

QUESTIONS FOR THE STAMFORD GARAGE / TOD TASK FORCE: Jim Cameron, Darien

Why was this public hearing scheduled at a time when most NYC commuters could not attend?

Why was there no publicity for this hearing... no signs or flyers at the station garage?

In announcing your creation 10/11/12, Governor Malloy said your task was to: "work with DOT Commissioner James P. Redeker in evaluating proposals for the redevelopment of the Stamford Transportation Center's parking garage and providing guidance in ensuring that the redevelopment best reflects local priorities and the needs of the community." How do you plan to do that?

What is your and CDOT's decision deadline? What is your process? How will you evaluate the proposals? Will you see the economic proposals as well as the designs?

In the end, what will be your work product... a public information session, written report? Will it be made public? To whom are you accountable?

Regardless of your input, CDOT will do what it wants. How can the public be assured the DOT is even listening to you? How are you listening to the public?

Have you reviewed all of the e-mails sent to the DOT.StamfordTOD@ct.gov site? What did they say?

You are asking for comments, but we have no idea what has been proposed, whether there is one proposal or five? Why isn't that most basic of information being released? Why is the public's right to know about use of state-owned land trumped by the privacy concerns of private developers?

All we have to go on is the RFP and the EIE, so some questions based on those documents:

If TOD is defined as a project within 1/2 mile of transit, why not use another lot in the South End and keep parking where it is needed the most, adjacent to the station?

The RFP and EIE say that local zoning requirements do not apply on the current garage footprint. Is the City going to allow that?

The RFP lists two criteria for evaluating proposals (page 34): 34% of the total points will be based on the technical aspects but 66% of the points will be based on the financial return to CDOT. Will the Task Force be evaluating both criteria?

The EIE (page 2-2, par 2.3) says that the option of replacing the garage on the existing footprint was "determined to not be feasible and would not meet the project's purpose and need, thus was not analyzed in detail". Do you agree? If this alternative wasn't studied by the EIE, why was it mentioned in the RFP?

The EIE looked at a 1 million sq ft, mixed use building and estimated that such a structure would itself require 2184 parking spaces. How does tearing down a 727 space garage used by commuters and replacing it with a 2100 space garage *not* for commuters, qualify as TOD?