

From: CoachAnnieU@aol.com
To: [Alexander, Mark W](#)
Subject: garage demolition
Date: Tuesday, June 05, 2012 11:23:11 AM

and how do the disabled people get from new "temporary" locations to rr station?

From: [Bisacky, Patricia](#)
To: [Alexander, Mark W](#)
Subject: Stamford Trans Center Parking and TOD Notice of Scoping
Date: Tuesday, June 05, 2012 11:23:36 AM
Attachments: [Stamford Trans Center and TOD Scoping DPH comments 6-5-12.pdf](#)

Please see attached.

Pat Bisacky

Environmental Analyst 2
Source Water Protection Unit
Drinking Water Section
Department of Public Health
410 Capitol Avenue MS #51WAT
PO Box 340308
Hartford, CT 06134

(860)509-7333

<http://www.ct.gov/dph/cwp/view.asp?a=3139&q=387338>

STATE OF CONNECTICUT
DEPARTMENT OF PUBLIC HEALTH

Jewel Mullen, M.D., M.P.H., M.P.A.
Commissioner



Dannel P. Malloy
Governor
Nancy Wyman
Lt. Governor

Drinking Water Section

June 5, 2012

Mark Alexander
Transportation Assistant Planning Director
State of Connecticut
Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Re: Notice of Scoping for the Stamford Transportation Center Parking and Transit Oriented Development

Dear Mr. Alexander:

The Drinking Water Section of the Department of Public Health has reviewed the above-mentioned project for potential impacts to any sources of public drinking water supply. This project does not appear to be in a public water supply source water area; therefore, the Drinking Water Section has no comments at this time.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric McPhee".

Eric McPhee
Supervising Environmental Analyst
Drinking Water Section



Phone: (860) 509-7333 • Fax: (860) 509-7359 • VP: (860) 899-1611
410 Capitol Avenue, MS#51WAT, P.O. Box 340308
Hartford, Connecticut 06134-0308
www.ct.gov/dph

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From: [Richey, Keith - Xylem](#)
To: [Alexander, Mark W](#)
Subject: Stamford Parking Garage
Date: Tuesday, June 05, 2012 11:26:27 AM

Dear Mr. Alexander,

In my view, the parking garage is fine and should just be repaired as necessary. If it does need to be replaced, which I doubt, then the new one should be in the same spot. It is perfect where it is. There is plenty of easy access for cars into and out of the garage and for people to and from the train station.

With the limited resources available, what is driving this?

Keith Richey

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From: [Gregory Shulas](#)
To: [Alexander, Mark W](#)
Subject: Please abandon all plans to demolish the Stamford train station
Date: Tuesday, June 05, 2012 11:28:23 AM

Please abandon all efforts to demolish the Stamford Train Station. This is not a well thought out plan that seems to serve special interests and not commuters. This is a huge huge step backward to both commuters and the City of Stamford and its interest. I ask that you postpone this project. It will create both chaos around the train station and potential safety issues as people rush from a further out location. Can you confirm you received my mention?

Gregory Shulas

Money-Media Interactive Editor

Product Enhancements, Associate Editor

Catalyst

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gshulas@money-media.com

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1430 Broadway Suite 1208

New York, NY 10018

From: [Klein, Dana](#)
To: [Alexander, Mark W](#)
Subject: Demolition of Stamford Railroad parking garage
Date: Tuesday, June 05, 2012 11:36:47 AM

Dear Mark, please do not demolish the Stamford Railroad Station Garage which will result in the loss of 720 desperately needed parking spaces unless there is a truly viable plan for replacement parking for this volume of cars during the two year construction period. Parking is already at capacity in Stamford and the surrounding railroad stations and the loss of this large number of spaces will result in chaos and massive inconvenience for commuters who already suffer exceedingly long commutes to work.

Thank you for considering my views.

Sincerely,

Dana F. Klein
45 Bridle Trail
Darien, CT 06820

Dana.klein@csg.com

=====
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disclaimer:
http://www.credit-suisse.com/legal/en/disclaimer_email_ib.html
=====

From: [Gregory Shulas](#)
To: [Alexander, Mark W](#)
Subject: RE: Please abandon all plans to demolish the Stamford train station
Date: Tuesday, June 05, 2012 11:44:00 AM

I appreciate it. I hope all the people planning this live the life of a commuter for a day, especially a commuter on a fixed budget. I get concerned when people from Hartford make decisions without going through the motions of what it is like to live and work in this area. Thanks.

From: Alexander, Mark W [mailto:Mark.W.Alexander@ct.gov]
Sent: Tuesday, June 05, 2012 11:42 AM
To: Gregory Shulas
Subject: RE: Please abandon all plans to demolish the Stamford train station

Thank you for your comment regarding the Stamford Transportation Center Parking.

Mark W. Alexander

Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
Mark.W.Alexander@ct.gov
telephone: (860) 594-2931
fax: (860) 594-3028

From: Gregory Shulas [mailto:gshulas@money-media.com]
Sent: Tuesday, June 05, 2012 11:28 AM
To: Alexander, Mark W
Subject: Please abandon all plans to demolish the Stamford train station

Please abandon all efforts to demolish the Stamford Train Station. This is not a well thought out plan that seems to serve special interests and not commuters. This is a huge huge step backward to both commuters and the City of Stamford and its interest. I ask that you postpone this project. It will create both chaos around the train station and potential safety issues as people rush from a further out location. Can you confirm you received my mention?

Gregory Shulas

Money-Media Interactive Editor

Product Enhancements, Associate Editor

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1430 Broadway Suite 1208

New York, NY 10018

From: maureenv17@yahoo.com
To: [Alexander, Mark W](#)
Subject: Stamford parking garage project
Date: Tuesday, June 05, 2012 12:24:15 PM

Hello-I am a daily commuter and cannot believe the proposed project for the parking garage. What is the point of a parking garage for commuters being so inconvenient for commuters? I don't understand this. Plus, if it's like other Connecticut transportation projects, it will take several years, not 2, to complete. Is there direction for people as to what to do in the meantime? Where are people to park? Overcrowd the Glenbrook and Springdale stations? Were these things even considered when planning this? Please give me some information on this and also, if there is someone else I should contact, please let me know. Thank you for your time.

Sincerely, Maureen Morrison

Sent from my Verizon Wireless 4G LTE DROID

From: [Bordiere, Craig M](#)
To: [Alexander, Mark W](#)
Cc: [Colonese, Eugene J](#); [Jankovich, Richard T](#); [Hall, Keith A](#)
Subject: FW: Commuter Council leaflets for Stamford Garage
Date: Tuesday, June 05, 2012 12:48:33 PM
Attachments: [STAMFORD GARAGE FLYER.pdf](#)

Mark,

Please note that the SLE/MNR Commuter Rail Council received approval to distribute the attached flyer re: Stamford TOD - CEPA process. As you know, Jim Cameron attended the 5/24 Scoping Meeting.

Thanks,
Craig

Craig M. Bordiere

Transportation Supervising Rail Officer
Connecticut Department of Transportation
Bureau of Public Transportation
Office of Rail Operations
50 Union Avenue, 4th Floor
New Haven, CT 06519

(o) 203.497.3356
(f) 203.497.3394
craig.bordiere@ct.gov

From: Colonese, Eugene J
Sent: Tuesday, June 05, 2012 9:24 AM
To: Bordiere, Craig M; Jankovich, Richard T
Subject: Fw: Commuter Council leaflets for Stamford Garage

FYI

From: Jim Cameron [<mailto:jim@mediatrainer.tv>]
Sent: Monday, June 04, 2012 07:59 PM
To: Colonese, Eugene J
Cc: Redeker, James P
Subject: Commuter Council leaflets for Stamford Garage

Gene, Jim...

Thanks again for getting us the OK to leaflet cars in the Stamford Garage. We'll check in with Jason at noon tomorrow before we start.

A copy of the flyer is attached FYI. The QR code leads to this page on our website:
<http://www.trainweb.org/ct/StamfordParkingProject.html>

Any questions, please let me know ASAP.

Thanks,

JIM CAMERON
Chairman

STAMFORD GARAGE TO BE DEMOLISHED

WHERE SHOULD THE NEW ONE BE BUILT?

The CT Dept of Transportation is planning to demolish the old 720 space parking garage. But a replacement garage may be moved up to a quarter mile from the existing location. Demolition and construction will take at least two years.

Where will you park when this is done?

How far are you willing to walk to the station?

To have your voice be heard, send your comments to:

Mark.W.Alexander@CT.gov by **Friday June 8th**

Watch for notice of a public hearing on the proposal this August.

Click on the QR code below for more information...



Or contact the CT Rail Commuter Council at:

www.trainweb.org/ct and CTRailCommuterCouncil@gmail.com

From: [Darren Wendell](#)
To: [Alexander, Mark W](#)
Subject: Stamford Parking Garage
Date: Tuesday, June 05, 2012 1:04:50 PM

Parking in Stamford for MetroNorth is already very crowded. With horrible traffic from I95 causing backups on local roads in the area, moving the train station parking anywhere that isn't adjacent to the station is a big mistake. By moving the parking up to 1/4 mile away you are encouraging residents to look at NY State as an alternative to living and paying taxes in CT.

Please reconsider this plan and focus on putting **more** parking **adjacent** to the Stamford train station, not less and further away!

From: [Maureen Morrison](#)
To: [Alexander, Mark W](#)
Subject: Stamford parking garage project
Date: Tuesday, June 05, 2012 2:08:39 PM

Hello-I am expressing more concerns about the demolition and rebuilding of the Stamford parking garage. Again, where will 1,500-1,700 people park in the meantime while the new garage is being constructed? I take a later train into work each day, the 11:39 from Glenbrook. Am I going to drive to that station to find it full every day and nowhere for me to park by that time because morning commuters need to park there, because they have nowhere else to park? Where will I go then? Have any of these details been considered?

Why can't the best interest of the commuters be the number-one priority? We already pay through the roof to ride these trains, now we can't park comfortably to get to said trains. I don't understand why the state of Connecticut, whether it's the DOT or the legislature, insists on punishing people who commute into the city. We DO give money and taxes to Connecticut, give income tax to Connecticut. What do we get in return? Initiatives that constantly add to our commute and our costs to commute. And I feel all of these concerns fall on deaf ears and these e-mails will just end up being a waste of time to write.

Sincerely, Maureen Morrison

From: Andrew.Holmes@hklaw.com
To: [Alexander, Mark W](#)
Subject: FW: Stamford Garage
Date: Tuesday, June 05, 2012 2:15:28 PM

Please include in official hearing file.

Andrew S. Holmes | Holland & Knight
Partner
31 West 52nd Street | New York NY 10019
Phone 212.513.3243 | Mobile 203.329.9289 (203.278.0537)
andrew.holmes@hklaw.com | www.hklaw.com

[Add to address book](#) | [View professional biography](#)

-----Original Message-----

From: CTRailCommuterCouncil [<mailto:ctrailcommutercouncil@gmail.com>]
Sent: Tuesday, June 05, 2012 1:39 PM
To: Holmes, Andrew S (NYC - X73243)
Subject: RE: Stamford Garage

Thanks Andrew. We agree.

Could you please re-send your comments as an e-mail to: mark.w.alexander@ct.gov so they can be included in the official hearing file?

Jim Cameron, Chairman
CT Metro-North Rail Commuter Council
"Advocates for better rail services in CT"
Web: www.trainweb.org/ct
E-Mail: CTRailCommuterCouncil@gmail.com
Blog: "Talking Transportation"
Phone: 203-655-0138
Cell: 203-952-5758
Twitter: CTRailCommuters

-----Original Message-----

From: Andrew.Holmes@hklaw.com [<mailto:Andrew.Holmes@hklaw.com>]
Sent: Tuesday, June 05, 2012 1:14 PM
To: CTRailCommuterCouncil@gmail.com
Subject: Stamford Garage

Commonsense would dictate locating any new Parking Garage in the exact same location. The footprint is already there, it is as close as possible to the tracks, etc. If we don't replace the Garage what else would possibly go there? If during the demolition and re-construction period we have to temporarily park somewhere else, so be it but there is a reason that the Garage was located where it is. Leave it there and make it bigger/taller (and more logically organized).

Attorney Andrew Holmes
Stamford Resident_

Andrew S. Holmes
H+K
Tel. 212 513 3243; 203 278 0537

andrew.holmes@hklaw.com

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From: [c. davis Davis](#)
To: [Alexander, Mark W](#)
Subject: Garage at Trasportion Center
Date: Tuesday, June 05, 2012 3:39:44 PM

One of the good things about Stamford is the relative ease of parking on the main line of Metro North. This adds to the real estate value and adding any hassle and time to commutes tends to have a negative impact on property values. Depending what level one is on in a garage, building a garage 1/4 mile from the station could add ten to fifteen minutes one way. If we take ten minutes and double it that is 20 minutes per day or 80 hours a year.

Please take into account that there are those of us who cannot walk 1/4 mile without difficulty and inclement weather makes the challenge that much more difficult.

Look at Greenwich and shopping is mainly on the Avenue not at the station. Trying to build a destination for shopping while a nice idea is not realistic. Take care of the commuters first and additional revenue should be secondary.

Clark Davis
312 Cascade Road
Stamford, CT 06903 3034
Tel: 203-329-1271
Cell: 203-561-3635
Fax: 203-968-9281

From: [Bill](#)
To: [Alexander, Mark W](#)
Cc: ctrailcommutercouncil@gmail.com
Subject: STAMFORD GARAGE DEMOLITION
Date: Tuesday, June 05, 2012 4:35:46 PM

Mark

I received a notice on my windshield today that the old garage is going to be demolished.

The parking will then be a nightmare.

Why did not the state buy a piece of land next to the station and build a new garage before the demolished the old garage

There is nowhere to park other than the garage. This dumb move will bring the train station back to the early 60's when there was no parking and what little parking there was it was dangerous to go to your car due to the drugs and theft in the area.

What is your role to a solution to this problem?

If not solution do not demolish the garage until you have a new garage built nearby.

Bill Ippolito

From: [Ken Heath](#)
To: [Alexander, Mark W](#)
Subject: Stamford garage
Date: Tuesday, June 05, 2012 7:35:16 PM

Mark,

Will the current garage be available while construction goes on at the new site? In the good weather a quarter of a mile is fine but what about rain, snow, cold, heat?

Why does the current garage need to be torn down?

Thanks,

Ken Heath

kenheath@optonline.net

From: [scott keyes](#)
To: [Alexander, Mark W](#)
Subject: Stamford train station parking lot
Date: Tuesday, June 05, 2012 7:36:58 PM

In response to the flyer at the train station:

The parking ramp should be within 50 yards of the station and accessible to the station without going outside (at least a covered walkway).

The idea of placing the parking ramp ¼-mile from the station is ABSURD!!! I travel extensively. Train stations around the world have parking garages attached (or very close) to the station. The Stamford station should also

Scott Keyes

From: [Patrick Kierski](#)
To: [Alexander, Mark W](#)
Subject: Stamford garage
Date: Tuesday, June 05, 2012 8:23:54 PM

Do not understand why few years after remodeling Stamford garage, someone decided to demolish it. Shame!!!

The garage location is perfect today, and construction should not be demolished. Parking space is limited, but do not understand why drivers from NY, NJ or other states have opportunity to purchase discounted monthly access. This privilege should be limited to Stamford residents only. Other CT drivers should have also access to discounted access (as they pay CT taxes), but drivers from other states should pay full price and find parking around the station. When you go to visit any state facilities always residents pay discounted price and visitors from other states full price. Stamford garage is for Stamford residents !!!! As Stamford resident visiting Westport or Greenwich beach I need to pay extremely high price. Why? Stamford garage for Stamford residents.

Patrick Kierski 114 Four Brooks Road Stamford, CT 06903

From: [Neel Doshi](#)
To: [Alexander, Mark W](#)
Subject: Stamford train station garage demolition
Date: Tuesday, June 05, 2012 9:12:31 PM

I am a monthly pass holder for the Stamford garage, which makes riding on the train back and forth to NYC very easy. Naturally, I would like the shortest possible walk from the parking area to the train tracks. What about the garages at RBS and UBS? With the layoffs and transfer of jobs back into NYC (I am a former Stamford UBS employee), do they have extra parking spaces?

Regards,
Neel Doshi

From: [Rekha-Leigh](#)
To: [Alexander, Mark W](#)
Cc: CTRailCommuterCouncil@gmail.com
Subject: Stamford Garage to be Demolished
Date: Tuesday, June 05, 2012 9:34:40 PM
Importance: High

Dear Mr. Alexander,

I don't mean to be rude and I'm sure your job at this point is a very difficult one with lots of email responses on the issue.

Is this a joke!?!

Stamford seems to have enough half attended restaurants and unoccupied housing?

This current parking garage's location is the best thing this station has going for its commuters! It is **extremely convenient and safe** – I am on the 6:25 or 6:30 a.m. every week day and I travel from work and meetings from NYC late at nights. Like many commuters I fly out quite often and to be able to park so conveniently and just wheel your luggage from car to train is magic.

The new proposal makes absolutely no sense to me -- I will strong consider moving out of Stamford if this change occurs, and if I don't – it makes way more sense to me to drive to city than park ¼ or ½ mile away from the station.

I think the entire idea of more apartments and restaurants is utter rubbish!!!

Let's make it more difficult for the moderately income taxpayers of Stamford and pave the way for fat-cat developers!

Again, so sorry - my anger is not directed towards you.

Thanks for your time,

RLP

From: [Partha Sarkar](#)
To: [Alexander, Mark W](#); ctrailcommutercouncil@gmail.com
Subject: Stamford garage to be demolished ?
Date: Tuesday, June 05, 2012 9:37:05 PM

Hello Sir,

My name is Partha Sarkar and I am a resident of Stamford. I park in the garage and take the train to work everyday. I just got to know that the garage would be demolished, a new garage will be moved a quarter mile from the current location and it can take a long time for this whole project to complete.

Firstly, I don't see any apparent issues with the current garage service. It is clean, convenient, secure, friendly and well maintained. I am not sure what this demolition project is trying to fix. Secondly, it would create quite a bit of inconvenience for me and hundreds of people who park and commute everyday and I am not sure if there is any plan to help us with the parking service. Finally, I would like to know more about this initiative so that I can learn more and discuss this with others who share the garage everyday. Let me know what's the best way to find more details.

Thanking you.
Regards,
Partha.

From: [Leslie Heyison](#)
To: [Alexander, Mark W](#)
Cc: [Joseph A. Heyison](#)
Subject: Demolition of Stamford Parking Garage
Date: Wednesday, June 06, 2012 7:15:33 AM

Thank you for leaving the flyer on our cars. I had no idea that CDOT was planning to demolish the parking garage.

If the garage is demolished, I will probably opt to drive into NYC with my husband. There are so many transfers as it is and in bad weather, walking even a quarter of a mile is a real nuisance.

Another option would be to park in another town's lot if that is feasible.

Net, net, consider the move to another lot a quarter mile away to be lost revenue to the city of Stamford or possibly the state of Ct.

Sincerely,

Leslie Heyison

From: [Anthony Aulenti](#)
To: [Alexander, Mark W](#)
Cc: ctrailcommutercouncil@gmail.com
Subject: Stamford garage
Date: Wednesday, June 06, 2012 9:13:20 AM

Obviously, the closer the parking is to the station -- the better. Parking at a quarter mile distance to the trains is easily walkable. However, in the interest of safety, there should be a visible police presence on the streets especially for the evening commuters.

At this time, there is no police presence other than an occasional show of force for anti-terrorism purposes and they are always near the ticket sales or on the platforms.

From: [Gary Bologna](#)
To: [Alexander, Mark W](#)
Subject: Stamford Garage
Date: Wednesday, June 06, 2012 9:32:13 AM

Good morning, Mark. I would like to express my concern about the future of my daily commute from the Stamford train station to New York as regards parking and current garage reconstruction:

Is the current garage really beyond repair or can a plan be developed to repair and refurbish it?

Can a new garage site be found and a new garage built adjacent to or close enough to the current one to allow the current one to operate in the interim?

What provisions will be made transport commuters from a temporary site to the current station if all other plans fail?

I thank you for your concern on our behalf and plan to attend the public hearing in August.

Regards,

Gary Bologna
Chief Operating Officer
The Alicart Restaurant Group
1501 Broadway, Suite 515
New York, New York 10036
p 212.675.7722
f 212.675.9756

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From: [Robert Sbarra](#)
To: [Alexander, Mark W;](#) ctrailcommutercouncil@gmail.com
Subject: Demolition of Transportation Center Garage
Date: Wednesday, June 06, 2012 9:51:46 AM

I will keep this brief. The thought of building another garage up to 1/4 away makes no sense to me or many others. Being able to park at the station and be sheltered from the weather was and still is a great idea. Building a new one further away is form of government stupidity. The old (current garage) should be renovated. I had read that doing this is more expensive than building a new garage. You need to give people the choice of paying more to leave the garage where it is rather than move it. I am willing to pay more. If the garage is moved every politician involved will lose my vote in the next election. I am looking forward to the public hearing.

Regards,
Bob Sbarra

From: [john lawrence](#)
To: [Alexander, Mark W](#)
Subject: station parking plans
Date: Wednesday, June 06, 2012 10:01:25 AM

Dear Mark Alexander,

as a regular commuter since 1988, I am shocked by proposals to exchange station parking for other commercial locations, and asking station parkers to walk up to a quarter mile dragging suitcases through the rain...amazing!

As the CTRCC press release, with which I completely agree, noted: "One of the reasons that the Stamford rail station is so heavily used is that parking is abundant and adjacent to the station, steps away by covered bridges," ... "To allow developers to use the old garage site for shopping or offices and force commuters to walk a quarter mile is not fair, would discourage ridership and would be a sell-out to private interests."

I urge you to understand how important this is to regular commuters...it is essential that convenient, affordable parking *be at* the station, not a fifteen minute walk away....

regards,

John Lawrence

Gatewood, Stamford, Ct 06901

From: [s.heekin](#)
To: [Alexander, Mark W](#)
Subject: Stamford Train Station Parking
Date: Wednesday, June 06, 2012 10:19:55 AM

Dear Mr. Alexander:

I ask that the Department of Transportation keep as a top priority the needs and convenience of train commuters who park at the Stamford train station, as DOT evaluates proposals to develop the current site and replace the existing facility. I am one of those commuters, and collectively we are a vital part of the Stamford community and economy. Please do your utmost to look out for our considerations.

Sincerely,

Scott Heekin-Canedy
94 Hobson Street
Stamford, CT 06902

From: [Craig Stevens](#)
To: [Alexander, Mark W](#)
Subject: Stamford RR parking garage
Date: Wednesday, June 06, 2012 10:37:43 AM
Importance: High

Mark Alexander,

I am commute daily from Stamford to NYC over 15years I waited 3 years to get my parking pass for the garage to pay monthly; we should not have to walk any distance from the parking garage to the station. It should be the way it is now walk across to the tracks not ¼ mile away

People who have a monthly passes where will we park now? Where do we go to have our voices heard?

Sincerely

Craig Koller



Craig Koller

300 East 42nd Street, 15th Floor

New York, NY 10017

212 661-5250

212-490-5322

cstevens@hsksearch.com

From: [Ingram, Douglas - GCM](#)
To: [Alexander, Mark W](#)
Subject: Stamford Parking Garage
Date: Wednesday, June 06, 2012 11:34:16 AM

Mark,

I just yesterday found out that the parking garage at the Stamford train station will be demolished? While I have many questions, my first basic question is why? That garage is the lifeblood for hundreds (maybe thousands) of commuters to NYC from Stamford on a daily basis.

Are they planning to build a new one on the exact same site? If not, what is expected to be built there?

I have no idea where to build a new garage if not on the existing site – there is not much open space nearby to fit a garage the magnitude of which is required to handle the volume of commuters that use that garage daily. Perhaps on the SW corner of Washington and Station Place (where there is currently a large hole in the ground and no construction taking place for the past several years)?

Also, I would assume that if a new garage is to be built in a different location, the existing one will ***not*** be demolished until the new one is completed to avoid mass chaos and confusion for commuters, not to mention significant traffic snarl-ups all around the train station during rush hour.

Thanks for your time. Responses to any of these questions will be appreciated.

A very concerned resident, commuter and husband / father of 3,
Doug Ingram

Douglas M. Ingram
Managing Director
Bank of America Merrill Lynch
One Bryant Park
New York, New York 10036

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From: [Coblentz, Rosy \(NYC-IPG\)](#)
To: [Alexander, Mark W](#)
Subject: Demolition of 720 space parking garage
Date: Wednesday, June 06, 2012 11:36:41 AM

Hi Mark,

My name is Rosy Coblentz; I got the note about the demolition of the parking garage in Stamford. I had waited 5 years in order to get a spot at this particular garage. I am very happy with the location, I am a working mom with little children that I have to drop off at school before I get to the train station, any minute counts for me, I can't and I am not willing to walk farther my life is already hectic as it is and I don't want to get worst.

Please Do Not demolish the garage and please consider my petition.

Thanks.



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Rosy Coblentz
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Interpublic Group 1114 Avenue of the Americas, 19th Floor New York, NY 10036

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From: [Frohn, Werner](#)
To: [Alexander, Mark W](#)
Subject: Stamford MTA parking garage
Date: Wednesday, June 06, 2012 12:19:02 PM

Dear Mr. Alexander,

I am slightly concerned that this entire operation has been moving along with barely any information provision to train commuters. In some way we should be seen as "clients". Correct?

My daily commute is 1 hour and 15 minutes door-to-door one way and I am lucky to be immediately working around GCT. Imagine the people going to Wall street and potentially living in North Stamford, who will have a 2 hour door-to-door commute one way.

I would really hope that the new garage remains close to the station. Alternative solutions like a shuttle or rail support from the new garage to the station will just add another transfer point with potential delays, bottle necks and breakdown potential. And in our harsh climate, during many days it will be a hassle to walk. Do we really want to create another Staten Island or New Jersey like commute to Manhattan? One of the perks of remaining in Stamford has been the commutation connectivity.

I hope that my concerns will be heard as input for your decision making on positioning the new garage.

Best regards,

Werner Frohn.

.....
.....
Werner Frohn
Senior Portfolio Manager
Opportunity Fund

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From: [Sandra Sondak](#)
To: [Alexander, Mark W](#)
Subject: STAMFORD GARAGE
Date: Wednesday, June 06, 2012 12:44:25 PM

Hi Mark,

I just want to voice my opinion that is not necessary to demolish the old garage. What you can do is just re-enforced the structure. I am sure there are ways to upgrade or strengthen the garage structure with much less hassle and money.

I am a commuter and walking about a quarter mile would be a burden because I leave on a very early train and come back late. A lot of times, running to catch the train so that I can make it on time to the office.

Please consider us commuter when you make the decision.

Thank you.

Sandra Sondak

From: [Casey, Robert](#)
To: [Alexander, Mark W](#)
Subject: Parking Garage
Date: Wednesday, June 06, 2012 12:54:25 PM

Mr Alexander:

The DOT plan regarding the Stamford Parking Garage is ill-conceived and is a poor response to what was shoddy oversight to a even shoddier construction job when the garage was built. So now the DOT is going to rectify a mistake they made long ago with a new plan to move the garage 1/4 mile away and us the land for a for profit shopping complex? How to commuters fare under such a plan? Does the DOT even care?

Robby Casey

Robert W. Casey, Jr | Executive Director | Corporate Credit Products | Canadian Imperial Bank of Commerce | 425 Lexington Ave, NY NY 10017 | 212-885-4309 office | 203-918-2240 mobile | robert.casey@cibc.com

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From: [Jeff Lewis](#)
To: [Alexander, Mark W](#)
Subject: Stamford Parking Garage
Date: Wednesday, June 06, 2012 1:35:37 PM

I am writing to you because I understand that you are the correct person to communicate with about future plans for the Stamford parking garage. If that is incorrect, would you please forward to the correct person?

I use the station & garage daily, and no one can dispute that the Stamford garage needs help - and lots of it. That said, there are many proposals I have read about that would involve moving parking to an alternate location, some very remote. I therefore write to express my opinion that any garage plans must (1) have a new structure (if there is to be one) conveniently located for commuters/customers such that it is not a long walk from car to train, (2) allow people parking to connect to the station area above the tracks, and (3) be done in a way that does not disrupt the hundreds of people who currently use the station and garage. These are important for the general commuters and more important particularly to elderly and physically handicapped, I understand that what I am saying may in the eyes of some be mutually exclusive, but that does not mean that these priorities can be ignored. The current proposals to place parking 1/2 mile or more (when you take into account where the cars will be) is not acceptable from the users standpoint.

Thank you,
Jeff Lewis (67 East Lane, Stamford)

From: [Pittignano, Vincent](#)
To: [Alexander, Mark W](#)
Subject: Stamford Parking Garage
Date: Wednesday, June 06, 2012 1:39:01 PM

Mr, Alexander - is the entire garage being demolished or just part of the garage? If just part of the garage, how many spaces will be left for parking?

Vincent Pittignano

From: [Suzette Kolacki](#)
To: [Alexander, Mark W](#)
Subject: Stamford parking Garage
Date: Wednesday, June 06, 2012 4:14:24 PM

Mark –

I am writing in regard to the proposal to demolish the existing parking garage located in Stamford, CT, adjacent to the transportation center. WHAT ARE YOU THINKING??? I am very opposed to this structure being moved a ¼ mile from the station. The parking garage is very convenient where it is. I have an hour and a half commute every day and moving the parking garage will add another 20 minutes to an already long commute. Please, leave the parking garage where it is.

Thank you for your consideration,
Suzette Kolacki

Suzette Kolacki

KKR Kohlberg Kravis Roberts
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New York, NY 10019
Office: 212.271.9941
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From: [Marge Lilienthal](#)
To: [Alexander, Mark W](#)
Subject: Stamford Parking Garage
Date: Wednesday, June 06, 2012 4:17:47 PM

As a 59 year old frequent commuter to NYC, I feel adamant that the parking for commuters must be at the train station and not a block or more away. Working in the city requires adhering to time tables, occasionally adjusting schedules and altering times of travel; to have to add additional time to this commute is a hardship. As a woman, I am also concerned about safety and the additional distance adds additional risk getting to and from one's car to the train. The weather conditions also factor into my desire to having parking at the station; it is a great convenience not to have to weather the elements any more than necessary.

The obvious argument for parking at the station is that this is a commuter hub. People are going to the Stamford train station to travel or to pick up/drop off those who do travel. Parking must be at that travel point not further away. It is ludicrous to think of the train station as a "destination point" for shopping, dining or conference venue. The latter could certainly be a few blocks away!

Lastly, I have noticed a number of my fellow commuters go through various surgeries or sustain injuries which required them to use crutches, walkers, or other aides in order to get themselves back to work. How would these people or others with permanent disabilities fare with parking not immediately at the train station?

Thank you for the opportunity to comment.

Marge Lilienthal
(PLEASE DO NOT USE MY NAME)

342 Stamford Avenue
Stamford CT 06902

From: [Stephen H. Alpert](#)
To: [Alexander, Mark W](#)
Cc: CTRailCommuterCouncil@gmail.com
Subject: Stamford Railroad Station Parking Garage
Date: Wednesday, June 06, 2012 4:40:06 PM

Dear Mr. Alexander: I am a daily commuter from the Stamford station and have held a monthly pass to the garage at the station for many years. I am responding to the flyer left on my vehicle yesterday, advising of the impending demolition of the old parking garage and inviting me to send comments. Here are my responses to the questions posed in the flyer:

1. "Where should the new garage be built?" With all due respect, the answer seems absurdly obvious and simple to me. The replacement garage must be built at the Stamford station, either on exactly the location of the demolished garage or on other adjacent land which will provide equally easy and convenient access to the Stamford station for all those who use the trains, whether daily commuters or infrequent Metro North or Amtrak users. Any use or construction proposed for the location of the old garage that does not consist of a replacement garage would be inappropriate, inconvenience those who use the rails and discourage train usage out of Stamford station. By way of analogy, I am confident that the CT Dept of Transportation would not consider removing the bus terminus/departure area from its current location adjacent to the station to a new location a "quarter mile from the station", for the simple reason that it would obviously inconvenience bus riders who use the rails and discourage bus commutation to and from the trains. The thought is absurd and placing a new garage a "quarter mile from the station" is no less absurd.
2. "Where will you park when this is done?" I assume that the question is where will I park after demolition of the old garage. I have frankly been assuming that, as a monthly pass holder, I will be able to continue to use my pass in the "new" garage at the station and park there. Please advise if that is not going to be the case, and if it's not going to be the case, I frankly have no idea at the moment what reasonably workable options might exist.
3. "How far are you willing to walk to the station?" It is not clear to me whether the question is focused on (i) the period following demolition and prior to the opening of a replacement garage, or (ii) following opening of a replacement garage. In any event, and in either case, I am not willing to undertake more than a relatively quick walk from remote parking to the station, say perhaps three to five minutes. If this is not possible, then, unless I have continued access to the existing "new" garage at the station or to a private garage in close proximity and with reasonable rates, I will in all likelihood cease commuting from Stamford station.

In closing, I am happy to incur some modest inconvenience during demolition and construction of a replacement garage as the price for a modern, quality replacement parking facility at the station. I would add my observation, however, that people drive to and leave their vehicles at the Stamford station solely for the purpose of quick, easy access to the trains. Siting of a new garage any place other than at the station would not satisfy that purpose, would inconvenience me and other rail commuters, discourage rail usage at a time when the State should be doing everything possible to encourage train usage, and would constitute the height of counterproductive transportation development, in my view.

Thank you for your consideration. Respectfully, Steve Alpert



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From: Virginia.Lorenzo@thomsonreuters.com
To: [Alexander, Mark W](#)
Subject: Stamford Train Station Project
Date: Wednesday, June 06, 2012 5:05:36 PM

Project Description: The Connecticut Department of Transportation (Department) is proposing to replace the Department's original parking garage located at the Stamford Transportation Center in Stamford, CT through a public-private partnership agreement that will include Transit-Oriented Development (TOD). Up to \$35 million dollars in bond proceeds are available from the State of Connecticut relative to the replacement garage. The original garage at the Stamford Transportation Center provides some 727 spaces and was constructed in the 1980's, while a second garage provides an additional 1,200 parking spaces and will remain. The public-private partnership will include demolition of the original multi-level parking garage and the creation of 1,000 (minimum) commuter parking spaces within a 1/4 mile of the Stamford Transportation Center, possible improvements to the Stamford Transportation Center, improvements to Station Place, and the construction of TOD components within a 1/2 mile of the Stamford Transportation Center. Prior to demolition of the original garage, at least 727 parking spaces will be provided in the vicinity.

Comments:

- Based on the map of the ¼ mile radius of the current garage where do you propose to create a minimum of 1,000 parking spaces? The map shows space already occupied by
 - RBS
 - UBS
 - New construction sites on Atlantic Street and part of the South End redevelopment
 - A small, full commuter parking lot
 - Commercial commuter lot on Atlantic Street
 - New apartments on Atlantic Street
 - Private homes
- Will the spaces that are “in walking distance” costs less?
- What do you define as the ‘vicinity’ for the 727 spaces that will available prior to the demolition of the original garage? Will there be a significant reduction in the monthly/daily fees since we pay a premium to park close to the station?
- Will the remaining garage spaces be restricted to Stamford residents who are long-time monthly permit holders?
- What research has been done to demonstrate that the already congested railroad station area will attract people shops, offices and other “TOD”?

Stamford is a major rail hub for MetroNorth and Amtrak passengers and on-site parking is essential to the ridership. I doubt that anyone in the CDOT or who has been involved in the proposal has ever been a commuter. Otherwise they would understand that a 15-20 minute walk to/from the station is a big deal – it's adding 30-40 minutes a day to an already long commute.

From: [Nataliya Kozlova](#)
To: [Alexander, Mark W](#)
Subject: location of new garage of Stamford train station
Date: Wednesday, June 06, 2012 5:07:31 PM

Dear sir,

My name is Nataliya Kozlova. I'd like to sent my comment about location of new Stamford garage instead of old one. I and my family would like to park as closer as possible to Stamford train station. I think one quater of mile is too far and location of the garage right now is perfect. Many people need to commute every day and walk from the station to the garage everyday under different weather conditions. Also safety is important- it would be very uncomfortable walk too far at night. A replacement garage may be placed on the same location with extended area.

Regards,
Nataliya Kozlova

From: [Jack](#)
To: [Alexander, Mark W](#)
Cc: CTRailCommuterCouncil@gmail.com
Subject: STAMFORD PARKING GARAGE DEMOLITION
Date: Wednesday, June 06, 2012 8:04:27 PM

It's so obvious it shouldn't even have to be said: rebuild the parking garage in the same damn place with the same parking capacity!!! If you rebuild it a quarter mile away I will go to a different station and I will NEVER patronize any business occupying the old location -- and I'll be sure to write and tell them that before they sign the lease.

They'd have to be stupid to rent space there anyway; you can't keep the businesses downstairs afloat as it is, and if commuter must walk 1/4 mile to & from their cars do you really think they're going to spend even more time to buy stuff they have to lug a 1/4 mile to their cars?

JRB

P.S. I'll start applying for parking at other stations this weekend.

From: [Soule, Jeffrey](#)
To: [Alexander, Mark W](#)
Subject: Stamford Parking
Date: Thursday, June 07, 2012 7:38:41 AM

Mr. Alexander,

Can you please confirm when we will no longer be able to park in the state garage at the Stamford train station?

I just heard of the decision to demolish this garage. If the new parking facility is not going to be in the same space then why demolish the existing garage before the new one is built?

I am a Connecticut resident and I am aware of our current financial status. Why would the state want to forgo over \$1 million in revenue during a two year construction period? Wouldn't it make more sense to preserve the revenue during construction and build the new garage first? Who has the fiduciary responsibility to protect the tax payers of Connecticut?

For me personally, this is an egregious decision that must be addressed. This will disrupt the lives of more than 700 commuters and will add to our commute times and undoubtedly increase our commuting cost. I am already stretched from a budgetary perspective and it will be difficult to manage any increases in my expenses. I currently pay \$70 per month for parking and it appears that the garage next door just raised their monthly fee to \$100, so it is evident that there will be a negative financial impact on me.

I pray that there will be some consideration for financial hardships of commuters before demolishing the Stamford train station garage. Please provide any additional details you have or a link to where I can stay abreast of these developments. Thank you.

Regards,
Jeff Soule

From: [Sitzer, Howard D - RSCH AMRS](#)
To: [Alexander, Mark W](#)
Subject: Stamford Parking Garage
Date: Thursday, June 07, 2012 8:41:02 AM

Mark - The new garage would be constructed "up to a quarter mile from existing location." Where? Are we talking east of the current facility, or south? Will there be a covered passageway from the garage to the station? It would be my expectation to continue to patronize the garage. My one alternative would be the open parking south of the Greenwich railroad station, but the express service to Grand Central is limited, as are the rush hour frequencies. BTW, the existing garage is poorly designed and constructed. It is understandable that the state would finally be going forward with the replacement. Howard Sitzer

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From: [O'Connell, Richard](#)
To: [Alexander, Mark W](#)
Subject: Stamford Train Parking Garage Plans
Date: Thursday, June 07, 2012 12:43:05 PM

As a daily commuter from Stamford to New York, I have a vested interest in the ongoing functioning of the Stamford train station.

I understand the need for a better parking garage at Stamford – the layout, the age, and the size all argue for an overhaul. At a minimum, the pools of rainwater in the stairwells reek. Furthermore, I know that change will involve some inconvenience – we have to demolish the existing structure to build a better one, and will have to park somewhere else in the interim.

I believe two goals should drive considerations for new plans:

- 1) There is a massive backlog for monthly parking permits at the current garage, and frequently the garage is at capacity. Metro North provides a truly effective mass transit solution, and the value of this should be maximized. As mass transit is a “green”, “eco-friendly” solution, I believe it should be maximized. Assuming that Stamford continues to grow, we will have even greater demand for parking at the train station in the future. Therefore, our end state should have a far, far greater capacity than the current garage.
- 2) If the end state requires a 5-minute longer walk than the current state, this is adding 10 minutes a day x 1,000 people x 250 days = 41,666 hours per year of basically wasted time. While there is an argument that people need to exercise more, enforcing this by putting the parking garage far away seems unjustified (although perhaps putting the parking for Burger King a mile away would be a good idea). The end state should have substantial parking at the existing location, convenient for commuters with luggage or in the rain.

I would propose

- 1) Pave the construction project to the west of the station and make it the “temporary” lot.
- 2) Demolish the existing parking structure.
- 3) Build a much, much bigger multi-function building.
- 4) Resume construction on the site of the temporary lot.

An alternative would be to build an “over the tracks” parking garage, which could be a permanent addition to the parking system. This might require more engineering, and would require longer time before the demolition of the existing lot. On the other hand, creating space “over the tracks” would essentially add valuable real-estate on a permanent basis.

There may be objections to building a much larger structure:

- 1) It's just too big: There is very little in the way of “local character”, given the run-down buildings nearby on Pacific, the new development occurring nearby, and the large Thompson building next door. Old Greenwich may have a credible argument, but Stamford has large nearby office buildings etc.
- 2) It's too expensive: The carrying cost of parking spots should be fairly minimal – there's no air conditioning, no carpet, no plumbing, just fluorescent lights. Having 10 stories of underground parking instead of 5 should not be much more expensive. Additionally, there

is a chronic shortage of parking at nearby train stations. By keeping a base rate of \$70/mo for Stamford residents, and offering monthly parking to Greenwich/Darien residents for \$140, the cost could be defrayed.

- 3) We don't need that many parking spots: Excess parking will drive greater demand for commuters to live in Stamford, which will fill the lots. Announcing "There is a 3yr waiting list for a parking spot in Greenwich, but no waiting list in Stamford" will be a powerful selling point.

In conclusion, I think there is a solid case for a much bigger parking structure on the same location. I look forward to hearing more as the plans for the garage are finalized.

Sincerely,

-Richard

Richard O'Connell
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From: [Jim Cameron](#)
To: [Alexander, Mark W](#)
Subject: Public Comment on Stamford Garage
Date: Thursday, June 07, 2012 2:40:13 PM
Attachments: [MNCC Public Comment on Stamford Garage.pdf](#)

Please see the attached...

Jim Cameron, Chairman
CT Metro-North Rail Commuter Council
"Advocates for better rail services in CT"
Web: www.trainweb.org/ct
E-Mail: CTRailCommuterCouncil@gmail.com
Blog: ["Talking Transportation"](#)
Phone: 203-655-0138
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Twitter: CTRailCommuters



PUBLIC COMMENT ON PROPOSED

DEMOLITION & REPLACEMENT OF STAMFORD GARAGE

7 June 2012

To Whom It May Concern;

As the legislatively created watchdog group tasked with looking out for the interest of commuters on Metro-North, The CT Rail Commuter Council has been following the planned replacement of the “old” garage at the Stamford Railroad station for many years.

The Council is **opposed** to replacing existing parking anywhere but the site of the current garage.

Keeping parking close to the station encourages use of mass transit. Moving parking to a more distant location, even a quarter mile away, adds to commuting time and reduces convenience, thereby making Stamford a less attractive station for hundreds of daily commuters.

Demolition of the existing garage will be a messy inconvenience for many months. Because the “new” garage is literally wrapped around the old garage and linked on every level, even those lucky enough to still find parking there will be inconvenienced. And given the narrow clearances on Railroad Place, those looking for taxis or using “kiss-and-ride” drop-off will be similarly disrupted while demolition and construction drag on for 2+ years.

We fear that CDOT plans to sell the site of the existing “old” garage to private developer who will erect offices, condo’s or shopping there instead of commuter parking. That would be a complete misuse of this valuable real estate. Private development has plenty of room for expansion near the station. But there is only one location best suited for parking... the current site.

The CT Rail Commuter Council has urged CDOT to give priority in its pending RFP to any developer who agrees to replace the existing “old” garage at its current location. Developers may build what they wish atop the garage, but do not make 700+ commuters walk up to a quarter mile to and from the rail station by removing their parking.

Sincerely,

Jim Cameron

Chairman / CT Rail Commuter Council

From: [Davis, John](#)
To: [Alexander, Mark W](#)
Subject: Stamford Train Station Parking Garage
Date: Thursday, June 07, 2012 2:58:36 PM

Mark,

This note is to confirm my objection to replacing the existing parking garage anywhere but the current site of the garage. Commuting into NY is a significant effort for all who do and we cannot add to that burden by placing the new parking structure up to 1/4 of a mile away. The new structure must stay at its current location. I do not have an issue with a mixed use structure as long as train station parking is maintained at its current location.

Regards,

John Davis
Daily Commuter to NYC

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From: lanaya219@aol.com
To: [Alexander, Mark W](#)
Date: Thursday, June 07, 2012 6:19:16 PM

I would to know when is gonna be the meeting and where thank

From: [Lorraine Leonard](#)
To: [Alexander, Mark W](#)
Cc: ["Fred Leonard"](#)
Subject: Stamford Station Garage Parking
Date: Thursday, June 07, 2012 6:40:10 PM

The Lorraine Leonard Team with Keller Williams Realty

[Visit us online at www.LorraineLeonard.com](http://www.LorraineLeonard.com)

I am completely opposed to commuters being asked to walk outside in the weather in order to get from the train to their car/s. Suggesting that parking could be as far away as quarter mile is an insult to commuters and a discouragement to their living in Stamford versus other communities.

The garage should be rebuilt where it is now, connected to the train and intelligent use of the airspace above it could provide housing, offices or whatever. Retail could even be accommodated on the streetscape with a parking ramp leading up to the floor above for the parking levels.

Offices and/or housing would be at a higher level producing pleasant views for the occupants and above the noise level of the station itself.

A public/private partnership is fine as long as the "public" meaning commuter's interests are served first.

Lorraine Leonard

Realtor

Sincerely,
The Lorraine Leonard Team



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From: [Netzero](#)
To: [Alexander, Mark W](#)
Subject: Demolish Stamford Garage
Date: Thursday, June 07, 2012 8:19:41 PM

Dear Sir,

I would like to sound my surprise to the demolishing of the Stamford train station parking garage and build shops and housing.

I have a big problem understanding that building shops and housing at a train station can be successful. There are many commuters who uses the parking and it is difficult to understand why all these commuters should suffer. Why are the shops and housing not build on the place where the potential new parking lot is planned to be build. Taking the difficult financial times into consideration it seems to me to be a better solution to keep the parking garage as is and thereby save the the demolishing and rebuilding cost for the parking and only spend for the shops and housing at the planned new place for the parking.

I certainly hope that the City will choose an acceptable solution, which is for the best of the current commuters and not a solution, which will be bad for the commuters and also financially looks as a bad idea.

Yours faithfully,
Bo Nicolaisen
275 Fox Ridge Road
Stamford CT 06903
1 203 461 8356
Sent from my iPad

From: MANABALA@aol.com
To: [Alexander, Mark W](#)
Subject: Station Parking
Date: Thursday, June 07, 2012 8:40:41 PM

Mr. Alexander,
What will the parking arrangements be for the handicap
permit holders? Thank you.

Malcolm Jacobs
203-595-0038
917-602-0444 (cell)

From: arbit71@optimum.net
To: [Alexander, Mark W](#)
Subject: Stamford Parking Garage Demolition
Date: Thursday, June 07, 2012 9:46:16 PM

Dear Mark

I, Asif Osman, as a 10 year commuter and user of the Stamford Garage am extremely concerned about the demolition, loss of parking spaces, the at least 2 year wait for a new garage and the distance I may have to walk to catch trains to NYC.

A key appeal of Stamford as a town to raise my family was the easy access provided by the MTA and the convenience of parking. The proposed demolition and potential relocation of the garage will greatly inconvenience fellow commuters like myself and lessen the appeal of this great City to prospective residents.

I appreciate your consideration of my concerns. Thank you.

Asif Osman
Stamford resident and homeowner

From: [Cappetta, Michael](#)
To: [Alexander, Mark W](#)
Subject: Received Your Flyer on My Car Window
Date: Friday, June 08, 2012 8:32:59 AM

Mark:

Demolishing that parking garage is just a big mistake. I honestly feel the Stamford train station garage should be made bigger to accommodate more vehicles and make mass transportation more easily accessible for people.

I use the Stamford Transportation center 5 or 6 days a week and have been parking in the garage for the past 10+ years.

Honestly, that garage makes the transportation center useful and accessible; it's convenient, safe/secure, has walkways that connect from the garage to the station and ticket areas, etc. It's perfect and reasonable priced.

I personally have no choice, I need to ride the train to get to work, so I will use a garage no matter what is ultimately decided.

You should endeavor to make parking at transportation hubs, as convenient as possible, to encourage use of mass transit. Have people park 1/4 mile away and walk to the train station in the rain and snow is just not going to make mass transportation people's first thought.

I encouraged more thinking on this matter.

My personal view, the Stamford train station parking garage is a significant benefit to mass transportation use and should be retained. Don't demolish it.

Who else should I call to help get the message across.

Sincerely,

Mike Cappetta
Michael.Cappetta@Citi.COM
Mcappe1@sbcglobal.net

From: [Marina Feldman](#)
To: [Alexander, Mark W](#)
Subject: Public Garage
Date: Friday, June 08, 2012 8:48:12 AM

Hello,

Me and my husband are long time commuters working in NYC. The parking space we've got is nothing better we can desire. it would be a huge problem not having that space. Summer or winter, rain-there is no problem to leave a car and jump into the train and coming home is so convenient. Please fight to leave the space as where it is now.

Thank you

Feldman's family.

From: [Laura Spichiger](#)
To: [Alexander, Mark W](#)
Subject: Stamford Parking Garage
Date: Friday, June 08, 2012 9:46:58 AM

I have been using the Stamford Parking Garage for almost 14 years. While the garage is in desperate need of repair in some sections, the complete demolition of the site would cause enormous traffic and delays for the thousands of commuters who depend on it. I also think that this could potentially cause a dangerous situation for pedestrians, if not managed properly.

I hope that a more commuter friendly solution can be found.

Regards,

Laura Spichiger
16 Butternut Place
Stamford, CT 06903

From: [Ken Seiter](#)
To: [Alexander, Mark W](#)
Subject: Stamford Parking Garage
Date: Friday, June 08, 2012 11:20:23 AM

Mark,

I heard some concerning news regarding the demolition of the Stamford Parking Garage. I have some questions:

- Why is it being demolished? Seems ludicrous and will place a tremendous hardship on many in the community.
- Has any consideration been given to the mess it will create?
- When will this be happening?
- How long will it take?
- What do commuters do in the meantime?

The Stamford station is a major transportation hub for the area and supports the many workers who need to travel to NYC daily in order to support themselves, families and the community. It would be a travesty for us who are key constituents for the area and not very positive for our representation in government.

Ken Seiter
Chief Marketing Director
National Association for the Specialty Food Trade, Inc.
136 Madison Ave, 12th floor
New York, NY 10016
646-878-0104
(F) 646-878-0204

specialtyfood.com | foodspring.com

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From: [Fox, David](#)
To: [Alexander, Mark W](#)
Cc: [Hannon, Robert](#); [Hall, Diane](#); [Kallenberg, Kristal](#); [Ploch, Peter](#); [Wilcox, Jeff](#)
Subject: Stamford Transportation Center
Date: Friday, June 08, 2012 11:41:28 AM
Attachments: [StamfordTODscope.doc](#)
[image003.png](#)

DEEP scoping comments attached

David J. Fox
Senior Environmental Analyst
Office of Environmental Review
Connecticut Department of Energy and Environmental Protection
79 Elm Street, Hartford, CT 06106-5127
P: 860.424.4111 | F: 860.424.3192 | E: david.fox@ct.gov



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**CONNECTICUT DEPARTMENT OF
ENERGY & ENVIRONMENTAL PROTECTION
OFFICE OF ENVIRONMENTAL REVIEW
79 ELM STREET, HARTFORD, CT 06106-5127**

To: Mark W. Alexander - Transportation Assistant Planning Director
DOT - Office of Environmental Planning, 2800 Berlin Turnpike, Newington

From: David J. Fox - Senior Environmental Analyst **Telephone:** 860-424-4111

Date: June 8, 2012 **E-Mail:** david.fox@ct.gov

Subject: Stamford Transportation Center

The Department of Energy & Environmental Protection (DEEP) has received the Notice of Scoping for proposed replacement of a parking garage at the Stamford Transportation Center and related transit-oriented development within ½ mile of the center. In general, the Department supports efforts to expand the capacity of public transportation services through the provision of additional parking as well as projects to increase the demand through transit-oriented development. The increased use of public transit will reduce vehicle miles traveled and congestion in the I-95 corridor, thus decreasing vehicular emissions that contribute to ozone formation, particulate matter levels and climate change. The following comments are submitted for your consideration.

The proposed project is within Connecticut's coastal boundary as defined by section 22a-94 of the CGS and is subject to the provisions of the Connecticut Coastal Management Act (CCMA), sections 22a-90 through 22a-112. In accordance with CGS section 22a-100, state actions within the coastal boundary that may significantly affect the environment must be consistent with the standards and policies of the CCMA. The EIE should discuss the project's consistency with any applicable CCMA standards and policies. Coastal management concerns which should be carefully addressed in future phases of the project planning process are the potential mobilization of pollutants in contaminated soils and appropriate use of urban retrofit stormwater best management practices, wherever possible.

If local planning and zoning approvals, variances or building permits are required for this project, the Coastal Site Plan Review requirements of sections 22a-105 through 22a-110 of the CGS would be applicable. The municipal planning and zoning commission or designated zoning official should be consulted regarding this matter.

The project description does not specify that a parking structure would be constructed to provide the replacement parking spaces. If one is proposed, the following standard recommendation concerning stormwater management should be observed.

Stormwater management for parking garages typically should involve two separate collection systems designed to treat the runoff from different types of parking areas. Any exposed parking levels will produce a high volume of runoff with relatively low concentrations of pollutants. Runoff from such areas should be directed to the storm

sewer system and the collection system should include controls to remove sediment and oil or grease. A hydrodynamic separator, incorporating swirl technology, circular screening technology or engineered cylindrical sedimentation technology, is recommended to remove medium to coarse grained sediments and oil or grease. The treatment system should be sized such that it can treat stormwater runoff adequately. The Department recommends that the treatment system be designed to treat the first inch of stormwater runoff. Upon installation, a maintenance plan to remove sediment and oil or grease should also be implemented.

Interior levels of the garage will produce a low volume of runoff with relatively high concentrations of pollutants. In addition, the need for cleaning of the garage must be considered and floor washwater cannot be directed to a stormwater sewer system. Runoff from interior areas should be directed to the sanitary sewer system, again with appropriate treatment. An oil separator tank with a capacity of at least 1000 gallons is required. A licensed waste oil hauler must clean the tank at least once a year. A list of certified haulers can be obtained from the Bureau of Materials Management & Compliance Assurance at 860-424-3366. The discharge of floor washwater is covered under a *General Permit for Miscellaneous Discharges of Sewer Compatible Wastewater* as building maintenance wastewater. Registration is required for discharges greater than 5000 gallons per day. For further information concerning stormwater management, contact the Permitting & Enforcement Division at 860-424-3018. A fact sheet describing the permit and the registration form may be downloaded at: [Miscellaneous Discharge GP](#).

The Department strongly supports the use of low impact development (LID) practices such as water quality swales and rain gardens for infiltration of stormwater on site. Key strategies for effective LID include: managing stormwater close to where precipitation falls; infiltrating, filtering, and storing as much stormwater as feasible; managing stormwater at multiple locations throughout the landscape; conserving and restoring natural vegetation and soils; preserving open space and minimizing land disturbance; designing the site to minimize impervious surfaces; and providing for maintenance and education. Water quality and quantity benefits are maximized when multiple techniques are grouped together. Consequently, we typically recommend the utilization of one, or a combination of, the following measures:

- the use of pervious pavement or grid pavers (which are very compatible for parking lot and fire lane applications), or impervious pavement without curbs or with notched curbs to direct runoff to properly designed and installed infiltration areas,
- the use of vegetated swales, tree box filters, and/or infiltration islands to infiltrate and treat stormwater runoff (from building roofs and parking lots),
- the minimization of access road widths and parking lot areas to the maximum extent possible to reduce the area of impervious surface,
- if soil conditions permit, the use of dry wells to manage runoff from the building roofs,
- the use of vegetated roofs (green roofs) to reduce the runoff from buildings,
- proper treatment of special activity areas (e.g. loading docks, covered maintenance and service areas),
- the installation of rainwater harvesting systems to capture stormwater from building roofs for the purpose of reuse for irrigation, and

- providing for pollution prevention measures to reduce the introduction of pollutants to the environment.

The effectiveness of various LID techniques that rely on infiltration depends on the soil types present at the site. According to the Natural Resources Conservation Service's Soil Web Survey (available on-line at: [Web Soil Survey](#)), the soils throughout the project area consist of urban land. These soils are unrated in their suitability for various stormwater management practices. However, infiltration practices may be suitable at this site. Test pits should be dug in areas planned for infiltration practices to verify soil suitability and/or limitations. Planning should insure that areas to be used for infiltration are not compacted during the construction process by vehicles or machinery. The siting of areas for infiltration must also consider any existing soil or groundwater contamination.

The Department has compiled a listing of web resources with information about watershed management, green infrastructure and LID best management practices. It may be found on-line at: [LID Resources](#).

For additional information, consult the *Connecticut Stormwater Quality Manual*. The manual is available on-line at: [Stormwater Manual](#). A *Low Impact Development Appendix* to the manual has been prepared to provide specific guidance on low impact development techniques. It is also available on-line at: [LID Appendix](#).

The Natural Diversity Data Base (NDDB) contains no records of any extant populations of Federally listed endangered or threatened species or species listed by the State, pursuant to section 26-306 of the CGS, as endangered, threatened or special concern in the project area. This information is not the result of comprehensive or site-specific field investigations. Consultations with the NDDB should not be substitutes for on-site surveys required for environmental assessments.

The NDDB includes all information regarding critical biological resources available at the time of the request. This information is a compilation of data collected over the years by the DEEP's Natural History Survey and cooperating units of DEEP, private conservation groups and the scientific community. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as, enhance existing data. Such new information is incorporated into the Data Base as it becomes available. Also be advised that this is a preliminary review and not a final determination. A more detailed review may be conducted as part of any subsequent environmental permit applications submitted to DEEP for the proposed site.

Because the site is in an historically urbanized area, it is suggested that an environmental or engineering consultant be retained to conduct a site investigation and sampling/testing as appropriate in order to confirm that a property proposed for redevelopment has not been the site of improper disposal of waste or does not contain some other environmental liabilities. The investigation should include an inquiry into the historic uses and fuel storage on the property to assess the likelihood of encountering solid or hazardous waste or soil contamination. In order to ascertain the environmental status of properties, it is typically recommended that a Phase I environmental site assessment (ESA) be performed at the site. If the Phase I ESA indicates site

contamination is likely, a Phase II ESA should be performed to confirm or deny the presence of contamination. In order to achieve proper remediation, the extent of contamination should be clearly defined through a Phase III ESA, a cleanup plan developed, and measures implemented that will clean up the site in accordance with applicable criteria in the Connecticut Remediation Standard Regulations adopted pursuant to section 22a-133k of the CGS. For further information, contact the Remediation Division at 860-424-3705. These regulations are available on-line at: [Remediation Regulations](#).

The Waste Engineering & Enforcement Division reports that there are several RCRA notifiers along Atlantic St. and Washington Blvd. that appear to be within the ½ mile project radius. These sites are:

- Raphael's Furniture Restoration, 655 Atlantic St.
- Royal Metals, 669 Atlantic St. (company is now out of business)
- Mobil Oil Service Station, 600 Washington Blvd.
- Richmond Hill Exxon, 636 Washington Blvd.
- Sunoco Service Station/Eastman Motors Inc., 630 Washington Blvd.

The Remediation Division, Underground Storage Tank Cleanup Program reports that they have records of three former gas stations within the project area. These are:

- Exxon #3-7052, 636 Washington Blvd.
- Former Mobil #01-EH7, 600 Washington Blvd.
- Former Infanti, 613 Atlantic St.

The remediation section of the Remediation Division has identified in its database several properties in the immediate vicinity of the Stamford train station. There should be information in the Remediation Division's files regarding the environmental conditions of the following properties:

- Former Infanti, 611 Atlantic St., aka DOT Parking Garage
- Former Pitney Bowes, 624, 650, 664, 710 Atlantic St.
- Former Royal Metals, 669 Atlantic St.
- DOT Commuter Lot, 43 Station Place; (petroleum contamination on the portion of the 43 Station Place property closest to the parking garage, perhaps extending beneath the garage.)

A properly researched Phase 1 ESA will identify and incorporate, as appropriate, available information from the above programs files.

The following standard comments regarding building renovation or demolition projects should be observed, as applicable, during future planning and implementation of the project. Fact sheets providing additional information concerning environmental, health and safety requirements applicable to building renovation and demolition projects have been developed by the Waste Engineering & Enforcement Division. To obtain copies, call the division at 860-424-3023. This information is also available on-line at: [Health & Safety Requirements](#).

Prior to the demolition of any commercial, industrial or public buildings or buildings containing five or more residential units, they must be inspected for asbestos-containing materials and any such materials must be removed. Written notice must be submitted to the Department of Public Health 10 working days prior to demolition in accordance with Section 19a-332a-3 of the Regulations of Connecticut State Agencies, for buildings involving more than 10 linear feet or more than 25 square feet of asbestos-containing material. For further information, contact DPH at (860) 509-7367. Additional information concerning regulation of asbestos may be found at: [Asbestos Program](#)

During any building renovation, areas to be disturbed must be inspected for the presence of asbestos-containing materials. Any abatement project or the removal and disposal of such material must conform to Federal and State regulations. These include 40 CFR 61, Subparts A and M and section 19a-332a-1 through 19a-332a-16 of the Regulations of Connecticut State Agencies. For further information, contact the Department of Public Health at (860) 509-7367. Additional information concerning regulation of asbestos, including lists of licensed consultants and contractors, may be found at: [Asbestos Contractors](#)

The disposal of material containing asbestos requires the approval of the Waste Engineering and Enforcement Division pursuant to section 22a-209-8(i) of the Regulations of Connecticut State Agencies. Proper disposal technique requires that the material be bagged and labeled and placed in an approved secure landfill. For further information, contact the division at 860-424-3366. A fact sheet regarding disposal of special wastes and the authorization application form may be obtained at: [Special Waste Fact Sheet](#).

The disposal of demolition waste should be handled in accordance with applicable solid waste statutes and regulations. Demolition debris may be contaminated with asbestos, lead-based paint or chemical residues and require special disposal. Clean fill is defined in section 22a-209-1 of the Regulations of Connecticut State Agencies (RCSA) and includes only natural soil, rock, brick, ceramics, concrete and asphalt paving fragments. Clean fill can be used on site or at appropriate off-site locations. Clean fill does not include uncured asphalt, demolition waste containing other than brick or rubble, contaminated demolition wastes (e.g. contaminated with oil or lead paint), tree stumps, or any kind of contaminated soils. Landclearing debris and waste other than clean fill resulting from demolition activities is considered bulky waste, also defined in section 22a-209-1 of the RCSA. Bulky waste is classified as special waste and must be disposed of at a permitted landfill or other solid waste processing facility pursuant to section 22a-208c of the Connecticut General Statutes and section 22a-209-2 of the RCSA. Additional information concerning disposal of demolition debris is available on-line at: [Demolition Debris](#).

Construction and demolition debris should be segregated on-site and reused or recycled to the greatest extent possible. Waste management plans for construction, renovation or demolition projects are encouraged to help meet the State's reuse and recycling goals. The *State Solid Waste Management Plan* outlines a goal of 58% recovery rate for municipal solid waste by the year 2024. Part of this effort includes

increasing the amount of construction and demolition materials recovered for reuse and recycling in Connecticut. It is recommended that contracts be awarded only to those companies who present a sufficiently detailed construction/demolition waste management plan for reuse/recycling. Additional information concerning construction and demolition material management and waste management plans can be found on-line at: [C&D Material Management](#) and [C&D Waste Management Plans](#).

Development plans in urban areas that entail soil excavation should include a protocol for sampling and analysis of potentially contaminated soil. Soil with contaminant levels that exceed the applicable criteria of the Remediation Standard Regulations, that is not hazardous waste, is considered to be special waste. The disposal of special wastes, as defined in section 22a-209-1 of the RCSA, requires written authorization from the Waste Engineering and Enforcement Division prior to delivery to any solid waste disposal facility in Connecticut. If clean fill is to be segregated from waste material, there must be strict adherence to the definition of clean fill, as provided in Section 22a-209-1 of the RCSA. In addition, the regulations prohibit the disposal of more than 10 cubic yards of stumps, brush or woodchips on the site, either buried or on the surface. A fact sheet regarding disposal of special wastes and the authorization application form may be obtained at: [Special Waste Fact Sheet](#).

The Waste Engineering & Enforcement Division has issued a *General Permit for Contaminated Soil and/or Sediment Management (Staging & Transfer)*. It establishes a uniform set of environmentally protective management measures for stockpiling soils when they are generated during construction or utility installation projects where contaminated soils are typically managed (held temporarily during characterization procedures to determine a final disposition). Temporary storage of less than 1000 cubic yards of contaminated soils (which are not hazardous waste) at the excavation site does not require registration, provided that activities are conducted in accordance with the applicable conditions of the general permit. Registration is required for on-site storage of more than 1000 cubic yards for more than 45 days or transfer of more than 10 cubic yards off-site. A fact sheet describing the general permit, a copy of the general permit and registration forms are available on-line at: [Soil Management GP](#).

Thank you for the opportunity to review this proposal. If you have any questions concerning these comments, please contact me.

cc: Robert Hannon, DEEP/OPPD
Diane Hall, DEEP/RD
Kristal Kallenberg, DEEP/OLISP
Peter Ploch, DEEP/WEED
Jeff Wilcox, DEEP/RD



Connecticut Department of

ENERGY &

ENVIRONMENTAL

PROTECTION

From: [Kapil Khetan](#)
To: [Alexander, Mark W](#)
Subject: stamford garage
Date: Friday, June 08, 2012 11:51:59 AM

Dear Mr. Alexander,

Please don't do anything stupid like moving the garage a ¼ mile away. It is a horrible idea that will ultimately result in things worsening for CT as more people either give up or move to a more convenient place.

Regards

Kapil Khetan

From: [R Chabot](#)
To: [Alexander, Mark W](#)
Subject: Stamford Station Garage
Date: Friday, June 08, 2012 12:21:07 PM

The existing garage is perfectly located and ATTACHED UNDER COVER to the station. How can you even consider taking away this convenience for an alternative up to 1/4 mile away? A new expanded garage AT THE PRESENT LOCATION, with the same, convenient, undercover direct attachment to the station is the ONLY ALTERNATIVE you should consider. When what we already have works as well as it does, it makes no sense to destroy it. Why should train riders have to walk through rain and snow from a distant garage when the space by the station is already there? PLEASE DON'T TAKE AWAY A GOOD THING!!

Rodney Chabot
Member and past Chairman
Connecticut Rail Commuter Council

From: [Neal Bantens](#)
To: [Alexander, Mark W](#)
Subject: Stamford Parking Garage
Date: Friday, June 08, 2012 1:25:41 PM

Dear Mr. Alexander,

This is Connecticut civil planning at it's finest. Thank you for the well prepared, thoughtful procedure of upgrading our parking facility. After years of enduring patch-work maintenance that is obviously not enough, we now have to add another half an hour to an hour in round trip hiking to our car on top of our 2 hours plus daily commute. And what about the handicapped and less physically capable commuters, how long will it take them to get to and from the lot? How many thousands of commuters will be doing this "walk" every day? Including all of the commuters that do not live here in Stamford. It's not like we can go to their lots and park, where residency is required. And honestly, for how long?

Is there no better alternative? Why was this parking displacement not considered when the building across Washington was demolished? That walk would have been far more reasonable, 1 block. The private construction could have been delayed until the new garage was constructed. And really, does this stagnate real estate market need any more empty spaces to fill? This procedure is inept and poorly planned. Please consider a less time consuming alternative, please.

Thank you.

Neal Bantens
23 Brandt Road, Stamford CT 06905

From: [Ross Taylor](#)
To: [Alexander, Mark W](#)
Subject: Comment on Stamford Train Station PArking
Date: Friday, June 08, 2012 1:37:12 PM

If I were not able to park at the train station, it is unlikely that I would continue to use MetroNorth to commute to NYC. As it is, the worst part of my day is leaving the train station and trying to get home. I live north of the Merritt, and commute into NYC three days a week. It routinely takes 25 minutes or more to get home, much of it spent trying to get past I-95 due to poor traffic management by the city of Stamford. Having to walk any distance to get my car will add 5, 10 or even more minutes to that trip, adding that much time to my commute, and giving me days when it will take me almost as long to get off the train and get home as it does to get from my office to the station at Stamford. That is not an attractive and acceptable alternative.

For over 10 years I drove into Manhattan. The trip in would take less than an hour (I currently leave my home around 6am), while the return trip would usually take me a bit longer. Having to walk to get my car, especially in inclement weather, not only will add time, it will add meaningfully to the commutes discomfort (starting the day off soaked either by rain or sweat is not my idea of a "good time"). Should I have to walk any distance to get my car, or should my car end up parked away from the train station on the "wrong" side of I-95, the train rapidly loses out to driving as the logical means I would use to get into NYC, especially as I have the luxury of determining if and when I work in NYC. Not only would the total trip take less time on most days, it would also be a lot more pleasant (no rude passengers trying to fight you for space in a too small seat, or pretending to be asleep so as to give themselves room, a much more comfortable seat, and my car is simply in a lot better condition than any of the train cars I ride on, which are dirty and often in poor repair). With the cost of travelling in by train coming in at over \$400/month (including gas), there really is no difference in the overall price I would pay to drive versus taking the train, so convenience would be the determining factor, and forcing me to park away from the train station would be a decided factor against using the train.

Ross Taylor

From: [CTRailCommuterCouncil](#)
To: [Alexander, Mark W](#)
Subject: FYI: Stamford Parking Garage / Public Comment
Date: Friday, June 08, 2012 2:39:52 PM

FYI... JC

From: Yelena kabilnitsky [mailto:lenakabi@gmail.com]
Sent: Friday, June 08, 2012 11:21 AM
To: CTRailCommuterCouncil@gmail.com
Subject: Parking Garage

To Whom It May Concern,

I am a handicapped commuter holding a monthly pass to the parking garage for many years. My daily commute to work takes 2 hours and it is essential to me to get to work on time.

You are announcing the upcoming demolition/construction of the parking garage and asking **me** where I will park. Let me ask **you** this question: **where will I park my car while you undertake this project?**

When planning such projects the city or whoever is responsible for it should also plan and arrange for an alternative option for the commuters, especially those like me. Due to my serious low-back problem I am not capable of long walks, especially in bad weather conditions, and require a parking spot close to the station.

I expect you to notify me in writing what your plans and intentions re my parking are.

Thank you.

Yelena Kabilnitsky

Home: 203-327-6379

Office: 646-696-2330

From: [Sanzo, Jerome \(Eurohypo\)](#)
To: [Alexander, Mark W](#)
Subject: Demolition of Stamford Transportation Center Garage
Date: Friday, June 08, 2012 2:57:24 PM

Dear Mr. Alexander,

I have received a flyer at the Stamford Transportation Center Garage which states that the Garage is to be demolished and replaced at another location which may be moved up to a quarter mile away. Further, I am led to understand that the demolition and new construction will take at least two years.

I have been parking at the Stamford Transportation Center Garage for at least 15 years because I commute by train to New York City from my home in North Stamford. I wish to strongly protest any relocation of the Garage. It is difficult enough dealing with the constantly delayed Metro North trains, as well as the logjam of downtown Stamford traffic every morning and evening. The proposal as I currently understand it would make my daily commute even more intolerable, and will lead me to strongly consider the alternative of driving by car on a daily basis to Manhattan.

Thank you for your consideration,
Jerome Sanzo

jsanzo@ehus.com
203-253-6543

From: [Rob](#)
To: [Alexander, Mark W](#)
Cc: ctrailcommutercouncil@gmail.com
Subject: Parking garage demolition
Date: Friday, June 08, 2012 3:01:55 PM

Mr. Alexander,

I am writing to express my concern and disappointment in hearing about the planned demolition and relocation of the Stamford Train Station parking garage.

I am a long time resident of Stamford, and have been commuting by rail to NYC daily for more years than I care to admit. It took years of waiting for a monthly parking spot in the garage until I finally got one, which made the long commute a little more bearable. I don't live that far from the station - I am south of the Merritt - and it still takes me about 1.5 hours door to door. Those in North Stamford have even longer commutes, I'm sure. If we were to lose those crucial parking spaces near the station and have to park farther away and deal with walking - especially in bad weather - it would add a tremendous burden on all of us who live in Stamford and commute to New York, and make our already long commutes even longer.

Stamford seems to be enjoying a great period of growth, with more people moving to our great city. This will drive an increasing demand for convenient parking near the train station. As it is, it can be tough to find an available spot - I see the "Lot Full" sign often enough. I can't imagine what parking will be like if we lose 720 spaces. At a time when more parking is needed near the train, not less, we should be looking to expand the garage instead of demolishing it. I understand if the old section is in disrepair and needs to be replaced. If that's the case, then it should be repaired if possible, or replaced by an even larger capacity garage in the same location. Personally, I would not want to add a half mile round trip walk to my daily commute - 3 hours per day is long enough to spend just getting to and from work. If that was to happen, I would very seriously consider moving out of Stamford, as I'm sure many others would, too.

Thank you for your consideration.

Rob Yakubovich

From: [Steven Higashide](#)
To: [Alexander, Mark W](#)
Subject: Comments on Notice of Scoping for Stamford Transportation Center
Date: Friday, June 08, 2012 4:30:04 PM
Attachments: [060812 Comments Stamford Parking.pdf](#)

Mark,

On behalf of the Tri-State Transportation Campaign I am submitting the attached comments on the Notice of Scoping for the Stamford Transportation Center Parking and Transit Oriented Development.

Best,

Steven Higashide
Federal Advocate
Tri-State Transportation Campaign
o: 212.268.7474 - c: 908.705.3665 - www.tstc.org



June 8, 2012

Steven Higashide, Federal Advocate
Tri-State Transportation Campaign
Contact: 860-796-6988

RE: Comments on Notice of Scoping for Stamford Transportation Center Parking and Transit-Oriented Development

Tri-State Transportation Campaign is a regional transportation advocacy organization which supports increased investment in public transit, smart growth, and efforts that support biking and walking. We thank you for the opportunity to submit comments on the Notice of Scoping for planned parking improvements and transit-oriented development around the Stamford Transportation Center.

When ConnDOT announced that it was seeking proposals for this project, Commissioner James Redeker said (in a release) that the agency would “seek innovative ideas for fully developing this vital transportation center in downtown Stamford. We anticipate development that will enhance the experience of commuters and also add new development in this area that will have a transformative impact on the city of Stamford.”

We agree with that sentiment, and urge the department to prioritize bicycle and pedestrian accessibility in the proposed transit-oriented development (TOD), and seamlessly integrate the development with Stamford’s surrounding urban fabric. We also support the department’s proposal to site a replacement garage within a quarter-mile of the station. Multiple studies demonstrate that people are willing to walk up to 1/4-1/2 mile to transit stations, or further if the walk is safe and attractive.

While any TOD plans for the area around the transportation center should consider easy parking access, it’s important to remember that the percentage of people who arrive by car, park, and board the train is far outstripped by those accessing the station via other means, and those who arrive at the station to travel to nearby destinations. According to Metro-North, the Stamford station sees over 26,500 daily commuter rail and Amtrak boardings and disembarkations daily. Given that there are only about 2,200 parking spaces available today, it seems clear that the station is more utilized by people who walk or cycle to and from the station, take shuttles or local buses, or utilize “Kiss and Ride” facilities.

A number of ongoing projects in Stamford will improve access to the station, including the TIGER-funded Stamford Transportation Center Multi-Modal Improvement Project. The area around the Transportation Center represents the “gateway” to Stamford and the first impression visitors receive of the city. In

general, all parking and TOD proposals received by ConnDOT should be consistent with these ongoing initiatives.

In the RFQ provided to developers in February 2012 (“Request for Qualifications and Conceptual Proposals for the Transit-Oriented Development of the Stamford Parking Garage (STOD22912)”), ConnDOT indicated that project goals included replacing the original garage with a minimum of 1,000 spaces, minimizing impacts on commuters, maximizing state revenue, and promoting economic development (in Section 2.0, “Scope and Requirements”). While the proposal includes an increase of 300 parking spaces, future project documents must also include the goals of “enhancing pedestrian and bicycle access” and “promoting transit-oriented, walkable and bikeable development.”

These goals should also be reflected in language throughout future documents. In the RFQ, the project’s “requirements and objectives” include a number of objectives relating to access, but do not emphasize that access for all users is important and do not emphasize that pedestrian/bicycle access and TOD should be supported in a way that is consistent with ongoing initiatives in Stamford.

For example, the RFQ includes an objective reading “Delivery of Station Place and parking garage improvements that increase access, upgrades conveniences to commuters, and are pedestrian-friendly.” An example of a change which reflects the above goals is, “Delivery of Station Place and parking garage improvements that *increase access for all users (including pedestrians, cyclists, public transportation users, and drivers)*, upgrades conveniences to commuters, and are *pedestrian- and cyclist-friendly*.”

Similarly, in the RFQ Section 2.1, “Project Requirements,” the “Traffic Flow” issue’s corresponding requirement reads “Improved traffic flow on Station Place and the minimization of traffic disruption during the demolition of the Original Garage.” An example of a change which reflects the above goals is, “Improved *nonmotorized and motorized* traffic flow on Station Place and the minimization of *disruption to pedestrian, bicycle, public transit, and vehicle traffic* during the demolition of the Original Garage.”

There are a number of benefits to prioritizing walkability and bikeability in the station and vicinity. Doing so will make access easier for those who already arrive without an automobile, increase property values nearest the station, maximize rail ridership, and make the trip from any parking resources within a quarter of a mile from the station safer and more pleasant for those who do choose to drive.

From: [Jeffrey Maron](#)
To: [Alexander, Mark W](#)
Cc: ["cameron06820@gmail.com"; "jr_maron@yahoo.com"](#)
Subject: Stamford Station Garage
Date: Friday, June 08, 2012 4:59:38 PM

Mr. Alexander,

I am writing to you as a Stamford resident and daily commuter on Metro North. I am also the holder of a monthly parking permit for the garage at the train station.

I have been made aware that the Connecticut Department of Transportation is soliciting bids for the replacement of the older portion of the garage and that they are looking at sites for its replacement as far as a quarter of a mile away from the station.

This is a step backward that will hurt Stamford and Connecticut overall.

I moved to Stamford primarily because of its convenient access to commuter rail into NYC. Initially I did not have access to the garage due to the restricted number of parking spots available and as a result I drove into the city every day. However, when I received a monthly permit for the garage, assuring me of parking, I began to take the train daily. Perhaps the only benefit of the train station is the parking garage adjacent to the station and its covered access to the station and train platforms.

While I appreciate that the State is looking to bring increased transit oriented development to Stamford, it is possible, and it should be the primary goal of this exercise, to combine parking directly at the station with what ever other development takes place on that site.

A quarter of a mile walk in the rain (as we had all week) or the snow (as we have every winter), or summer heat is a significant deterrent to using Metro North or Amtrak from Stamford. It also adds a significant time premium to already long commute. It makes living in Westchester more attractive, and puts commuters like me back into their cars, adding more traffic to the already overwhelmed highways. A long walk will keep away vacationers or business travelers with luggage and families with children, especially in bad weather.

We have a valuable asset in a state parking garage located immediately adjacent to the station and that's where it should stay.

Regards,

Jeffrey Maron

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From: [Erin Stevens](#)
To: [Alexander, Mark W](#)
Subject: Stamford Garage
Date: Friday, June 08, 2012 5:01:25 PM

To whom it may concern:

I wanted to get in touch regarding the Stamford Garage project. Based on the information I have received, it is not clear what the actual plan is. It concerns me greatly that the garage may be torn down, with no plan on where the new one would be built.

Of course, ideally a garage would be built on the same spot, as I somewhat regularly use the current garage, and appreciate the convenience. As someone with a commute over 1.5 hours from door to door, having a close garage is important - it would deter me from using the station if I had to walk to get to the station (adding more time on to my commute).

But, before I can truly comment and provide feedback on the proposal, I would need more information on what the true plan is.

I feel you owe all involved a solid proposal/plan so we can provide appropriate feedback. Otherwise there are just a number of angry people on two sides objecting to something they don't fully understand.

Please provide more information on the proposed plan as soon as possible so we can make an informed decision.

Sincerely,

Erin Stevens

From: adlaurem@aol.com
To: [Alexander, Mark W](#)
Subject: Stamford Garage-these comments are being sent on June 8th.
Date: Friday, June 08, 2012 5:47:44 PM

You have got to be kidding. As it is, we have to cross the street in rain, ice and snow, with cars trying to run us over as if we are targets (especially the taxis--whose drivers got their licenses in a Cracker Jack box!), despite us walking in the crosswalk. The garage should be built on top of the train station so that we don't have to cross the street and we can simultaneously shelter passengers on the train platforms with the footprint of the new garage.

Before I had a key card for the garage, I had to park in the Bell Street garage, and had to wait 15-20 minutes for their shuttle to take me to the station even at 6AM! That is an unacceptable additional amount of time to add on to a commute that is already much too long. My office will be moving from midtown to the Wall Street area within a year. Imagine a 15-25 minute ride to the train in my car, depending on traffic, followed by a 20-30 minute trip from a remote garage (including time for the shuttle to circle around), then a 5 minute trek to the platform and if the train is literally right there, a 45 minute trip to midtown, and then changing modes to subway, and add an additional 40 minutes downtown, followed by a 5 minute walk to work. That easily translates into a two hour plus commute one way using five modes of transportation, multiplied by 2, so that I'll spend a minimum of 4 plus hours commuting a day. This is torturous and wholly unacceptable.

I'm not willing to walk one step further than I do now. Half the time the escalator is out of commission, and we have to walk up the equivalent of 3 flights of stairs too. How much do you want to torture commuters? What do you have against us anyway? Why do you have to demolish the garage that's there? Are you selling it and the land under it to a "connected" real estate developer, or some Scottish bank?

This is insane and outrageous!

Debra Winthrop Pollack
203 358-8666

From: catlogging@aol.com
To: [Alexander, Mark W](#)
Subject: Fwd: check morepark website
Date: Friday, June 08, 2012 11:57:27 PM

Sent from my iPhone

Begin forwarded message:

From: catlogging@aol.com
To: Mark.W.Alexander@ct.gov

Stamford should consider advanced technologies that are far more environmentally friendly than conventional garage structures including pre-fab parking systems such as MorePark which allows for temporary and long term parking solutions with a demountable structure, and automated parking which has the lowest carbon footprint of all systems

From: [esther giordano](#)
To: [Alexander, Mark W.](#); [Alexander, Mark W.](#)
Subject: Stamford Garage
Date: Saturday, June 09, 2012 1:54:13 AM

Dear Mr. Alexander,

First I would like to say I just found out about this request and deadline for comments. It was not posted anywhere a regular user of the garage would see it. I just happened to take the elevator in the garage for the first time in 8 months and see the notice. This suggests that there is no desire to know what the garage users and taxpayers think about the "government" plans.

I am sure it has been said and you will here it again from me:

Facts

1) Many (such as myself) commuters are not handicapped but can not walk far, or take a lot of stairs without some pain or discomfort.

2) Many (such as myself) pay the \$8 and \$10 per day rate, which on average of 240 working days amounts to \$1,920 to \$2,400 annually.

Folks at work can't believe the waiting list is sooooo long and I have to pay sooooo much.

I am beyond distressed and angry that the state would ever move parking away from the location it is in now. Have you given any thought of the danger of walking, rushing or running to catch a train through snow, ice, wind, rainstorms and puddles during our various inclement weather? Have you thought of the destruction to a person's clothing in a 1/4 mile walk/run to the station? Have you thought of handicapped drivers making their train without any danger? Have you thought of the new pedestrian traffic this causes clashing with all the public bus, taxi and private pickup/ dropoff car traffic?

To require parking away from its current location and have to go through the above dangers, expenses and inconveniences it better be FREE parking. I doubt that will happen. Right now I can walk into the train lobby and onto the track safely and quickly. I only need to cross parking garage traffic- not the street. I don't need to worry about slipping, sliding, falling or breaking any bones because of the weather. I am paying thousands of dollars and think that is the least I should get for it. By the way it really disturbs me that our enormous train ticket price increases are going to the general state budget - not our trains. This evening three train cars including the one I sat in did not have any lights or air conditioning- All for \$270+ month.

I can't imagine anyone wanting to live by the train tracks however if you need apartments and stores please fill in the hole on the corner of Washington Blvd or across our mall. In fact new apartments just went up on Washington Blvd. near the corner of North street. Have they been filled already?

Perhaps stores and apartments can be put on top of the new garage just like the Target store in downtown.

The improvements which need to be made and which I have not heard any information on:

1. Speed up the line of cars exiting the garage. It has taken as much as 20 minutes to get out. Perhaps swiping a credit or prepay card and having more lanes to exit.

2. Place the ticket stand in a position where it does not make it difficult for cars entering and exiting at the same time. Currently you must drive on the left side to turn the car so the driver can reach the parking attendant. Worse case is a front end collision- best and most usual is a tie up of any traffic moving in or out of the garage.
3. Currently people park their cars for picking up or dropping off passengers in the driving lanes which is not allowed, and on the side of the garage which is allowed. The street parking rules are not obeyed or enforced. Currently these people block the flow of traffic and the entrance and exits to the garage by taking up driving lane space. Do not allow any parking, picking up or dropping off on the road between garage and station. Perhaps make a cell phone parking area for these people like the airports have. They can walk the 1/4 mile since they are NOT PAYING for parking.
4. Enforce driving rules or change the lights and lanes under the train track going south on Washington Blvd. Two lanes are needed to turn left into the station area so cars do not block Washington Blvd at the 95 entrance ramp.

When I have other thoughts I will pass them on. Thank you for taking time to read this note.

Sincerely,

Esther-Marie Giordano
94 Strawberry Hill Ave
Stamford, CT 06902

From: [Chris Orlando](#)
To: [Alexander, Mark W](#)
Subject: Stamford Garage
Date: Sunday, June 10, 2012 11:38:31 PM

Mark - I hope this email finds you well. I think it was be a huge mistake moving the garage .25 miles from the station. That is the most ridiculous thing I have heard in a long time. Please reconsider this devastating move.

Respectfully,
Chris Orlando
310.569.5484

From: [Tutun, Mark](#)
To: [Alexander, Mark W](#)
Subject: FW: Stamford Garage
Date: Monday, June 11, 2012 6:04:54 PM

Mr. Alexander:

I just learned of the pending plan to re-locate the garage up to ¼ mile away. For commuters who fight to catch a train and get to work on-time every single day, and get home to their loved ones, minutes count. Add to that the 6 month winter, darkness, safety, etc. Commuting is a grind. I am astonished that this would be considered. There was land across the street and behind the garage that CT could have acquired and didn't. Now you are penalizing the daily commuter. There is a lot of potential to creating a 1st class train commuter experience and encourage mass transit use.

Moving the parking lot up to ¼ mile away will discourage commuters. Try it yourself. It's not easy. You are affecting decades of commuting patterns, so be smart with your authority, and plan properly. I would take the land across the street on Washington blvd, or the land across the street from the new garage, or build above 95, over the bus area. They built a supermarket over the Mass Pike near Boston! This is at least as important as a supermarket.

Lastly for the record, I parked in Stamford before the new garage was built. It was a nightmare if you got there after 7 am. The new garage was a savior.

Sincerely,

Mark Tutun – 22 year commuter

Mark R. Tutun | O'Connor Capital Partners
Partner, Director of Asset Management

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💻 mtutun@oconnorcp.com

From: vivian.herrera@bnymellon.com
To: [Alexander, Mark W](#)
Subject: Stamford Parking Garage
Date: Monday, June 18, 2012 10:36:36 AM

Mr. Alexander,

I am really troubled that the parking garage in Stamford might be moved or demolished. As with anything, if it needs repairs, then by all means it needs to be fixed. However, many people rely on the parking garage, it is part of our hectic routines. In all honesty, those of us with hectic routines rely heavily on the garage. Therefore, I urge you and those involved in this project to take our needs during the repairs.

In terms of moving the parking garage, I absolutely do not agree. First of all, I assume that it was originally placed in an optimal location and it seems regressive to move to a less optimal location. Again a commuter's schedule is already hectic and relocating the garage 1/4 to 1/2 mile from the train station would be disastrous and negatively impact the lives of many of our residents.

Thank you for your time and allowing me to comment.

Regards,

Vivian Herrera

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