitive

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1 people here and nobody wants to come up and make a verbal
2 comment. So, I encourage you to do that.

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

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

19 And the information that you got in the mail describes
20 basically how we'd like the comment.

21 It has to be written, it has to be on 8 and
22 a half by 11 paper, it just has to be in a form that
23 doesn't create a lot of time consuming translations on our
24 part. And you could mail it to me, you can -- it doesn't

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1 say that you can email it but certainly an email comment is
2 a written comment, or you could fax it to us. We'll take
3 it in any form possible because it only makes for a better
4 project. I just want to make sure that I'm not going to
5 miss anything.

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

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

24 It's a long process and after we have this

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

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

17 In addition, we think -- we'd like to think
18 we learned a lot from Phase I and we have. We've come a
19 long way and these are pretty long projects because they're
20 federal projects. They impact a lot of people. Everybody
21 has unique problems and issues and concerns. People come
22 and go too, properties change hands all the time. It's
23 helpful probably to us to meet with people individually
24 whether it be on your time, at your site, at our office,

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1 whatever seems to work. Everybody is going to have a
2 different schedule or different situation.

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

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

22 It has a travel lane and the section is
23 mirrored on the other side as well. So that's basically
24 the configuration of the cross section. The project --

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1 these black areas are designated turnouts for bus stops.
2 We've had a lot of coordination and discussions with
3 Connecticut Transit and one of the main problems that are
4 faced by motorists, I included, is waiting behind a bus
5 while they're stopped at a station to pick up somebody and
6 you can't pass them or it's dangerous to pass them.

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

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

24 The corridor as it is laid out here tonight

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

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

17 This is going to be an English project; the
18 other one was metric, square meters. It's going to
19 indicate the square footage of all the sliver takes, of all
20 the partial takes and any other rights to work on the
21 property in a consistent format that has been commonly used
22 in the State of Connecticut. So everybody is going to have
23 a specific map indicating the amount of property taken and
24 all the details that are impacted on your site. All this

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1 information, the plan -- it's worth mentioning this.

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

12 And the first image you'll get is that,
13 okay. So don't feel as though this is the last time you're
14 going to see it. I mean, you're going to see this over and
15 over again. And the homepage of the Stamford Urban
16 Transitway website is currently developed with some project
17 information, all the meetings, the right-of-way
18 acquisition, any related project documents, so you can
19 really drill down depending on whatever your interests are.

20 All the contact information for me, the email addresses
21 and phone numbers, fax numbers, everything is on that
22 document.

23 So you can walk away here tonight without
24 taking scrupulous notes and basically anything that's

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1 discussed this evening will end up being posted on that
2 website in one form or another.

3 FEMALE VOICE: Are the travel lanes right
4 now 11 feet each? The travel lane now, are they 11 feet
5 each?

6 MODERATOR CASOLO: It's approximately that.
7 I think it --

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

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

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

17 COURT REPORTER: Can you spell your last
18 name for me please?

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

20 COURT REPORTER: Thank you.

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

22 Right now it varies because you have parking on one side,
23 on both sides in some locations, so it is restricted. It
24 varies anywhere between 36, 38, 40 feet, the existing cross

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1 section. And we do have some -- a little bit of sidewalk
2 on each side.

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

6 MR. POOLA: Well, the amount of taking will
7 be discussed only after we go to the preliminary
8 engineering. So right now we just know where it is
9 impacted so even though we identify it as 70 properties
10 impacted, some of the properties will not have any impact
11 at all.

12 But during construction they probably will
13 be impacted because they will be working in front of your
14 place. So that's why we identify all the properties in the
15 entire project area as impacted properties.

16 MODERATOR CASOLO: Yes, it's hard -- we're
17 going to ask that any comments -- anybody that wants to
18 make a verbal comment or question come up to the microphone
19 because our transcriber can't pick up your comment from the
20 audience. It has to be communicated through this
21 microphone. I just want to touch on two more things and
22 then I'll turn it over to everyone here.

23 The project schedule, as I said tonight,
24 tonight is an important meeting so that we can collect

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1 public comment to direct it to both Mani and myself to help
2 us develop the environmental assessment document. This is
3 a document that kicks off everything so that's really why
4 we're here tonight, to define the scope of the project.

5 We're basically providing an alignment but
6 with your comments, that really strengthens the quality of
7 the environmental assessment document. That process will
8 be pretty much complete in the spring of this year and at
9 that time we're hoping to, as Mani said, get into
10 preliminary design and final design. That will follow the
11 EA process.

12 The rights-of-way process will be in
13 parallel with all of this. The rights-of-way process is a
14 very time consuming process that takes many -- I want to
15 say many years. It takes that long. We'd like to think in
16 our brains it should happen quicker but for some reason or
17 another it does take years. But that final design and
18 right-of-way process will continue for several years and
19 probably be concluded and properties acquired, people
20 relocated by the year 2009 approximately.

21 And then the construction will follow the
22 acquisition and completion of an acceptance of the
23 construction documents and that construction completion is
24 anticipated to be complete in the year 2011. So these

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1 projects don't happen overnight as you can see but like
2 many of you here know, time goes so quickly these days that
3 2011 is not that far away.

4 And it's very important working backwards
5 that we get the process moving. It's very important
6 because it does take a long time and we want to listen to
7 the community. We want to address your comments, we want
8 to meet with you and like I said, I assure you that this
9 will not be the last time you'll see us. We're going to
10 have many more meetings.

11 And the meetings really come out of your
12 comments, your interest in the project and as required
13 through the federal process, both on the environmental side
14 and on the right-of-way side. So with that, if anybody
15 would like to make a public comment tonight -- oh I'm
16 sorry, Rachel Goulberg is here tonight to do an overview of
17 the real estate acquisition process.

18 MR. POOLA: This is Mani again. Before
19 Rachel comes here, the project extends on East Main Street
20 too onto Lockwood, between Myrtle Avenue and Lockwood
21 Avenue.

22 MALE VOICE: Can I ask a question?

23 MODERATOR CASOLO: He's not going to be able
24 to detect the question -- okay, go ahead sir. I'll repeat

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1 it here.

2 MALE VOICE: Now you have the east side
3 beyond the railroad tracks on the map. What about the west
4 side of the railroad tracks, are they going to get
5 affected, any of the properties?

6 MODERATOR CASOLO: Right now, and Mani can
7 add to this because Mani is in a lot of discussions with
8 the federal government about this, but we're seeking
9 funding and aid to deal with our bridge constrictions in
10 the City of Stamford.

11 These are bridges that are currently CONN
12 DOT-owned facilities and those are typically railroad
13 bridges that are the choking points in the City. So the
14 widening of East Main Street is something that we're
15 actively trying to pursue funding for right now.

16 MALE VOICE: On the east side of the
17 railroad bridge -- the west side you mean?

18 MODERATOR CASOLO: The west side.

19 MALE VOICE: The west side of the bridge.
20 Anything that's going to happen to it in the near future,
21 are you having any plans because it doesn't -- it shows the
22 addresses here but it does not go --

23 MODERATOR CASOLO: Yes, the bridge really is
24 the constriction point for this project.

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

6 Do you guys plan to extend the project from
7 the west side of the bridge or are you just going to stay
8 now to 2011 on the east side of the bridge?

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

15 MALE VOICE: Of the bridge.

16 MR. POOLA: -- of the bridge.

17 MALE VOICE: Because it doesn't say anything
18 about it in the letter that you people sent us.

19 MODERATOR CASOLO: Yes.

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

22 MALE VOICE: But that's going to be
23 published before?

24 MR. POOLA: Yes, of course.

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

4 MR. POOLA: Lockwood Avenue.

5 MODERATOR CASOLO: -- at Lockwood Avenue.
6 That's the project limit.

7 MALE VOICE: Thank you very much.

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

14 MS. RACHEL GOULBERG: Alright, well he asked
15 me to come so I may as well talk to you very briefly. I
16 was asked to be brief and broad-brush. Because this is a
17 federal project, a federally financed project, there is a
18 law in addition to the environmental and the planning stuff
19 that's involved. There's a very detailed law called the
20 Uniform Relocation and Real Property Acquisition Policies
21 Act of 1970 that's been amended actually just as recently
22 as last year that specifically applies.

23 And there are detailed rules that we must
24 follow both in terms of process and procedures and

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1 relations with each property owner and each tenant
2 including providing information, including a whole
3 requirement for detailed negotiations and assistance. It
4 will start with the engineers and the City engineers
5 deciding where the road is going to finally end up.

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

13 The appraiser's work is reviewed by the
14 federal agency that's funding the project. And then it's
15 reviewed by an independent review appraiser who writes a
16 whole separate report that doesn't value the land but
17 criticizes or critiques the analysis that the appraiser
18 goes through so that we can feel comfortable when we
19 present you with what we believe the fiscal impact or the
20 dollar impact of the acquisition is so we feel comfortable
21 that it is the right number. We've been quite successful
22 in the first phase getting to the right number.

23 About 80 percent of the time, which is
24 fairly typical, people have accepted the number that we've

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1 suggested and -- well, not suggested that we've said is
2 value based on the professionals or within a few percentage
3 points of that depending on particular circumstances that
4 come out during face-to-face negotiations. And everybody
5 gets face-to-face negotiations, as much or as little as
6 necessary.

7 Sometimes the process that we're going
8 through allows us to get information that's not readily
9 available just by going out and looking at the property.
10 By you telling us what we can't see allows the appraisers
11 to understand better the value of your properties and the
12 impact of the acquisitions. Because most of these takings
13 will be little slivers, it's a much more complicated
14 analysis than if we were taking the whole thing.

15 If you take the whole thing -- you know,
16 this is how much this parcel is worth in the marketplace
17 and it's fairly simple, to the extent that any of this is
18 simple, it's a straightforward analysis. But when you're
19 only taking a part of the property, the fact that the piece
20 that's left is smaller means that it's not worth as much.
21 So we have to do a lot more analysis.

22 We'll look at what the value of the property
23 is before, right now today, or in a couple of years, and
24 then we'll look at what the value is in its smaller

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1 configuration. Maybe you can't get the same rents because
2 there's now less land. So before you could get \$20 a
3 square foot, now you can only get \$15, whatever, that goes
4 into the analysis and becomes part of the compensation that
5 the property owner is entitled to.

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

16 And this really affects the six full take
17 properties. If there are residential and commercial
18 tenants in there, they have specific rights under that
19 federal law that I mentioned to get notice, to get
20 relocation assistance in the form of a professional who
21 will explain to them what their rights and entitlements
22 are, help them find a new place to operate their business
23 or to move their residence to, pay for the cost of moving
24 physically from the new place to the next place and get

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1 setup.

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

12 Business people particularly know better
13 than we do what's best for their business and we're not
14 going to dictate that. Residential people who need to move
15 know where they want to live. We can suggest this is a
16 comparable apartment, it's decent, it's safe, it's
17 sanitary. And those are three very important words in that
18 federal regulation because we have to inspect it to make
19 sure that it's got fire systems, it's got no asbestos, no
20 lead paint, that kind of thing. And there's a criteria.
21 It has to be decent, safe and sanitary.

22 And then we pay people to move and we pay
23 rent differentials on residential people are for
24 residential people who end up in a more expensive

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1 apartment, which is often the case. In fact, there's a
2 case in every one of the residential moves in Phase I. So
3 that's very broad-brushed. As Lou said, everybody's
4 situation is going to be different and we'll try to find a
5 way to solve everybody's problems as we go through it.

6 Thank you.

7 MODERATOR CASOLO: Okay, I think we have a
8 list with a few more names on it so I'd like to begin
9 calling people to the podium. I'd just ask that when you
10 come to the podium could you just slowly pronounce your
11 name and possibly spell your last name. I'm going to give
12 a copy of this to the transcriber so that's really for his
13 aid.

14 So at this time I'd like to call Elaine
15 Hemphry.

16 MS. EILEEN HEAPHY: Eileen --

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

18 MS. HEAPHY: Heaphy.

19 MODERATOR CASOLO: Heaphy, thank you.

20 COURT REPORTER: You better spell that.

21 MS. HEAPHY: Here, I have a copy of my
22 remarks for you. Hi, I'm Eileen Heaphy. I'm a member of
23 the Board of Directors of the East Side Partnership and I'm
24 a member of the Stamford Board of Representatives

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1 representing District 8.

2 The East Side Partnership was formed three
3 years ago to promote the revitalization of the east side of
4 Stamford. Our motto is to turn the east side from a drive
5 through to a destination. I think you all will agree,
6 those of you who have been around there for awhile, there
7 has been a major change in the east side. We are slowly
8 but surely becoming the second pedestrian shopping area of
9 Stamford after the downtown.

10 This is because the changes include bringing
11 some major new housing projects and a chance to turn this
12 area into a place that pedestrians enjoy. I'm here tonight
13 to present the East Side Partnership's comments on the
14 Urban Transitway Project, which will have a major impact on
15 our neighborhood. We're concerned that the straight path
16 of Myrtle Avenue will encourage drivers to exceed the speed
17 limit. As you can see, it's a big long stretch.

18 We think that 30 miles an hour should be the
19 posted speed to prevent the avenue from becoming a
20 speedway. Drivers invariably are going to go above the
21 speed limit on a straight road. The businesses on Myrtle
22 Avenue and East Main Street need parking in order to
23 survive. Maintaining on-street parking is needed to
24 protect the livelihood of the street's long established

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1 businesses. These business owners employ a large number of
2 people and are major taxpayers in the City of Stamford.

3 Eliminating their ability to have customers
4 park conveniently in front of their establishments would
5 have a major negative impact on the businesses of the east
6 side. We're also concerned that there are no pedestrian
7 crossings. Myrtle Avenue is approximately three-quarters
8 of a mile long with four intersections. This is a long
9 stretch to be without a pedestrian crossing. This is a
10 heavy populated neighborhood.

11 We have Rogers School as we all know right
12 here two blocks east, there's several apartment buildings
13 on the west side of Myrtle Avenue, children walking to
14 school are going to need crosswalks to cross across during
15 the peak times. Without an adult escort older children
16 will be tempted to just run across. We've seen enough of
17 that on Washington Boulevard. In addition, the businesses
18 on the west side of Myrtle Avenue will be cut off from the
19 large population living on the east side. Of course, that
20 goes against what we're hoping to accomplish.

21 The purpose of the Urban Transitway is to
22 promote multimodal transportation but without crosswalks it
23 will be exceedingly dangerous for residents and business
24 employees to cross the street to use the bus stop that is

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1 proposed. It's imperative for the safety of school
2 children, residents and workers that crosswalks be
3 installed. The immediate area of Myrtle Avenue is
4 comprised of condos, single and multiple family dwellings
5 and businesses.

6 The population is approximately 13,000
7 people in the immediate area. The east side comprises
8 approximately 10 percent of Stamford's population. So it
9 is a project that is going to impact a lot of individuals.
10 The East Side Partnership is currently involved in
11 developing a neighborhood plan being funded by the City for
12 the east side. You may have read about it in the
13 newspapers. It will provide sidewalks, a pedestrian
14 friendly development, appropriate lighting, etc.

15 We will expect that this design -- we expect
16 that this design will be taken into consideration in the
17 construction of the Urban Transitway. The neighborhood
18 plan -- as part of the neighborhood plan we are joining
19 with the City in planning and advocating the train stop.
20 We've heard a little bit about that tonight, I won't go on.

21 Just to reinforce that, paramount is our concern for the
22 pedestrian's safety so that this neighborhood can develop
23 into an urban village.

24 Thank you.

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1 MODERATOR CASOLO: The next speaker is
2 Frances Sessa.

3 MS. FRANCES SESSA: Good evening, I'm
4 Frances Sessa. We own the building at 59 Myrtle Avenue; we
5 own the building at 953 Main Street. We're getting a
6 double whammy on both properties. If you're on Myrtle
7 Avenue you know that parking is at a premium. The parking
8 in front of our building is minimal.

9 There are many businesses we could not put
10 in that building because we did not meet the parking
11 requirements. We know that there's not going to be on-
12 street parking. It's just beautiful. Is it necessary to
13 have bike lanes when you have property that's at a premium
14 when you don't have enough parking? That's a luxury that I
15 don't think we need.

16 Go around Stamford, check it out and see how
17 many bike lanes you see around there. Go down Shippan,
18 which leads to the beaches. Tell me the bike lanes that
19 you see there. While we want to have all of these little
20 luxuries when you have businesses that are being critically
21 impacted, that's a luxury we can't afford.

22 There may be other streets. You've got
23 Lockwood Avenue. I don't know what the name of the street
24 is on the other side of the tracks, if they're really set

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1 on putting bike lanes. When we moved into our building we
2 had a patch of grassy area. All of a sudden Stamford
3 wanted to have businesses have grassy areas in front of
4 their buildings. I think we're the only one aside from the
5 apartment houses that had that.

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

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

21 MODERATOR CASOLO: Alexander Fererra please.

22 MR. ALEXANDER FERRARA: Hello, I'm Alexander
23 Ferrara, 136 Myrtle Avenue. I own a gas station and the
24 impact on that gas station is going to be really bad for me

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1 and I'm sure it's going to be bad for any business in the
2 area.

3 I have one question, is the road going to be
4 open to all of the public or is it just going to be open to
5 the people who live in the area or have businesses in the
6 area because without the people coming there we're going to
7 be out of business. Thank you.

8 MODERATOR CASOLO: Curt Riley.

9 COURT REPORTER: Can you spell your last
10 name please?

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

12 COURT REPORTER: Thank you.

13 MR. RILEY: My name is Curt Riley. My
14 brother and I own quite a few pieces of property on Myrtle
15 Avenue. Our business is automotive; we sell cars. As it
16 is right now the parking and unloading of cars are very
17 difficult. To take the parking off the street, employees
18 don't have a place to park.

19 I can't get cars unloaded without being
20 harassed by the police for taking up a spot. We try to not
21 inconvenience anyone. If I can't unload my cars I can't
22 get them on my property with a trailer and they're large, I
23 know they're inconvenient. But to do what they're going to
24 do with the street to stop these tractor-trailers coming in

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1 with cars, I won't be able to get them off.

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

6 MODERATOR CASOLO: Hasni Waheed.

7 MR. HASNI WAHEED: Good evening everyone, my
8 name is Hasni, last name is Waheed. Actually, I'm on the
9 south end but I have a business on the right on the corner,
10 42 Elm Street Subway. So I just have one question.

11 I had a lot of questions before he speaks
12 but she explained a lot of things so I just have one
13 question about what they're going to do, the possible
14 things about as everyone told us. Definitely if you see in
15 Stamford we not see too much sidewalks like the bike lines,
16 the grass lanes. We really don't need too much but I just
17 have question what's the possible things they're going to
18 do with 42 Elm Street?

19 They just going to take a little bit land or
20 corner or they going to push something like that? Thanks a
21 lot.

22 MODERATOR CASOLO: Helen --

23 MS. HELEN: My question was asked already
24 about the parking.

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1 MODERATOR CASOLO: Okay Helen, Helen had a
2 parking question.

3 MS. HELEN: Will there be any street
4 parking?

5 MODERATOR CASOLO: No, there will be no
6 street parking but your comment will be evaluated during
7 the development of the EA. It's a good opportunity to talk
8 about parking. Parking is a concern of a lot of businesses
9 and residences along this corridor, so as part of the
10 design parking will be a big issue that will be given a lot
11 of consideration throughout the process.

12 So this isn't the last time we're going to
13 talk about parking. We're going to look for opportunities,
14 we're going to study the need for parking and hopefully
15 develop some good solutions as the project moves along.
16 Our last speaker that has signed in is Tim Craig.

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

23 His house is fairly close to the sidewalk as
24 it is so that's the question that he has -- 936, how far

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1 are you going to go from the street towards his house okay?

2 You got that?

3 MODERATOR CASOLO: Yup.

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

8 Is this project going to be going from
9 Myrtle up towards I guess it would be -- the next street
10 would be -- I don't know what that street is but eventually
11 you're going to hit Lafayette and Clark's Hill. Does this
12 project extend up the hill to the Cadillac dealer? There's
13 a Cadillac dealership up there. This project is not going
14 to impact -- there's not going to be any widening of the
15 road going up that way is there?

16 MODERATOR CASOLO: No, the limit of the
17 project is the East Main Street railroad overpass more or
18 less.

19 MR. CRAIG: Okay.

20 MODERATOR CASOLO: Not any points further
21 west at this time.

22 MR. CRAIG: Okay, sorry.

23 MODERATOR CASOLO: That's okay.

24 MR. CRAIG: Okay yeah, I had to get that

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1 clear because we weren't sure. And also just deducing that
2 all I'm going to say is -- he's having a problem with his
3 throat. He definitely wanted me to say that yes, this is
4 definitely going to impact an already bad situation that he
5 has with parking in this facility as it is, okay, there's
6 three businesses there.

7 They all share almost the same space and
8 it's terrible. I don't know what he's going to do. He
9 doesn't know what he's going to do if it extends and I
10 guess if it extends that much then -- you know, I guess his
11 next question would be are you going to buy the house, you
12 know, because he's not going to be able to conduct business
13 the way he's conducted business anymore because parking is
14 a major thing of giving his tenants street parking and
15 being able to turn around. That's a major thing of him
16 having the property.

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

20 MR. LOU GALASSO: Yeah, my name is Lou
21 Galasso, G-A-L-A-S-S-O. I'm the owner of 133 Myrtle Avenue
22 and I just want to go on record as saying that I agree
23 wholeheartedly with Mrs. Sessa with regard to the bike
24 lane. I think it's a luxury that is impacting 70

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1 properties, that if it were eliminated it would lessen the
2 impact tremendously.

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

8 MODERATOR CASOLO: Are there any other
9 public speakers this evening? For anyone else I'll just
10 reiterate one more time, you have until February 27th to
11 make a public written comment and submit it to my office
12 and it will get incorporated into the environmental
13 document. Yes sir -- sure.

14 MALE VOICE: -- multiple comments on the
15 same page will effect --

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

19 MALE VOICE: It's a reiteration --

20 MODERATOR CASOLO: I would encourage you to
21 do it.

22 COURT REPORTER: State and spell your name
23 please.

24 MR. NICK COGNETTA: Certainly, Nick

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1 Cognetta, Jr., C-O-G-N-E-T-T-A, Cognetta Funeral Home and
2 All Pets Crematory.

3 COURT REPORTER: I'm sorry, your first name
4 was?

5 MR. COGNETTA: Nick. Basically my concerns
6 obviously are parking. I mean, there are times that we do
7 need on-street parking. Our parking lot, even though we
8 expanded it recently, is still not big enough at certain
9 times.

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

15 MODERATOR CASOLO: Just state your name
16 please and spell it.

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

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

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1 COURT REPORTER: Please spell your last
2 name.

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

7 And any taking of parking whatsoever would
8 have an extremely negative impact on our building and I
9 just want to come out against the bike lanes also. I think
10 they're a totally unnecessary luxury that the City can't
11 afford to take from -- you know, versus parking. Thank
12 you.

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

19 This project, along with the Stamford Urban
20 Transitway Project Phase I, encourages the use of public
21 and multimodal transportation. Biking is one component of
22 that just like walking. It's a component of the project
23 that will continue as the project grows, the need for
24 biking access into downtown Stamford, to the train station,

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1 throughout the corridor is part of the multimodal process
2 for public transportation.

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

5 MALE VOICE: -- that bike to the end of
6 Myrtle Avenue --

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

9 MR. POOLA: Well, the question is at the end
10 of the project and the bike lane terminals, what happens
11 after that? This project limits -- you know, we are trying
12 to have the bike lanes when the project grows further
13 because the project has some money associated with that.
14 So when it goes beyond that, we can't accommodate it under
15 this project but when future projects come in we keep
16 adding the bike lanes, whatever it costs.

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

22 MALE VOICE: You've got a four-lane road
23 here and you're going to put a bike lane on the other side
24 -- on either side of it? It really doesn't make sense one

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1 lane each way and bike lane --

2 MR. POOLA: I can give you a lot of
3 examples. We have a lot of cities and towns encouraging
4 the use of bikes and it really enhances the neighborhood
5 quality. A very good example is on the west coast.
6 Michigan state has started it and some of the small -- like
7 Lansing and other places started bringing those bike lanes
8 and sidewalks so it make more neighborhood attractions.

9 FEMALE VOICE: What kind of property do they
10 have? They may have the property that can afford that.
11 You're asking us for comments. You're telling us that
12 you're going to take what we say into consideration. You're
13 already telling me your minds are made up. This is going
14 to be the start of the bike lanes and this -- and now bike
15 lanes henceforth are going to be put out throughout
16 Stamford.

17 I live in Darien. Darien couldn't be more
18 friendly -- pedestrian friendly. We don't have bike lanes.
19 You've got streets that you're walking. Yes, maybe you
20 can do it if you've got the property. If you don't have
21 the property, if you're going to put businesses at peril,
22 then you just don't do it.

23 Put the businesses first. Don't put your
24 plan first but that's exactly what you're doing and you're

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1 trying to cover it up.

2 MR. POOLA: No --

3 FEMALE VOICE: And how many people walk down
4 Myrtle Avenue? I had a business there for 25 years. I
5 could count the number of people that walked on that street
6 --

7 COURT REPORTER: This is starting to get out
8 of control.

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

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

21 MODERATOR CASOLO: We've studied the needs
22 of this corridor within the Phase I section to promote the
23 corridor that enables people to use public -- to encourage
24 public transportation and use of the bike is a proven way

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1 to encourage public transportation.

2 Connecticut Transit has the equipment on
3 board; Metro North has the equipment on board to take
4 bikes. Bikes are certainly a part of public transit and we
5 want to encourage the use of bikes.

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

9 MODERATOR CASOLO: Do you want to answer
10 that Mani?

11 MR. POOLA: I can tell you I think in '95 or
12 '96 the City did a survey and I think No. 1 or 2 is bike,
13 sidewalks and parks. These are the top three that came for
14 our communities. So at the time we started developing
15 plans for the walkways, bike paths and wherever we can take
16 it, there's a master plan being developed for that also.
17 And for --

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

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

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1 FEMALE VOICE: Yes or no?

2 MR. ARNONE: So the answer to the question
3 is yes?

4 MODERATOR CASOLO: The project is being
5 funded by the federal --

6 MR. ARNONE: Is the answer to the question
7 yes?

8 MODERATOR CASOLO: I think it will help the
9 City attract the funding if the bikeways --

10 FEMALE VOICE: Yes or no, yes or no --
11 nothing else, yes or no.

12 MODERATOR CASOLO: The project is just
13 evolving.

14 MR. ARNONE: Okay, okay.

15 FEMALE VOICE: Yes or no?

16 MODERATOR CASOLO: We haven't even --

17 MR. ARNONE: My second question Lou has to
18 do with several alternatives. You said this is the
19 preferred alternative but you have several alternatives in
20 addition to this one. Are those other alternatives on the
21 website?

22 MODERATOR CASOLO: No, right now they're
23 not.

24 MR. ARNONE: Are they open to the public

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1 inspection?

2 MODERATOR CASOLO: Definitely.

3 MR. ARNONE: Okay.

4 MODERATOR CASOLO: The other alternatives
5 have a further impact in terms of the real estate
6 acquisition, that's why we're not recommending moving those
7 forward.

8 MR. ARNONE: Okay, thank you.

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

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

15 MR. POOLA: We put utility polls there, the
16 light polls. There's decorated light polls that you're
17 going to see in the Phase I that's going to continue over
18 here. It enhances as in some of these in the downtown
19 area, so those are the kind of lights that we are going to
20 put in.

21 MR. FERRARA: Who maintains the grass?

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

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

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

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

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

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

13 MODERATOR CASOLO: Yup.

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

18 FEMALE VOICE: There you go.

19 MODERATOR CASOLO: That's why we have
20 meetings like this, to get public input. When we had --
21 Mani and I made a presentation to the East Side Partnership
22 about a month ago, two months ago. The feeling I got after
23 that meeting was that you're trying to build a community --
24 you know, rebuilding a community neighborhood like a

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1 villagey feel and I got the impression that the grass strip
2 was something that some people like to see.

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

6 MR. FERRARA: How many people want the grass
7 strip?

8 FEMALE VOICE: I don't want it; I don't care
9 about it.

10 MR. FERRARO: Nobody wants it so there you
11 go.

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

15 MODERATOR CASOLO: I see.

16 FEMALE VOICE: Keep the sidewalk green.

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

22 MR. FERRARA: How is people going to get
23 from the west side, stop, wait for traffic, jam it all up
24 to pull into my gas station? What's going to happen then,

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1 are the police going to come by and say you can't do this?

2 MODERATOR CASOLO: The facility that we're
3 designing is a facility that meets all highway
4 requirements. It's going to be a safe facility.

5 MR. FERRARA: When the cars are out there
6 for five, six, seven minutes and traffic is backed up down
7 here because they can't come in the circle because there's
8 so much traffic coming the other way, the police will be
9 there because they've been there and told me I couldn't do
10 that.

11 MODERATOR CASOLO: I see.

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

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

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

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

21 MODERATOR CASOLO: Okay. Well at this point
22 we'd like to conclude the public meeting. You're welcome
23 to come up and take a look at the graphics that we have
24 here and as the project develops further please come to us

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1 with your concerns. We'll come to you as well.

2 MALE VOICE: Will there be another meeting -

3 -

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

5 MODERATOR CASOLO: Definitely.

6 MR. POOLA: Yes.

7 MODERATOR CASOLO: I think that really the
8 best approach that we can take is to send out these kinds
9 of fliers to people in the area.

10 (Whereupon, the hearing was adjourned at
11 8:15 p.m.)