



# STATE OF CONNECTICUT

OFFICE OF POLICY AND MANAGEMENT

OFFICE OF THE SECRETARY

**TO:** James Redeker, Commissioner  
Department of Transportation

**FROM:** Ben Barnes, Secretary  
Office of Policy and Management 

**DATE:** November 17, 2017

**SUBJECT:** Environmental Impact Evaluation and Revised Record of Decision  
(EIE/ROD) for the Union Station Parking Garage, New Haven

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Based on this agency's review of the subject EIE and revised ROD, conducted pursuant to Section 22a-1e of the Connecticut General Statutes (CGS) and revised on October 11, 2017, I am herewith advising you of my finding that the document satisfies the requirements of the Connecticut Environmental Policy Act (CEPA).

Please contact Bruce Wittchen (860-418-6323) if there are any questions with regard to this finding.

cc: R. Klee, DEEP  
K. Wagener, CEQ  
P. Potamianos, OPM

**STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION**

# **RECORD OF DECISION**

*Prepared in accordance with the Connecticut Environmental Policy Act*

## **Union Station Parking Garage**

New Haven, Connecticut  
State Project No. 0301-0114



**REVISED OCTOBER 2017**



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## **I. Decision**

The Connecticut Department of Transportation (CTDOT) intends to continue implementing the Proposed Action at Union Station in New Haven, Connecticut. The Proposed Action involves the construction of a new multi-level parking garage for Union Station. The proposed garage will accommodate approximately 1,000 parking spaces on seven parking levels. The proposed garage site is located north of Union Station on State of Connecticut property currently occupied by a 260-space surface parking lot. The project will effectively increase parking supply at Union Station by approximately 673 parking spaces after accounting for parking adjustments in the existing garage.

This decision is based on the Environmental Impact Evaluation (EIE) (Clough, Harbour & Associates LLP, April 2016) that was prepared for the Proposed Action; comments received during the public review period for the EIE, including the public hearing held on June 6, 2016; and subsequent commitments made by CTDOT to the City of New Haven to address City concerns about the Proposed Action. Copies of the letters of correspondence from the Office of Policy and Management (OPM) and CTDOT to the City of New Haven that memorialize the aforementioned commitments are provided in Appendix D.

This Record of Decision (ROD) is a revised version of the original ROD submitted to OPM for review in April 2017. The revisions reflect changes to the proposed project improvements, and document the recent collaboration efforts between the City of New Haven and CTDOT, since the original ROD was submitted to OPM.

A copy of the EIE Executive Summary is included in Appendix E. An errata sheet, summarizing changes to the EIE that precipitate from the responses to public comments in this ROD and CTDOT's commitments to the City of New Haven, is included in Appendix F.

## **II. Statement of Environmental Impact**

The EIE identified potential environmental impacts caused by the implementation of this project. The corresponding mitigation measures identified in the EIE and, where applicable, in the responses to comments have been adopted into the project.

## **III. Summary of Consultation with Agencies and Other Persons**

Early EIE consultation with various agencies and the public began with the initiation of the public scoping process. A Notice of Scoping for the Proposed Action was published in the Council on Environmental Quality (CEQ) *Environmental Monitor* on November 17, 2015 (see Appendix A), and a Public Scoping meeting was held at the Union Station Balcony, Union Avenue, New Haven on December 15, 2015.

Verbal and written comments were provided at the scoping meeting and written comments were received from agencies and the public during the 45-day comment period that ended on December 31, 2015. All comments received during the scoping period are included in Appendix B.

During the preparation of the document, all agencies with regulatory authority over resources within the study area were contacted. Additionally, agencies that maintain data sources of information needed for the documentation were also contacted to obtain the background data. A notice of the availability of the EIE and announcement of the Public Hearing were published in the *Environmental Monitor* on May 3, 2016. Legal notices were also published in two local newspapers to announce the availability of the EIE and the Public Hearing date. These newspapers included the *New Haven Register* (May 3, May 10, and May 17, 2016 publications) and *La Voz*, a Spanish-language newspaper (May 5, May 12, and May 19, 2016 publications).

A Public Hearing was held at Gateway Community College (20 Church Street, New Haven, Connecticut) on June 6, 2016, and the public review and comment period ended on July 5, 2016. The EIE was available to the public during the review and comment period on the CTDOT website, at two locations in New Haven (City of New Haven clerk's office, New Haven Public Library); at the Connecticut State Library in Hartford; at the South Central Regional Council of Governments' office in North Haven; and at CTDOT Headquarters in Newington.

Oral testimony and written comments were provided at the Public Hearing and numerous written comments were submitted during the EIE public review period. The following public agencies and organizations provided written comments:

- City of New Haven Board of Alders
- Connecticut Department of Energy and Environmental Protection
- Elm City Cycling
- Connecticut Department of Public Health: Drinking Water Section
- Greater New Haven Chamber
- Office of Policy and Management
- City of New Haven
- Urban Design League

Appendix C provides the transcript of the Public Hearing and copies of the written agency and public comments received by CTDOT. This appendix also includes the responses to substantive comments.

Subsequent to the submittal of the original ROD to OPM in April 2017, the City of New Haven continued to express concern over various aspects of the project and the potential impacts of the project on the City's long term plans for Union Station and the Hill District. In response to these concerns, CTDOT committed to undertaking various actions or initiatives in the City. Some of these actions are directly related to the design and implementation of the Proposed Action; these include:

- Continuing collaboration on the architectural design of the proposed garage;
- Increasing bike parking for Union Station to 240 spaces;
- Pursuing improvements to activate Union Avenue in front of the existing and proposed parking garages;

- Working with the City to address gaps in the pedestrian and bicycle network east and west of Union Station; and
- Preparing conceptual plans illustrating opportunities for retail space in the existing garage, for future implementation by others.

Additional details of CTDOT's commitment to undertaking these actions/initiatives as part of the design and implementation of the Proposed Action are provided in the correspondence that are included as Appendix D of this ROD.

# APPENDIX A

*Notices and Advertisements  
for Record of Decision*

**Union Station Parking Garage**  
New Haven, Connecticut

*State Project No. 301-114*



*Prepared for:*  
**Connecticut Department of Transportation**

**October 2017**



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**1. Notice of Scoping – *Environmental Monitor***

As required under the Connecticut Environmental Policy Act (CEPA), a Notice of Scoping was published in the *Environmental Monitor* on November 17, 2015. The notice advertised the Public Scoping Meeting for December 15, 2015 and the close of the comment period on December 31, 2015.

A copy of the November 17, 2015 issue of the *Environmental Monitor* obtained from the Council of Environmental Quality website is provided on the following pages.

3/22/2016 CEQ: November 17, 2015

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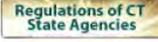
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## Environmental Monitor Archives



**November 17, 2015**

### Scoping Notices

1. The Hamlet on East Street South, Suffield
2. City of Waterbury Water Pollution Control Facility Comprehensive Facility Evaluation, Waterbury
3. **New Deadline for Comments!** Various Bridge Rehabilitations / Route 8 North Bound Temporary Bypass, Waterbury
4. **NEW!** New Parking Garage at Union Station, New Haven
5. **NEW!** Intersection Improvements on Route 74 and Route 195, Tolland

**Post-Scoping Notices: Environmental Impact Evaluation (EIE) Not Required**

1. Tarrifville Fire Department Water Storage Tank Replacement, Simsbury
2. Asnuntuck Community College New Manufacturing Center, Enfield

### Environmental Impact Evaluations

1. **Comments Deadline to be Extended!** Old Lyme Coastal Wastewater Management Plan, Old Lyme
2. Norwich Department of Public Utilities Combined Sewer Overflow Long Term Control Plan, Norwich

### State Land Transfers

1. **NEW!** 8 Summit St. Stonington

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**The next edition of the Environmental Monitor will be published on December 8, 2015.**

[Subscribe to e-alerts](#) to receive an e-mail when the Environmental Monitor is published.

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*Notices in the Environmental Monitor are written by the sponsoring agencies and are published unedited. Questions about the content of any notice should be directed to the sponsoring agency.*

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### Scoping Notices

"Scoping" is for projects in the earliest stages of planning. At the scoping stage, detailed information on a project's design, alternatives, and environmental impacts does not yet exist. Sponsoring agencies are asking for comments from other agencies and from the public as to the scope of alternatives and environmental impacts that should be considered for further study. Send your comments to the contact person listed for the project by the date indicated.

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**The following Scoping Notices have been submitted for review and comment.**

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<http://www.ct.gov/ceq/cwp/view.asp?a=987&q=574458#Scoping> 1/10

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CEQ: November 17, 2015

### 1. Revised Notice of Scoping for The Hamlet on East Street South

**Municipality where proposed project might be located:** Suffield

**Address of Possible Project Location:** 898 East Street South, Suffield, Connecticut

**Project Description:** Dakota Partners Inc. is seeking state financial assistance for Phase II of a housing development project at 898 East Street South, Suffield, CT. The overall proposed activity consists of 75 townhouses and 96 apartments for a total of 171 units on approximately 29.72 acres of land. Phase II activity consists of 9 one bedroom and 27 two bedroom apartment units located within three 12 unit buildings and 60 surface parking spaces on approximately 3.85 acres of vacant land. The overall proposed activity will also include a community building and a footpath which will connect the campus to the adjacent Stony Brook River to the north.

**Project Maps:**

Click here to view a [Location Map](#) of the project area.

Click here to view a [Phasing Plan](#) of the project area.

**Written comments from the public are welcomed and will be accepted until the close of business on Friday, November 20, 2015. Any person can ask the sponsoring agency to hold a Public Scoping Meeting by sending such a request to the address below. If a meeting is requested by 25 or more individuals, or by an association that represents 25 or more members, the sponsoring agency shall schedule a Public Scoping Meeting. Such requests must be made by Friday, October 30, 2015.**

**Written comments and/or requests for a Public Scoping Meeting should be sent to:**

**Name:** Helen Muniz  
**Agency:** Department of Housing  
**Address:** 505 Hudson Street, Hartford, CT 06106  
**Fax:** 860 270-8032  
**E-Mail:** helen.muniz@ct.gov

**If you have questions about the public meeting, or other questions about the scoping for this project, contact:**

**Name:** Helen Muniz  
**Agency:** Department of Housing  
**Address:** 505 Hudson Street, Hartford, CT 06106  
**Fax:** 860 270-8032  
**E-Mail:** helen.muniz@ct.gov

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### 2. Notice of Scoping for City of Waterbury Water Pollution Control Comprehensive Facility Evaluation

**Municipality where proposed project would be located:** Waterbury

**Project Location:** 210 Municipal Road, Waterbury, CT 06708

**Project Description:** The City of Waterbury Water Pollution Control Department is undertaking a comprehensive analysis of current operations at the Waterbury Water Pollution Control Facility (WPCF) to determine an overall roadmap for a long term plan for improvements. Issues to be addressed include operational upgrades required to meet new NPDES permit limits on phosphorous and metals, long term wet weather capacity, new Title V permits that would require capital improvements to the sludge incinerator, limitations on landfilling ash at the current location, and a desire to have a more sustainable operation with improved energy efficiency and potentially on-site energy generation. The plan will also address public concerns associated with the operation of a merchant incinerator in the most economically, socially and environmentally sound manner.

**Project Maps:** [Click here to view a project location map.](#)  
[Click here to view a project site plan.](#)

**A Draft Comprehensive Engineering Report for Phosphorus Removal is available.**  
[It can be reviewed by clicking here.](#)

**Additional information about the project can be viewed in person at:**

Department of Energy and Environmental Protection  
Bureau of Water Protection & Land Reuse (2nd floor)  
79 Elm Street  
Hartford, CT 06106

**The comment period has been extended.**  
**Written comments from the public are welcomed and will be accepted until the close of business on: December 22, 2015**

**Written comments should be sent to:**

<http://www.ct.gov/ceq/cwp/view.asp?a=987&Q=574458#Scoping>

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3/22/2016

CEQ: November 17, 2015

**Name:** Ann Straut  
**Agency:** Department of Energy & Environmental Protection  
Bureau of Water Protection & Land Reuse  
**Address:** 79 Elm Street  
Hartford, CT 06106-5127  
**Phone:** 860-424-3137  
**Fax:** 860-424-4067  
**E-Mail:** [ann.straut@ct.gov](mailto:ann.straut@ct.gov)

**If you have questions about scoping for this project, contact Ms. Straut, as directed above.**

The Connecticut Department of Energy and Environmental Protection is an Affirmative Action/Equal Opportunity Employer that is committed to complying with the requirements of the Americans with Disabilities Act. Any person with a disability who may need a communication aid or service may contact the agency's ADA Coordinator at 860-424-3194 or at [deep.hrmed@ct.gov](mailto:deep.hrmed@ct.gov). Any person with limited proficiency in English, who may need information in another language, may contact the agency's Title VI Coordinator at 860-424-3035 or at [deep.aoffice@ct.gov](mailto:deep.aoffice@ct.gov). ADA or Title VI discrimination complaints may be filed with DEEP's EEO Manager at (860) 424-3035 or at [deep.aoffice@ct.gov](mailto:deep.aoffice@ct.gov).

### **3. Notice of Scoping for Various Bridge Rehabilitation at Route 8/ I-84 "Mixmaster" Interchange including Construction of Route 8 NB Temporary Bypass**

**Municipality where proposed project might be located:** Waterbury

**Address of Possible Project Location:** Route 8 / Route I-84 Interchange

**Project Description:** The Connecticut Department of Transportation proposes to rehabilitate Bridge Nos. 03190A, 03190B, 03190C, 03190D, 03190E, 03190F, 03191A, 03191B, 03191D, and 03191E which are part of the Route 8/ I-84 "Mixmaster" Interchange in the City of Waterbury.

The proposed project consists of deck repair, steel repair, substructure repair, joint repair, parapet modifications and general repair to bridge drainage, and signage. Bridge No. 03190A, carrying Route 8 Northbound, will have the entire concrete deck replaced. Because of this, a temporary bypass will be utilized to relocate Route 8 Northbound while the concrete deck is being replaced. The proposed alignment for this Temporary Bypass, two lane urban expressway, is approximately 3/4 mile long with three (3) temporary bridges. The alignment from south to north will begin the Temporary Bypass on existing Route 8 Northbound just north of the Bank Street Overpass. The Temporary Bypass will end on existing Route 8 Northbound approximately 350 feet north of the Freight Street overpass. The Route 8 Northbound Exit 30 On Ramp, and the Route 8 Northbound Exit 32 Off Ramp will be closed during the deck replacement of Bridge No. 03191A, eliminating access from Route 8 Northbound to I-84. See map for proposed temporary bypass below.

In order to avoid conflicts with the Temporary Bypass and to maintain local traffic flow, Southbound Riverside Street will temporarily be converted to a bidirectional roadway with one lane in each direction between Sunnyside Avenue and Freight Street. This will temporarily relocate Northbound Riverside Street onto the eastern lane of Southbound Riverside Street. Northbound Riverside Street between Sunnyside Avenue and Freight Street will be utilized for the Temporary Bypass.

In order to mitigate for the loss of access from Route 8 Northbound to I-84 due to the exit closures listed above, a new single lane northbound and southbound will be constructed at and within the Exit 35 Right of Way. This will allow a Median U-turn to be constructed within the infield connecting the existing left lanes of the northbound and southbound roadways (Watertown Connector/Route 73). This will allow traffic that utilizes the Temporary Bypass to complete the connections to Interstate 84.

**Project Maps:** Click [here](#) to view a map of the project area.  
Click [here](#) to view a map of the proposed temporary bypass.  
Click [here](#) to view maps of the proposed U-Turn.

**Written comments from the public are welcomed and will be accepted until the close of business on: **December 9, 2015** (if the scheduled meeting is postponed to **December 10, 2015**, comments will be accepted until the close of business on **December 31, 2015**).**

**There will be a Public Scoping Meeting for this project at:**

**DATE: **Wednesday, November 18, 2015****

**TIME:** Doors open at 6:30 PM, the presentation will begin at 7:00 PM

**PLACE:** Crosby Hill School Auditorium, 300 Pierpont Road, Waterbury, CT

**NOTES:** In case of inclement weather, the meeting will be rescheduled to December 10, 2015

**Additional information about the project can be viewed in person at or online at:**

The Connecticut Department of Transportation, 2800 Berlin Turnpike, Room 3303, Newington, CT 06131

**and**

<http://www.ct.gov/ceq/cwp/view.asp?a=987&Q=574458#Scoping>

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CEQ: November 17, 2015

City of Waterbury Clerk's Office, 235 Grand Street, Waterbury, CT 06702

**Written comments should be sent to:**

**Name:** Mr. Mark W. Alexander, Transportation Assistant Planning Director  
**Agency:** Connecticut Department of Transportation  
Bureau of Policy and Planning

**Address:** 2800 Berlin Turnpike  
Newington, CT 06131

**Fax:** 860-594-3028

**E-Mail:** [dot.environmentalplanning@ct.gov](mailto:dot.environmentalplanning@ct.gov)

**If you have questions about the public meeting, or other questions about the scoping for this project, contact:**

**Name:** Mr. Robert P. Brown, P.E., Project Manager  
**Agency:** Connecticut Department of Transportation  
Bureau of Engineering and Construction

**Address:** 2800 Berlin Turnpike  
Newington, CT 06131

**Phone:** 860-594-3207

**E-Mail:** [Robert.Brown@ct.gov](mailto:Robert.Brown@ct.gov)

**Other information:** The location is ADA accessible. If language assistance is needed, please contact the Department of Transportation's Office of Communications at (860) 594-3062 before November 11, 2015.

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#### 4. Notice of Scoping for New Parking Garage at Union Station

**Municipality where proposed project might be located:** New Haven

**Address of Possible Project Location:** Union Avenue, New Haven, CT 06519

**Project Description:** The Connecticut Department of Transportation (Department) is proposing to construct a new multi-level parking facility for Union Station in the City of New Haven. The project area is State of Connecticut property located north of the station and is currently being used as a commuter parking lot. The proposed parking facility will accommodate approximately 1000 parking spaces, thereby expanding commuter parking at the station to address existing and future parking needs. The facility will be designed with consideration to the historic significance, scale, and aesthetic quality of the station building, and will be limited to seven parking levels. The project also proposes new pedestrian accommodations through the existing garage to enhance access to the station from the proposed parking facility. Direct access to the rail platforms from the proposed facility via a future pedestrian bridge is also being considered in the planning and design stages of this project.

**Project Map:** Click [here](#) to view a map of the project area.

**Written comments from the public are welcomed and will be accepted until the close of business on: Thursday December 31, 2015.**

**There will be a Public Scoping Meeting for this project at:**

**DATE:** Tuesday, **December 15, 2015** (Inclement weather date of December 16, 2015)

**TIME:** 6:30 - 8:00 p.m. for drop-in informational session. Brief presentation at 7:00 p.m.

**PLACE:** Union Station Balcony, Union Avenue, New Haven, CT 06519

**NOTES:** The meeting location is accessible to persons with disabilities. Deaf and hearing impaired persons wishing to attend this meeting and requiring an interpreter may make arrangements by contacting the Department's Office of Communications at 860-594-3062 (voice only) at least five days prior to the meeting.

**Written comments should be sent to:**

**Name:** Mr. Mark W. Alexander - Transportation Assistant Planning Director

**Agency:** State of Connecticut Department of Transportation  
Bureau of Policy and Planning

**Address:** 2800 Berlin Turnpike, Newington, CT 06131

**Fax:** 860-594-3028

**E-Mail:** [dot.environmentalplanning@ct.gov](mailto:dot.environmentalplanning@ct.gov)

**If you have questions about the public meeting, or other questions about the scoping for this**

<http://www.ct.gov/ceq/cwp/view.asp?a=987&Q=574458#Scoping>

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CEQ: November 17, 2015

**project, contact:**

**Name:** Mr. Keith A. Hall - Transportation Supervising Engineer  
**Agency:** State of Connecticut Department of Transportation  
Bureau of Engineering and Construction  
**Address:** 2800 Berlin Turnpike, Newington, CT 06131  
**Phone:** 860-594-3301  
**Fax:** 860-594-3375  
**E-Mail:** [Keith.A.Hall@ct.gov](mailto:Keith.A.Hall@ct.gov)

**The agency expects to release an Environmental Impact Evaluation for this project, for public review and comment in Spring 2016**

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**5. Notice of Scoping for Intersection Improvements on Route 74 and Route 195 near the Tolland Green**

**Municipality where proposed project might be located:** Tolland

**Address of Possible Project Location:** Route 74 between the intersections with Old Stafford Road and Route 195 (Merrow Road) near the historic Tolland Green.

**Project Description:** The purpose of this project is to address capacity concerns and vehicular and pedestrian safety concerns at the intersections listed above while creating gateway features on Route 74 and Route 195 to calm traffic prior to entering the Town Green area.

Route 195 will be widened approximately 300 feet south of Old Post Road to accommodate a splitter island to slow vehicles entering and leaving the Town Green area. It is also suggested that the existing gateway signage to the Historic Town Green be moved closer to the Southerly Gateway to improve the sign's effectiveness.

Extending north from the Southerly Gateway, the widening of Route 195 will accommodate an exclusive left-turn lane at Old Post Road. The receiving northbound lane will require realignment, which will have minor impacts to the southwest corner of the Town Green. The southerly leg of the intersection will be widened to allow for: two travel lanes, a left-turn lane, and two 4-foot shoulders. On the northern leg of the intersection, the existing southbound shoulder will be narrowed to shorten the distance of the crosswalk. Minor realignments to both legs of Old Post Road will be required due to the modification on Route 195 and new proposed signal.

The existing configuration of the intersections of Route 74 at Route 195 and at Old Stafford Road will be realigned. The easterly leg of Route 74 will be realigned to the south to form a new stop controlled "T" type intersection with Route 195. The approach to Route 74 from Old Stafford Road will be realigned to the west to form a "T" type intersection. Both intersections will be side-street, stop-sign controlled. The mid-block crosswalk, currently south of the existing Route 74/195 intersection, will be relocated north to the intersection. A raised island will also be installed south of the new Route 74/195 intersection to provide additional traffic calming.

Roadway widening and realignment will be utilized westward from the intersection of Route 74 and Old Stafford Road to provide traffic calming. In order to avoid impacting historic homes in the area, the new horizontal curvature and widening will be such as to realign the roadway away from the historic properties. Drainage modifications will be required as a result of the widening and realignment. Full-depth reconstruction of the pavement structure is proposed for the entire project.

**Project Map:** Click [here](#) to view a map of the project area.

Click [here](#) to view proposed project conceptual plans.

**Written comments from the public are welcomed and will be accepted until the close of business on: Friday December 24, 2015 (If the scheduled meeting is postponed to December 15, 2015, comments will be accepted until the close of business on December 31, 2015).**

**There will be a Public Scoping Meeting for this project at:**

**DATE:** Thursday, December 10, 2015 (inclement weather date Tuesday December 15, 2015)

**TIME:** 7:00 P.M.

**PLACE:** Hicks Memorial Municipal Center, Conference Room A  
21 Tolland Green, Tolland, CT

**NOTES:** Plans will be available at the Hicks Memorial Municipal Center two weeks prior to the meeting.

**Written comments should be sent to:**

**Name:** Mr. Mark W. Alexander, Transportation Assistant Planning Director  
**Agency:** Connecticut Department of Transportation

<http://www.ct.gov/ceq/cwp/view.asp?a=987&Q=574458#Scoping>

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CEQ: November 17, 2015

Bureau of Policy & Planning  
Address: 2800 Berlin Turnpike  
Newington, CT 06131  
Fax: 860-594-3028  
E-Mail: [dot.environmentalplanning@ct.gov](mailto:dot.environmentalplanning@ct.gov)

**If you have questions about the public meeting, or other questions about the scoping for this project, contact:**

Name: Mr. Joseph D. Arsenault  
Agency: Connecticut Department of Transportation  
Bureau of Engineering and Construction  
Address: P.O. Box 317546  
Newington, CT 06131  
Phone: 860-594-3471  
E-Mail: [Joseph.D.Arsenault@ct.gov](mailto:Joseph.D.Arsenault@ct.gov)

**Other information:** The meeting facility is ADA accessible. If language assistance is needed, please contact the Department of Transportation's Office of Communications (voice only) at 860-594-3062 at least 5 business days prior to the meeting.

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### Post-Scoping Notices: Environmental Impact Evaluation Not Required

This category is required by the October 2010 revision of the [Generic Environmental Classification Document](#) for State Agencies. A notice is published here if the sponsoring agency, after publication of a scoping notice and consideration of comments received, has determined that an Environmental Impact Evaluation (EIE) does not need to be prepared for the proposed project.

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**The following Post-Scoping Notices have been submitted for publication in this edition.**

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#### 1. Post-Scoping Notice for Tariffville Fire District Water Storage Tank Replacement

**Municipality where project will be located:** Simsbury  
**CEPA Determination:** On September 8, 2015 the Department of Public Health (DPH) published a [Notice of Scoping](#) to solicit public comments for this project in the *Environmental Monitor*. Based on the DPH's environmental assessment of this project which includes [comments](#) provided by the DEEP dated October 9, 2015, it has been determined that the project does not require the preparation of an Environmental Impact Evaluation (EIE) under CEPA. The DPH will coordinate with the Tariffville Fire District to ensure that the recommendations by the DEEP are implemented.

The agency's conclusion is documented in a [Memorandum of Findings and Determination](#) and an [Environmental Assessment Summary](#).

**If you have questions about the project, you can contact the agency at:**

Name: Mr. Eric McPhee  
Agency: Department of Public Health – Drinking Water Section  
Address: 450 Capitol Avenue, MS #51WAT  
P O Box 340308  
Hartford, CT 06134-0308  
Phone: 860-509-7333  
Fax: 860-509-7359  
E-Mail: [dph.sourceprotection@ct.gov](mailto:dph.sourceprotection@ct.gov)

**What happens next:** The DPH expects the project to go forward. This is expected to be the final notice of the project to be published in the *Environmental Monitor*.

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#### 2. Post-Scoping Notice for Asnuntuck Community College New Manufacturing Center (BI-CTC-488)

**Municipality where project will be located:** Enfield

**CEPA Determination:** On May 19, 2015 the Department of Administrative Services published a [Notice of Scoping](#) to solicit public comments for this project in the *Environmental Monitor*. The DAS and Board of Regents have taken those comments into consideration and has concluded that the project does not require the preparation of Environmental Impact Evaluation under CEPA.

The agency's conclusion is documented in a [Record of Environmental Consideration](#).

<http://www.ct.gov/ceq/cwp/view.asp?a=987&Q=574458#Scoping>

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CEQ: November 17, 2015

**If you have questions about the project, you can contact the agency at:**

**Name:** Jeff Bolton, Supervising Environmental Analyst  
**Agency:** Department of Administrative Services  
**Address:** 165 Capitol Avenue, Room 483, Hartford, CT 06106  
**Phone:** 860-713-5706  
**Fax:** 860-713-7251  
**E-Mail:** [Jeffrey.bolton@ct.gov](mailto:Jeffrey.bolton@ct.gov)

**What happens next:** The agencies expect the project to go forward. This is expected to be the final notice of the project to be published in the *Environmental Monitor*.

**EIE Notices**

After Scoping, an agency that wishes to undertake an action that could significantly affect the environment must produce, for public review and comment, a detailed written evaluation of the expected environmental impacts. This is called an [Environmental Impact Evaluation \(EIE\)](#).

**The following EIE Notice has been submitted for review and comment.**

**1. Environmental Impact Evaluation for Old Lyme Coastal Wastewater Management Plan**

**Municipality where proposed project would be located:** Old Lyme

**Addresses of Possible Project Locations:** Shoreline communities located south of and along Route 156 between Miami Beach Association and Old Lyme Shores Beach Association, and the Route 156 corridor to East Lyme

**Project Description:** The Beach Associations of Old Lyme Shores, Old Colony Beach and Miami Beach have conducted independent engineering studies showing that the prevalent conditions in the project area such as the age and location of existing onsite wastewater treatment systems, high density of development, lack of adequate space and overall challenging subsurface conditions, such as shallow groundwater, have rendered the onsite wastewater treatment systems economically and technically unfeasible for long term wastewater renovation.

A centralized gravity sewer system to be constructed by the three Beach Associations has been identified the most cost effective and technically feasible solution. Wastewater from the associations would be collected via gravity pipes and conveyed through one shared pump station and force main. It is currently envisioned that the centralized pump station would be located within Miami Beach Association. Wastewater from Old Colony Beach Association would be transported to the Miami Beach Association through an easement located within Sound View. The pipe traversing across Sound View would enable this community to tie-in, should Old Lyme join the Associations in the future. Wastewater would be conveyed along Route 156 to East Lyme and then through the existing collection systems of East Lyme and Waterford for final treatment at the New London Water Pollution Control Facility.

**Project Maps:** [Click here to view the areas to be sewerred.](#)  
[Click here to view the proposed sewer system.](#)  
[Click here to view the proposed conveyance system.](#)

**The EIE and additional information about the project can be viewed in person at:**

Department of Energy and Environmental Protection  
Bureau of Water Protection & Land Reuse (2nd floor)  
79 Elm Street  
Hartford, CT 06106

**The public can view a copy of this EIE at:**

Old Lyme Town Clerk  
Old Lyme Memorial Town Hall  
52 Lyme Street  
Old Lyme, CT 06360

**The EIE can also be found online at the DEEP website by clicking here.**

**The request for public hearing from the Sound View Beach Association in Old Lyme has been withdrawn. Accordingly, a public hearing will not be held. The deadline for comments has been extended until the close of business on **December 16, 2015**.**

**Written comments about this EIE should be sent to:**

**Name:** Carlos Esguerra  
**Agency:** Department of Energy & Environmental Protection  
Bureau of Water Protection & Land Reuse  
**Address:** 79 Elm Street  
Hartford, CT 06106-5127  
**Phone:** 860-424-3756  
**Fax:** 860-424-4067

<http://www.ct.gov/ceq/cwp/view.asp?a=987&Q=574458#Scoping>

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E-Mail: [carlos.esguerra@ct.gov](mailto:carlos.esguerra@ct.gov)

The Connecticut Department of Energy and Environmental Protection is an Affirmative Action/Equal Opportunity Employer that is committed to complying with the requirements of the Americans with Disabilities Act. Any person with a disability who may need a communication aid or service may contact the agency's ADA Coordinator at 860-424-3194 or at [deep.hrmed@ct.gov](mailto:deep.hrmed@ct.gov). Any person with limited proficiency in English, who may need information in another language, may contact the agency's Title VI Coordinator at 860-424-3035 or at [deep.aao@ct.gov](mailto:deep.aao@ct.gov). ADA or Title VI discrimination complaints may be filed with DEEP's EEO Manager at (860) 424-3035 or at [deep.aao@ct.gov](mailto:deep.aao@ct.gov).

## 2. Environmental Impact Evaluation for Norwich Combined Sewer Overflow Control Plan

**Municipality where proposed project would be located:** Norwich

**Project Location:** The Greenville, Eastside, Thamesville, Laurel Hill and Downtown areas of Norwich

**Project Description:** Norwich is a combined sewer overflow (CSO) community, where both sanitary sewage and stormwater are carried in a single pipe. During rainfall events of sufficient intensity and duration, the capacity of the collection system is overwhelmed and excess flows discharge to nearby rivers via built-in overflows in the collection system. The overflows were designed to prevent the combined sewer flows from backing up into basements and surcharging onto the streets.

The collection system will undergo a separation which will involve the construction of a new sewer parallel to the existing combined sewer, thereby segregating the sources. After completion of a separation, one dedicated stormwater sewer will transport runoff directly to the local receiving waters, while the other sewer will be dedicated to carrying wastewater to the wastewater treatment plant for treatment prior to discharge into the river.

The CSO Long Term Control Plan recommends complete separation of all remaining combined sewer areas in Norwich, with the separation projects to be implemented in a phased approach, over a 20 year period.

The highest priority areas would be done first, with the option to reevaluate the final phase of separation as the project progresses, based on environmental improvements, changes in regulations and new technological solutions that may emerge. Such adjustments to this plan that could occur during the implementation period and that are within the scope of the current project may not require an additional EIE.

The proposed sewer separation project will be conducted according to a "Five-Phase Implementation Plan." The separation plan is structured to give the highest environmental benefits at the beginning of the program. At the end of the first phase, in year 4 of the "Five-Phase Implementation Plan," the Greenville area separation will be completed, which is projected to eliminate half of the CSO discharge volume. At the end of the third phase, in year 8, over 98% of the CSO discharge volume will be eliminated. In year 15 of the program, after the first four separation phases are completed, over 99% of the CSO discharge volume (on an annual basis for the typical year) will be removed.

As the separation projects proceed, opportunities to provide an enhanced environmental outcome with the strategic placement of green infrastructure will be considered. It should be noted, however, that the great majority of project areas where separation work will be done are underlain by bedrock ledge and other geologic formations that generally are not conducive to the application of green infrastructure technologies.

**Project Maps:** [Click here to view a table outlining the Five-Phase Implementation Plan](#)  
[Click here to view a figure depicting the Five-Phase Implementation Plan](#)

**The EIE and additional information about the project can be viewed in person at:**

Department of Energy and Environmental Protection  
Bureau of Water Protection & Land Reuse (2nd floor)  
79 Elm Street  
Hartford, CT 06106

**The public can view a copy of this EIE at:**

Norwich City Clerk  
100 Broadway  
Norwich, CT 06360

**The EIE can also be found online at the DEEP website by clicking [here](#).**

**Written comments on this EIE are welcomed and will be accepted until the close of business on: **December 4, 2015****

**Any person can ask the sponsoring agency to hold a Public Hearing on this EIE by sending such a request to the address below. If a meeting is requested by 25 or more individuals, or by an association that represents 25 or more members, the sponsoring agency shall schedule a Public Hearing. Such requests must be made by **October 30, 2015**.**

**Written comments about this EIE and/or requests for a Public Hearing should be sent to:**

**Name:** Stela Marusin  
**Agency:** Department of Energy & Environmental Protection  
Bureau of Water Protection & Land Reuse  
**Address:** 79 Elm Street  
Hartford, CT 06106-5127  
**Phone:** 860-424-3742  
**Fax:** 860-424-4067  
**E-Mail:** [stela.marusin@ct.gov](mailto:stela.marusin@ct.gov)

<http://www.ct.gov/ceq/cwp/view.asp?e=987&Q=574458#Scoping>

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CEQ: November 17, 2015

**If you have questions about a public hearing or questions about this project, contact Ms. Marusin, as directed above.**

The Connecticut Department of Energy and Environmental Protection is an Affirmative Action/Equal Opportunity Employer that is committed to complying with the requirements of the Americans with Disabilities Act. Any person with a disability who may need a communication aid or service may contact the agency's ADA Coordinator at 860-424-3194 or at [deep.hrmed@ct.gov](mailto:deep.hrmed@ct.gov). Any person with limited proficiency in English, who may need information in another language, may contact the agency's Title VI Coordinator at 860-424-3035 or at [deep.aao@ct.gov](mailto:deep.aao@ct.gov). ADA or Title VI discrimination complaints may be filed with DEEP's EEO Manager at (860) 424-3035 or at [deep.aao@ct.gov](mailto:deep.aao@ct.gov).

### State Land Transfer Notices

Connecticut General Statutes [Section 4b-47](#) requires public notice of most proposed sales and transfers of state-owned lands. The public has an opportunity to comment on any such proposed transfer. Each notice includes an address where comments should be sent. [Read more about the process.](#)

**The following State Land Transfer Notice has been submitted for publication in this edition.**

#### 1. Notice of Proposed Land Transfer, Stonington

**Complete Address of Property:** 8 Summit Street, Stonington

**Commonly used name of property or other identifying information:** N/A

**Number of acres to be transferred:** 4.4

[Click to view map of property location](#)

#### Description of Property

Below is some general information about the property. It should not be considered a complete description of the property and should not be relied upon for making decisions. If only a portion of a property is proposed for transfer, the description pertains only to the portion being transferred.

**Brief Description of Historical and Current Uses:** Vacant building and parcel. No known past use.  
**The property to be transferred contains the following:**

**Structures:**  Buildings in use  Buildings not in use  No Structures

**Other Features:**  Wooded land  Nonagricultural fields  Active agriculture  
 Paved areas  Ponds, streams, other water, wetlands

**Water Supply:**  Public water supply  On-site well  Unknown

**Waste Disposal:**  Served by sewers  On-site septic system  Unknown

[Click to view aerial view of property](#)

**The property is in the following municipal zone(s):**

Residential  Industrial  Commercial  Institutional  
 Other:

Not zoned  Not known

**Special features of the property, if known:** Unknown

**Value of property, if known:**

If checked, value is not known.

**Type of Sale or Transfer:**

Sale or transfer of property in fee

Sale or transfer of partial interest in the property (such as an easement). Description of interest:

**Proposed recipient, if known:** Unknown

**Proposed use by property recipient, if known:** Unknown

**The agency is proposing to transfer the property with the following restrictions on future uses:**

If checked, the state is not currently proposing restrictions on future uses.

**Reason the State of Connecticut is proposing to transfer this property:** The subject property is no longer needed by the state.

**Comments from the public are welcome and will be accepted until the close of business on December 17, 2015.**

**Comments may include (but are not limited to) information you might have about significant natural resources or recreation resources on the property, as well as your recommendations for means to preserve such resources.**

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**Written comments\* should be sent to:**

Name: Patrick O'Brien  
Agency: Office of Policy and Management  
Address: 450 Capitol Avenue MS#52 ASP  
Hartford, CT 06106-1379  
E-Mail: [Patrick.O'Brien@ct.gov](mailto:Patrick.O'Brien@ct.gov)

**\*E-Mail submissions are preferred.**

**Please send a copy of comments to:**

Shane Mallory, DAS  
165 Capitol Ave, G-1  
Hartford, CT 06106  
[shane.mallory@ct.gov](mailto:shane.mallory@ct.gov)

**(Comments from state agencies must be on agency letterhead and signed by agency head. Scanned copies are preferred.)**

**What Happens Next?**

To find out if this proposed transfer is the subject of further notices, check future editions of the Environmental Monitor. [Sign up for e-alerts](#) to receive a reminder e-mail on Environmental Monitor publication dates.

The Adobe Reader is necessary to view and print Adobe Acrobat documents, including some of the maps and illustrations that are linked to this publication. If you have an outdated version of Adobe Reader, it might cause pictures to display incompletely. To download up-to-date versions of the free software, click on the Get Acrobat button, below. This link will also provide information and instructions for downloading and installing the reader.



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<http://www.ct.gov/ceq/cwp/view.asp?e=987&Q=574458#Scoping>

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**2. Notice of Environmental Impact Evaluation – *Environmental Monitor***

As required under the Connecticut Environmental Policy Act (CEPA), a Notice of Environmental Impact Evaluation was published in the *Environmental Monitor* on May 3, 2016. The notice advertised the Public Hearing for June 6, 2016 and the close of the comment period on June 20, 2016.

On June 21, 2016, an additional notice was advertised in the *Environmental Monitor* to extend the close of the comment period to July 5, 2016.

Copies of the May 3, 2016 and June 21, 2016 issues of the *Environmental Monitor* obtained from the Council of Environmental Quality website are provided on the following pages.

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Susan D. Merrow  
Chair

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## Environmental Monitor Archives



The official site for project information under the Connecticut Environmental Policy Act and for notices of proposed transfers of state land

**May 3, 2016**

### Scoping Notices

1. Environmental Assessment for Off-Airport Tree Obstruction Removal, Windham Airport
2. State Office Building Renovations, Hartford
3. Intersection Improvements Route 34 and Route 490 at I-84 Interchange 11 Ramps, Newtown

### Post-Scoping Notices: Environmental Impact Evaluation (EIE) Not Required

1. Various Bridge Rehabilitations at I-84 & Route 8 Northbound with Temporary Bypass, Waterbury
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3. **NEW!** UConn Student Recreation Center, Mansfield

### Environmental Impact Evaluations

1. Wildlife Hazard Deterrent Fence, Hartford-Brainard Airport, Hartford and Wethersfield
2. **NEW!** New Parking Garage at Union Station, New Haven

### State Land Transfers

No State Land Transfer Notice Has Been Submitted for Publication in This Edition.

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**The next edition of the Environmental Monitor will be published on May 17, 2016.**

[Subscribe to e-alerts](#) to receive an e-mail when the Environmental Monitor is published.

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*Notices in the Environmental Monitor are written by the sponsoring agencies and are published unedited. Questions about the content of any notice should be directed to the sponsoring agency.*

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### Scoping Notices

"Scoping" is for projects in the earliest stages of planning. At the scoping stage, detailed information on a project's design, alternatives, and environmental impacts does not yet exist. Sponsoring agencies are asking for comments from other agencies and from the public as to the scope of alternatives and environmental impacts that should be considered for further study. Send your comments to the contact person listed for the project by the date indicated.

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**The following Scoping Notices have been submitted for review and comment.**

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- 1. Notice of Environmental Assessment for the Connecticut Airport**

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CEQ: May 3, 2016

**Authority (CAA) –  
Off-Airport Tree Obstruction Removal at the Windham Airport**

**Municipality where project is proposed:** Town of Windham.

**Address of Possible Project Location:** Airport Road, Windham, CT (off of US Route 6).

**Project Description:** Preparation of National Environmental Policy Act (NEPA) and Connecticut Environmental Policy Act (CEPA) environmental document as required to evaluate the potential impacts associated with tree obstruction removal in areas surrounding Windham Airport. The evaluation addresses tree obstruction removals associated with Federally-defined airspace surfaces surrounding the airport necessary for the continued safe operation of aircraft. Objects that penetrate these surfaces are classified as obstructions by the Federal Aviation Administration (FAA).

The project sponsoring agencies, the Connecticut Aviation Authority (CAA), and FAA have identified that trees penetrate the airspace at Windham Airport, including locations beyond the airport property boundaries. Per FAA practice, review of off-airport obstruction removal should be evaluated and documented via a NEPA Environmental Assessment (EA) and state CEPA Environmental Impact Evaluation (EIE). This project includes the identification of each affected property owner and associated parcels (both public and private) with anticipated obstruction removals.

**Project Diagram:** Project maps can be found at the following location:

<http://windhamairport.caa-analysis.com/project-documents/>

**The EA/EIE can be viewed in person at:**

Mansfield Public Library  
55 Warrenville Road  
Mansfield Center, CT 06250

**The EA/EIE can also be found on the study website:**

<http://windhamairport.caa-analysis.com/project-documents/>

**Written comments on this EA/EIE will be accepted until the close of business on: **Monday, May 31, 2016.****

**Written comments should be sent to:**

**Name:** Mr. Robert J. Bruno, Director of Planning, Engineering, & Environmental  
**Agency:** Connecticut Airport Authority  
**Address:** 334 Ella Grasso Turnpike, Suite 160  
Windsor Locks, CT 06096  
**Phone:** (860) 254-5516  
**E-Mail:** environmental@ctairports.org

The CAA is holding an Informal **Public Information Meeting on Tuesday, March 29<sup>th</sup> 2016** from 7 to 9 PM, at the Mansfield Public Library in the Buchanan Auditorium (55 Warrenville Road, Mansfield Center, CT 06250). A formal public hearing has not been scheduled.

**2. Notice of Scoping for State Office Building Renovations**

**Municipality where proposed project might be located:** Hartford

**Addresses of Possible Project Location:** 165 Capitol Avenue, Hartford and 309 Buckingham Street, Hartford

**Project Description:** The following main elements of the Proposed Action are: A complete interior renovation of the existing 321,000 gross square foot State Office Building, which was built in 1931, restoration and renovation of the building exterior, renovation of the central exterior courtyard, and reconfiguration of the existing building entrances. Site work includes the creation of a civic landscaped plaza located to the immediate east of the existing building, redevelopment of all existing perimeter streetscape and redevelopment of the existing surface parking lot on the eastern section of the site. The overall project also includes the demolition of the existing 450 car parking structure and the 309 Buckingham Trade Shop located at the corner of Washington and Buckingham Streets, the development of a new 1,000 space parking structure, and related site improvements. The new multi-level 1,000 space parking structure is proposed to have six levels above grade and three below on the Washington Street side. An option is to provide retail space along Washington Street as part of the overall parking structure. The remaining green space at the corner of Washington and Buckingham Streets would be a landscaped park-like area.

This Proposed Action is related to the long range planning strategy aimed at reducing the quantity of leased office facilities for State employees by maximizing the utilization of State owned properties. The process of this consolidation calls for the current occupants of the State Office Building to be relocated to other State owned facilities in Hartford so the existing space can be renovated, reprogrammed, and re-occupied by

<http://www.ct.gov/ceq/cwp/view.asp?a=987&q=580298>

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agencies currently in leased spaces. The Proposed Action of acquiring property for this overall long range planning was previously covered under a separate Early Public Scoping Notice (see CEQ, October 2, 2012, State Buildings Space Needs, Hartford, Environmental Monitor).

**Project Maps:** [Click here to general location](#) (1.1 MB). [Click here to view a map of the project area](#) (6.1 MB). [Click here to view the design concept](#) (439 KB).

**Written comments from the public are welcomed and will be accepted until the close of business on: **May 5, 2016****

**Any person can ask the sponsoring agency to hold a Public Scoping Meeting by sending such a request to the address below. If a meeting is requested by 25 or more individuals, or by an association that represents 25 or more members, the sponsoring agency shall schedule a Public Scoping Meeting. Such requests must be made by **April 15, 2016**.**

**An Initial Environmental Review has been completed and is available to review by clicking [here](#).**

**Written comments and/or requests for a Public Scoping Meeting should be sent to:**

**Name:** Jeff Bolton, Supervising Environmental Analyst  
**Agency:** Department of Administrative Services  
**Address:** 165 Capitol Avenue, Room 483, Hartford, CT 06106  
**Fax:** 860-713-7251  
**E-Mail:** [jeffrey.bolton@ct.gov](mailto:jeffrey.bolton@ct.gov)

**If you have questions about the public meeting, or other questions about the scoping for this project, contact:**

**Name:** Jeff Bolton, Supervising Environmental Analyst  
**Agency:** Department of Administrative Services  
**Address:** 165 Capitol Avenue, Room 483, Hartford, CT 06106  
**Phone:** 860-713-5706  
**Fax:** 860-713-7251  
**E-Mail:** [jeffrey.Bolton@ct.gov](mailto:jeffrey.Bolton@ct.gov)

**The agency expects to release an Environmental Impact Evaluation for this project, for public review and comment, in August, 2016.**

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### **3. Notice of Scoping for Intersection Improvements: Route 34 (Berkshire Rd.) at SR 490 (Wasserman Way), Route 34 (Berkshire Road) at Toddy Hill Road, and SR 490 (Wasserman Way) at I-84 Interchange 11 Ramps**

**Municipality where proposed project might be located:** Newtown

**Address of Possible Project Location:** Route 34 (Berkshire Rd.) at SR 490 (Wasserman Way), Route 34 (Berkshire Road) at Toddy Hill Road, and SR 490 (Wasserman Way) at I-84 Interchange 11 Ramps

**Project Description:** The purpose of this project is to address congestion and improve traffic operations at a key junction between the major commuter routes of I-84 Interchange 11 ramps, Route 34 (Berkshire Road), and Route 25 via SR 490 (Wasserman Way).

The length of the proposed project area is 2600' along Route 34, 3700' along the I-84 ramps, 1500' along Wasserman Way, and approximately 100' on Toddy Hill Road. A bridge replacement project on Toddy Hill Road is currently programmed for construction under the town's state-funded bridge replacement project and is not part of these improvements.

The proposed improvements will address extensive congestion, improve traffic operations and safety by providing auxiliary turning lanes, improved geometry at intersections, and by constructing a slip ramp from Route 34 West Bound (WB) to access the I-84 East Bound (EB) and WB ramps.

Improvements include widening the roadway on Route 34 and Wasserman Way, adding turning lanes at the intersections, improving the sightlines at the Route 34 and Toddy Hill Road intersection by lowering the roadway profile, upgrading existing drainage, and constructing a retaining wall under the I-84 overpass to accommodate the proposed widening. The off-ramp from I-84 at the Exit 11 interchange will be reconfigured to accommodate an additional turn lane and realigned to normalize the intersection with Wasserman Way. The I-84 EB ramp will be realigned slightly north to accommodate the proposed slip ramp from Route 34. Route 34 will be widened at the westerly project limit to accommodate a WB bypass width shoulder for the High School driveway. The existing commuter lot located on Wasserman Way will be partially reconstructed. Illumination will be upgraded on the I-84 ramps as part of this project.

New traffic signals will replace the existing signals on Route 34 at Wasserman Way and on Wasserman Way at the I-84 ramp termini. A major upgrade to the traffic signal on Route 34 at Toddy Hill Road is also proposed.

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Improvements to bicycle, pedestrian and commuter accommodations will be incorporated where possible. Four foot minimum shoulders will be included and 5 foot shoulders may be included where possible. Sidewalks are proposed along the south side of Route 34 from the Newtown High School to Toddy Hill Road, and along Wasserman Way from the Route 34 intersection south to Oakview Road. Sidewalk is also proposed on Wasserman Way to the commuter lot.

**Project Maps:** Click [here](#) to view location maps of the project area.

Click [here](#) to view the proposed project concept map.

**Written comments from the public are welcomed and will be accepted until the close of business on: **Friday May 20, 2016****

**Any person can ask the sponsoring agency to hold a Public Scoping Meeting by sending such a request to the address below. If a meeting is requested by 25 or more individuals, or by an association that represents 25 or more members, the sponsoring agency shall schedule a Public Scoping Meeting. Such requests must be made by **Friday April 29, 2016.****

**Written comments and/or requests for a Public Scoping Meeting should be sent to:**

**Name:** Mr. Mark W. Alexander, Transportation Assistant Planning Director

**Agency:** Connecticut Department of Transportation  
Bureau of Policy and Planning

**Address:** 2800 Berlin Turnpike, Newington, CT 06131

**E-Mail:** [dot.environmentalplanning@ct.gov](mailto:dot.environmentalplanning@ct.gov)

**If you have questions about the scoping for this project, contact:**

**Name:** Mr. Neil M. Patel, Transportation Supervising Engineer

**Agency:** Connecticut Department of Transportation  
Bureau of Engineering and Construction

**Address:** 2800 Berlin Turnpike, Newington, CT 06131

**Phone:** 860-594-3411

**E-Mail:** [Nilesh.Patel@ct.gov](mailto:Nilesh.Patel@ct.gov)

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### **Post-Scoping Notices: Environmental Impact Evaluation Not Required**

This category is required by the October 2010 revision of the [Generic Environmental Classification Document](#) for State Agencies. A notice is published here if the sponsoring agency, after publication of a scoping notice and consideration of comments received, has determined that an Environmental Impact Evaluation (EIE) does not need to be prepared for the proposed project.

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**The Following Post-Scoping Notices have been submitted for publication in this edition.**

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#### **1. Post-Scoping Notice for Various Bridge Rehabilitation at Route 8/I-84 "Mixmaster" Interchange including Construction of Route 8 NB Temporary Bypass**

**Municipality where project will be located:** Waterbury

**CEPA Determination:** On November 3, 2015 the Connecticut Department of Transportation published a [Notice of Scoping](#) to solicit public comments for this project in the *Environmental Monitor*. Comments were received from the [Department of Energy and Environmental Protection](#), the [Department of Public Health](#), and the [City of Waterbury](#). The Connecticut Department of Transportation has taken those comments into consideration and has concluded that the project does not require the preparation of Environmental Impact Evaluation under CEPA.

The agency's conclusion is documented in an [Environmental Assessment Checklist](#) and [Memo of Findings and Determination](#).

**If you have questions about the project, you can contact the agency at:**

**Name:** Mr. Mark W. Alexander, Transportation Assistant Planning Director

**Agency:** Connecticut Department of Transportation, Bureau of Policy and Planning

**Address:** 2800 Berlin Turnpike, Newington, CT 06131

**Phone:** 860- 594-2931

**E-Mail:** [dot.environmentalplanning@ct.gov](mailto:dot.environmentalplanning@ct.gov)

**What happens next:** The Connecticut Department of Transportation expects the project to go forward. This is expected to be the final notice of the project to be published in the *Environmental Monitor*.

<http://www.ct.gov/ceq/cwp/view.asp?a=987&Q=580298>

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CEQ: May 3, 2016

## 2. Post-Scoping Notice for Replacement of Bridge No. 03993 - West Street over Providence and Worcester Railroad

**Municipality where project will be located:** Middletown

**CEPA Determination:** On January 19, 2016 the Connecticut Department of Transportation published a [Notice of Scoping](#) to solicit public comments for this project in the *Environmental Monitor*. Comments were received from the [Department of Energy and Environmental Protection](#), the [Department of Public Health](#), and the [Office of Policy and Management](#). The Connecticut Department of Transportation has taken those comments into consideration and has concluded that the project does not require the preparation of an Environmental Impact Evaluation under CEPA.

The agency's conclusion is documented in an [Environmental Assessment Checklist](#) and a [Memo of Findings and Determination](#).

**If you have questions about the project, you can contact the agency at:**

**Name:** Mr. Mark W. Alexander, Transportation Assistant Planning Director  
**Agency:** Connecticut Department of Transportation  
Bureau of Policy and Planning  
**Address:** 2800 Berlin Turnpike, Newington, CT 06131  
**Phone:** 860-594-2931  
**E-Mail:** [dot.environmentalplanning@ct.gov](mailto:dot.environmentalplanning@ct.gov)

**What happens next:** The Connecticut Department of Transportation expects the project to go forward. This is expected to be the final notice of the project to be published in the *Environmental Monitor*.

## 3. Post-Scoping Notice for Construction of Student Recreation Center

**Municipality where project will be located:** Mansfield

**CEPA Determination:** On February 2, 2016 the University of Connecticut published a [Notice of Scoping](#) to solicit public comments for this project in the *Environmental Monitor*. Comments were received from the Department of Energy and Environmental Protection, the Town of Mansfield, the Department of Health, and a private citizen. The comments and responses are found in the [Environmental Assessment](#). Review document. The University has taken those comments into consideration and has concluded that the project does not require the preparation of Environmental Impact Evaluation under CEPA.

The agency's conclusion is documented in an Environmental Assessment Review and the [Memo](#) of Findings and Determination.

**If you have questions about the project, you can contact the agency at:**

**Name:** Paul Ferri  
**Agency:** University of Connecticut  
**Address:** 31 Ledoyt Rd, Unit 3055  
Storrs, CT 06269-3055  
**Phone:** (860) 486-9295  
**Email:** [paul.ferri@uconn.edu](mailto:paul.ferri@uconn.edu)

**What happens next:** The University of Connecticut expects the project to go forward. This is expected to be the final notice of the project to be published in the *Environmental Monitor*.

## EIE Notices

After Scoping, an agency that wishes to undertake an action that could significantly affect the environment must produce, for public review and comment, a detailed written evaluation of the expected environmental impacts. This is called an [Environmental Impact Evaluation](#) (EIE).

**The following EIE Notice has been submitted for review and comment.**

### 1. Notice of EIE for Wildlife Hazard Deterrent Fence at Hartford-Brainard Airport

**Project Title:** Connecticut Airport Authority (CAA) Installation of a Wildlife Deterrent Fence

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**Municipalities where project is proposed:** City of Hartford, Town of Wethersfield

**Address of Possible Project Location:** Hartford – Brainard Airport, Maxim Road, Hartford, CT

**Project Description:** This DRAFT Environmental Assessment (EA)/Environmental Impact Evaluation (EIE) was prepared to satisfy the requirements of the National Environmental Policy Act (NEPA) and Connecticut Environmental Policy Act (CEPA) to address potential impacts associated with the installation of a wildlife deterrent fence while providing the opportunity for public involvement and comments, since the project is partially funded by the Federal Aviation Administration (FAA). The airport is a public-use General Aviation airport located entirely in the City of Hartford, Connecticut owned and operated by the CAA. **All action alternatives were found to not be reasonable, feasible or practicable upon preliminary review, and the project will not be implemented at this time.**

The purpose of the project was to enclose the entire Hartford-Brainard Airport with an 8 foot chain link fence with a 3 foot horizontal burrowing deterrent chain link "skirt" attached to the bottom and 3 strands of barbed wire on the top, in accordance with FAA specifications. The need for the proposed project is to protect aircraft and their passengers from hazardous conditions at the airport as a result of medium to large sized wildlife, including deer, coyote, raccoons and woodchuck, from entering the airport property. The airport is currently surrounded on the three landward sides by a wildlife fence. The project would have included inspection of and repairs to this fence, as well as the installation of additional fencing along a portion of the airport abutting Clark Dike and the Connecticut River.

**Project Map of proposed action and alternatives:** [http://public.ctairports.org/dl/HFD-Wildlife\\_Fence/Plan/](http://public.ctairports.org/dl/HFD-Wildlife_Fence/Plan/). Click here to view a map of the project area.

**Written comments on this DRAFT EIE will be accepted until the close of business on: May 6, 2016.**

**The public can view a copy of the DRAFT EIE at:** [http://public.ctairports.org/dl/HFD-Wildlife\\_Fence/Report/](http://public.ctairports.org/dl/HFD-Wildlife_Fence/Report/).

**Written comments about this DRAFT EIE should be sent to:**

**Name:** Mr. Robert J. Bruno, Director of Planning, Engineering & Environmental

**Agency:** Connecticut Airport Authority

**Address:** 334 Ella Grasso Turnpike, Suite 160, Windsor Locks, CT 06096

**E-Mail:** [environmental@ctairports.org](mailto:environmental@ctairports.org)

**If you have questions on where you can review this DRAFT EIE, or similar matters, please contact:**

**Name:** Mr. Robert J. Bruno, Director of Planning, Engineering & Environmental

**Agency:** Connecticut Airport Authority

**Address:** 334 Ella Grasso Turnpike, Suite 160, Windsor Locks, CT 06096

**E-Mail:** [environmental@ctairports.org](mailto:environmental@ctairports.org)

**Phone:** (860) 254-5516

**A formal public hearing as not been scheduled. The sponsoring agency (CAA) will hold a public hearing on the draft evaluation if twenty-five persons, or if an association having not less than twenty-five persons, requests such a hearing within ten days of the publication of this notice in the Environmental Monitor, April 1, 2016.**

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## 2. Notice of EIE for New Parking Garage at Union Station

**Municipality where project is proposed:** New Haven

**Address of Possible Project Location:** Union Avenue, New Haven, CT 06519

**Project Description:** The Connecticut Department of Transportation (Department) is proposing to construct a new multi-level parking facility for Union Station in the City of New Haven. The project area is State of Connecticut property located north of the station and is currently being used as a commuter parking lot. The proposed parking facility will accommodate approximately 1000 parking spaces, thereby expanding commuter parking at the station to address existing and future parking needs. The facility will be designed with consideration to the historic significance, scale, and aesthetic quality of the station building. Stairtowers and a pedestrian bridge (proposed under another project) will allow passengers to access railroad platforms via an overhead route or via the existing route through the station and tunnel. All work will be performed while the existing garage is kept in operation. Occasional modifications to traffic flow at the garage driveways will be necessary to accommodate construction.

**Project Map:** Click here to view a [map](#) of the project area.

**Comments on this EIE will be accepted until the close of business on: Monday June 20, 2016**

**The public can view a copy of this EIE at:** This document is available for public inspection at the Connecticut Department of Transportation Bureau of Policy and Planning (Room 2155), 2800 Berlin Turnpike, Newington, CT; New Haven Town Clerk's Office, 200 Orange Street, New Haven, CT 06510; New Haven Public Library, 133 Elm Street, New Haven, CT 06510; Connecticut State Library, 231 Capitol Avenue, Hartford, CT 06106; and the South Central Regional Council of Governments, 127 Washington Avenue, 4th Floor West, North Haven, CT 06473.

**The EIE is also available online at:** [www.ct.gov/environmentaldocuments](http://www.ct.gov/environmentaldocuments)

**There is a public hearing scheduled for this EIE on**

<http://www.ct.gov/ceq/cwp/view.asp?a=987&Q=580298>

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CEC: May 3, 2016

**DATE:** Monday June 6, 2016

**TIME:** 6:00 p.m.

**PLACE:** Gateway Community College, 20 Church Street, New Haven, CT 0651

**NOTES:** The hearing location is accessible to persons with disabilities. Deaf and hearing impaired persons wishing to attend this hearing and requiring an interpreter must make arrangements by contacting the Department of Transportation's Office of Communications at 860-594-3062 (voice only) at least five working days prior to the hearing.

**Send your comments about this EIE to:**

**Name:** Mr. Mark W. Alexander, Transportation Assistant Planning Director

**Agency:** Connecticut Department of Transportation, Bureau of Policy and Planning

**Address:** 2800 Berlin Turnpike, Newington, CT 06131

**E-Mail:** [dot.environmentalplanning@ct.gov](mailto:dot.environmentalplanning@ct.gov)

**If you have questions about the public hearing, or where you can review this EIE, or similar matters, please contact:**

**Name:** Mr. Keith A. Hall, Project Manager

**Agency:** Connecticut Department of Transportation, Bureau of Engineering and Construction

**Address:** 2800 Berlin Turnpike, Newington, CT 06131

**E-Mail:** [Keith.A.Hall@ct.gov](mailto:Keith.A.Hall@ct.gov)

**Phone:** 860-594-3301

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### State Land Transfer Notices

Connecticut General Statutes [Section 4b-47](#) requires public notice of most proposed sales and transfers of state-owned lands. The public has an opportunity to comment on any such proposed transfer. Each notice includes an address where comments should be sent. [Read more about the process.](#)

**No State Land Transfer Notice has been submitted for publication in this edition.**

---

The Adobe Reader is necessary to view and print Adobe Acrobat documents, including some of the maps and illustrations that are linked to this publication. If you have an outdated version of Adobe Reader, it might cause pictures to display incompletely. To download up-to-date versions of the free software, click on the Get Acrobat button, below. This link will also provide information and instructions for downloading and installing the reader.



[Download the free Acrobat Reader!](#) Access.Adobe is a tool that allows blind and visually

impaired users to read any documents in Adobe PDF format. For more information, read the [product overview at Adobe.com](#).

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<http://www.ct.gov/ceq/cwp/view.asp?a=967&q=560296>

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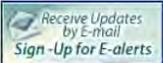
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Chair

**ENVIRONMENTAL MONITOR**

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- CEPA Statutes
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- What is Scoping?
- What to Expect at a Scoping Meeting
- How to Request a Public Scoping Meeting
- Guide to the State Lands Transfer Process

CEQ HOME















## Environmental Monitor

The official site for project information under the Connecticut Environmental Policy Act and for notices of proposed transfers of state land

**June 21, 2016**

### Scoping Notices

1. Rehabilitation / Replacement of Saugatuck River Bridge # 01349 at Route 136, Westport

### Post-Scoping Notices: Environmental Impact Evaluation (EIE) Not Required

No Post-Scoping Notice has been submitted for publication in this edition

### Environmental Impact Evaluations

1. **EXTENDED COMMENT DEADLINE!** New Parking Garage at Union Station, New Haven
2. Installation of Wildlife Hazard Deterrent Fence at Groton - New London Airport

### State Land Transfers

No State Land Transfer Notice has been submitted for publication in this edition.

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**The next edition of the Environmental Monitor will be published on July 5, 2016.**  
[Subscribe to e-alerts](#) to receive an e-mail when the Environmental Monitor is published.

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*Notices in the Environmental Monitor are written by the sponsoring agencies and are published unedited. Questions about the content of any notice should be directed to the sponsoring agency.*

### Scoping Notices

"Scoping" is for projects in the earliest stages of planning. At the scoping stage, detailed information on a project's design, alternatives, and environmental impacts does not yet exist. Sponsoring agencies are asking for comments from other agencies and from the public as to the scope of alternatives and environmental impacts that should be considered for further study. Send your comments to the contact person listed for the project by the date indicated.

---

**The following Scoping Notices have been submitted for review and comment.**

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1. **Notice of Scoping for Major Rehabilitation or Replacement of Bridge No. 01349 (William Cribari Memorial Bridge): Route 136 over the Saugatuck River**

**Municipality where proposed project might be located:** Westport

**Possible Project Location:** Bridge No. 01349 (William Cribari Memorial Bridge) carrying Route 136 over the Saugatuck River

**Project Description:** The current phase of this project involves completion of the Rehabilitation Studies Report (RSR) for the subject project historic swing bridge, listed on the National Register of Historic Places. This bridge project was originally initiated under the presumption that it would require rehabilitation work, primarily to vehicular collision-damaged truss elements and corroded pile cross bracing. The on-going findings in the RSR have revealed substantially more structural deficiencies and significant highway

<http://www.ct.gov/ceq/cwp/view.asp?a=987&q=249436#EIE> 1/4

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functionality deficiencies. The cost to address the structural deficiencies may require major rehabilitation of the structure at a much greater construction cost than originally estimated. Due to a projected high cost of major bridge rehabilitation work, a complete bridge replacement option is also being studied in the RSR, to provide a base line cost comparison between bridge rehabilitation and bridge replacement.

**Project Map:** Click [here](#) to view a map of the project area.

**Written comments from the public are welcomed and will be accepted until the close of business on: Friday July 1, 2016**

**There will be a Public Scoping Meeting for this project at:**

**DATE:** Wednesday June 15, 2016

**TIME:** 7:00 p.m.

**PLACE:** Westport Town Hall Auditorium, 110 Myrtle Avenue, Westport, CT 06880

**NOTES:** The hearing location is accessible to persons with disabilities. Deaf and hearing impaired persons wishing to attend this hearing and requiring an interpreter must make arrangements by contacting the Department of Transportation's Office of Communications at 860-594-3062 (voice only) at least five working days prior to the hearing.

**Written comments should be sent to:**

**Name:** Mr. Mark W. Alexander, Transportation Assistant Planning Director

**Agency:** Connecticut Department of Transportation  
Bureau of Policy and Planning

**Address:** 2800 Berlin Turnpike, Newington, CT 06131

**Fax:** 860-594-3028

**E-Mail:** [dot.environmentalplanning@ct.gov](mailto:dot.environmentalplanning@ct.gov)

**If you have questions about the public meeting, or other questions about the scoping for this project, contact:**

**Name:** Ms. Priti S. Bhardwaj, Transportation Supervising Engineer

**Agency:** Connecticut Department of Transportation  
Bureau of Engineering and Construction

**Address:** 2800 Berlin Turnpike, Newington, CT 06131

**Phone:** 860-594-3311

**E-Mail:** [Priti.Bhardwaj@ct.gov](mailto:Priti.Bhardwaj@ct.gov)

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### Post-Scoping Notices: Environmental Impact Evaluation Not Required

This category is required by the October 2010 revision of the [Generic Environmental Classification Document](#) for State Agencies. A notice is published here if the sponsoring agency, after publication of a scoping notice and consideration of comments received, has determined that an Environmental Impact Evaluation (EIE) does not need to be prepared for the proposed project.

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**No Post-Scoping Notice has been submitted for publication in this edition.**

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### EIE Notices

After Scoping, an agency that wishes to undertake an action that could significantly affect the environment must produce, for public review and comment, a detailed written evaluation of the expected environmental impacts. This is called an [Environmental Impact Evaluation \(EIE\)](#).

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**The following EIE Notices have been submitted for review and comment.**

---

#### 1. Notice of EIE for New Parking Garage at Union Station

**Municipality where project is proposed:** New Haven

**Address of Possible Project Location:** Union Avenue, New Haven, CT 06519

**Project Description:** The Connecticut Department of Transportation (Department) is proposing to construct a new multi-level parking facility for Union Station in the City of New Haven. The project area is State of Connecticut property located north of the station and is currently being used as a commuter parking lot. The proposed parking facility will accommodate approximately 1000 parking spaces, thereby expanding commuter parking at the station to address existing and future parking needs. The facility will be designed with consideration to the historic significance, scale, and aesthetic quality of the station building. Stairtowers and a pedestrian bridge (proposed under another project) will allow passengers to

<http://www.ct.gov/ceq/cwp/view.asp?a=987&q=249438#EIE>

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access railroad platforms via an overhead route or via the existing route through the station and tunnel. All work will be performed while the existing garage is kept in operation. Occasional modifications to traffic flow at the garage driveways will be necessary to accommodate construction.

**Project Map:** Click here to view a [map](#) of the project area.

**Comments on this EIE will be accepted until the close of business on: **Tuesday, July 5, 2016****

**The public can view a copy of this EIE at:** This document is available for public inspection at the Connecticut Department of Transportation Bureau of Policy and Planning (Room 2155), 2800 Berlin Turnpike, Newington, CT; New Haven Town Clerk's Office, 200 Orange Street, New Haven, CT 06510; New Haven Public Library, 133 Elm Street, New Haven, CT 06510; Connecticut State Library, 231 Capitol Avenue, Hartford, CT 06106; and the South Central Regional Council of Governments, 127 Washington Avenue, 4th Floor West, North Haven, CT 06473.

**The EIE is also available online at:** [www.ct.gov/environmentaldocuments](http://www.ct.gov/environmentaldocuments)

**There is a public hearing scheduled for this EIE on**

**DATE: Monday, June 6, 2016**

**TIME: 6:00 p.m.**

**PLACE: Gateway Community College, 20 Church Street, New Haven, CT 0651**

**NOTES:** The hearing location is accessible to persons with disabilities. Deaf and hearing impaired persons wishing to attend this hearing and requiring an interpreter must make arrangements by contacting the Department of Transportation's Office of Communications at 860-594-3062 (voice only) at least five working days prior to the hearing.

**Send your comments about this EIE to:**

**Name:** Mr. Mark W. Alexander, Transportation Assistant Planning Director

**Agency:** Connecticut Department of Transportation, Bureau of Policy and Planning

**Address:** 2800 Berlin Turnpike, Newington, CT 06131

**E-Mail:** [dot.environmentalplanning@ct.gov](mailto:dot.environmentalplanning@ct.gov)

**If you have questions about the public hearing, or where you can review this EIE, or similar matters, please contact:**

**Name:** Mr. Keith A. Hall, Project Manager

**Agency:** Connecticut Department of Transportation, Bureau of Engineering and Construction

**Address:** 2800 Berlin Turnpike, Newington, CT 06131

**E-Mail:** [Keith.A.Hall@ct.gov](mailto:Keith.A.Hall@ct.gov)

**Phone:** 860-594-3301

---

## 2. Notice of EIE for Installation of Wildlife Hazard Deterrent Fence at Connecticut Airport Authority's (CAA) Groton-New London Airport

**Municipality where project is proposed:** Town of Groton

**Address of Possible Project Location:** Groton - New London Airport, 155 Tower Ave, Groton, CT 06340

**Project Description:** This DRAFT Environmental Assessment (EA)/Environmental Impact Evaluation (EIE) was prepared to satisfy the requirements of the National Environmental Policy Act (NEPA) and Connecticut Environmental Policy Act (CEPA) to address potential impacts associated with the installation of a wildlife deterrent fence while providing the opportunity for public involvement and comments, since the project is partially funded by the Federal Aviation Administration (FAA). The airport is a public-use General Aviation airport located entirely in the Town of Groton, Connecticut owned and operated by the CAA.

The purpose of the project was to enclose the entire Groton - New London Airport with an 8 foot chain link fence with a 3 foot horizontal burrowing deterrent chain link "skirt" attached to the bottom and 3 strands of barbed wire on the top, in accordance with FAA specifications. The need for the proposed project is to protect aircraft and their passengers from hazardous conditions at the airport as a result of medium to large sized wildlife, including deer, coyote, raccoons and woodchuck, from entering the airport property. The airport is currently surrounded on the three landward sides by a wildlife fence. The project would have included inspection of and repairs to this fence, as well as the installation of additional fencing.

**The public can view a copy of the Project Map depicting the proposed action and alternatives, and a copy of the DRAFT EIE at:** <http://public.ctairports.org/dl/GON-Fence/>

**Written comments on this DRAFT EIE will be accepted until the close of business on: **Friday, July 1, 2016.****

**Written comments should be sent to:**

**Name:** Mr. Robert J. Bruno, Director of Planning, Engineering & Environmental

**Agency:** Connecticut Airport Authority

**Address:** 334 Ella Grasso Turnpike, Suite 160

Windsor Locks, CT 06096

<http://www.ct.gov/ceq/cwp/view.asp?a=987&q=249438#EIE>

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Phone: (860) 254-5516  
E-Mail: [environmental@ctairports.org](mailto:environmental@ctairports.org)

A formal public hearing has not been scheduled. A public informational meeting has been scheduled for **7:00 PM on Thursday, June 23, 2016 at:**

City of Groton Municipal Building Auditorium  
295 Meridian Street  
Groton, CT 06340

The sponsoring agency (CAA) shall hold a public hearing on the draft evaluation if twenty-five persons or an association having not less than twenty-five persons requests such a hearing by **Friday, May 27, 2016.**

If you have questions, contact Mr. Bruns above.

### State Land Transfer Notices

Connecticut General Statutes [Section 4b-47](#) requires public notice of most proposed sales and transfers of state-owned lands. The public has an opportunity to comment on any such proposed transfer. Each notice includes an address where comments should be sent. [Read more about the process.](#)

No State Land Transfer Notice has been submitted for publication in this edition.

The Adobe Reader is necessary to view and print Adobe Acrobat documents, including some of the maps and illustrations that are linked to this publication. If you have an outdated version of Adobe Reader, it might cause pictures to display incompletely. To download up-to-date versions of the free software, click on the Get Acrobat button, below. This link will also provide information and instructions for downloading and installing the reader.

 [Download the free Acrobat Reader!](#) Access.Adobe is a tool that allows blind and visually impaired users to read any documents in Adobe PDF format. For more information, read the [product overview at Adobe.com.](#)

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<http://www.ct.gov/ceq/cwp/view.asp?c=987&q=249438#EIE>

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**3. Legal Notices – *New Haven Register* and *La Voz***

In addition to the Notice of Environmental Impact Evaluation (EIE) that was published in the *Environmental Monitor* on May 3, 2016, CTDOT had legal notices published in two local newspapers to announce the availability of the EIE for public review and comment and to advertise the Public Hearing date. The two newspapers and respective publication dates for the legal notices included:

*New Haven Register:*

- May 3, 2016
- May 10, 2016
- May 17, 2016

*La Voz* (Spanish-language newspaper):

- May 5, 2016
- May 12, 2016
- May 19, 2016

Copies of the legal notices and affidavits of publication in both newspapers are provided on the following pages.

**Affidavit of Publication**

State of Connecticut  
County of Fairfield

I, Chris Gensur, a billing representative of Graystone Group Advertising, 2710 North  
Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: May 3, 2016

Ad Title: CT Dept. of Transportation  
State Project Number 301-0114

Appeared in: New Haven Register  
publication and the newspaper extracts hereto annexed were clipped from the above named  
issue of said newspaper.

Subscribed and sworn to this 2<sup>nd</sup> day of May, 2016 before me.

KATHLEEN VITKO  
NOTARY PUBLIC  
State of Connecticut  
My Commission Expires  
July 31, 2017

Notary Public  
*Kathleen Vitko*

**Affidavit of Publication**

State of Connecticut  
County of Fairfield

I, Chris Gensur, a billing representative of Graystone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT-06604, do solemnly swear that on:

Date: May 10, 2016

Ad Title: CT Dept. of Transportation  
State Project Number 301-0114

Appeared in: New Haven Register  
publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 10th day of May, 2016 before me.

KATHLEEN VITKO  
NOTARY PUBLIC  
State of Connecticut  
My Commission Expires  
July 31, 2017

Notary Public  
*Kathleen Vitko*

**Affidavit of Publication**

State of Connecticut  
County of Fairfield

I, Chris Gensur, a billing representative of Graystone Group Advertising, 2710 North Avenue, Suite 200, Bridgeport, CT 06604, do solemnly swear that on:

Date: May 17, 2016

Ad Title: CT Dept. of Transportation  
State Project Number 301-0114

Appeared in: New Haven Register  
publication and the newspaper extracts hereto annexed were clipped from the above named issue of said newspaper.

Subscribed and sworn to this 17th day of May, 2016 before me.

KATHLEEN VITKO  
NOTARY PUBLIC  
State of Connecticut  
My Commission Expires  
July 31, 2017

Notary Public  
*Kathleen Vitko*



**LEGAL NOTICE**

The Connecticut Department of Transportation  
will hold a public hearing for  
Union Station Parking Garage  
in New Haven, Connecticut  
State Project Number 301-0114

The hearing concerns the  
Connecticut Environmental Impact Evaluation Document  
for the referenced project  
Prepared pursuant to the Regulations of Connecticut  
State Agencies,  
Sections 22a-1a-1 to 12, inclusive.

The public hearing will be held on:  
Monday, June 6, 2016 at 6:00 p.m.  
at Gateway Community College  
20 Church Street, New Haven, CT 06510

Residents, commuters, business owners and other inter-  
ested individuals are encouraged to take advantage of this  
opportunity to discuss the proposed project.

The document is available for public inspection at:

New Haven Town Clerk's Office  
200 Orange Street  
New Haven, CT 06510

New Haven Public Library  
133 Elm Street  
New Haven, CT 06510

South Central Regional Council of Governments  
127 Washington Avenue, 4th Floor West  
North Haven, CT 06473

Connecticut State Library  
231 Capitol Avenue  
Hartford, CT 06106

The Connecticut Department of Transportation  
2800 Berlin Turnpike  
Room 2155  
Newington, CT 06131

The document is also available online at:  
[www.ct.gov/environmentaldocuments](http://www.ct.gov/environmentaldocuments)

Written comments may be submitted either at the public  
hearing or may be mailed, delivered,  
or emailed to [dot.environmentalplanning@ct.gov](mailto:dot.environmentalplanning@ct.gov) on or  
before June 20, 2016 to the attention of:

Mr. Mark W. Alexander,  
Transportation Assistant Planning Director  
Bureau of Policy and Planning  
Connecticut Department of Transportation  
2800 Berlin Turnpike  
Newington, CT 06131

Such written statements or exhibits must be reproducible  
in black and white and on paper not to exceed 8 1/2" X 11"  
in size. These written statements or exhibits will be made  
a part of the public hearing record and will be considered  
in the same way as oral statements.

The hearing location is accessible to persons with disabili-  
ties. Deaf and hearing impaired persons wishing to attend  
this hearing and requiring an interpreter must make ar-  
rangements by contacting the Department of Transporta-  
tion's Office of Communications (Voice only) at (860) 594-  
3062 at least five working days prior to the hearing.



Your FREE Weekly Spanish Newspaper, speaking to over 135,000 consumers per publication

Headquarters: 51 Elm Street, Suite 307 New Haven, CT 06510 Tel. (203) 865-2272 Fax (203) 787-4023  
Hartford Office: 67 Russ Sreet, Hartford, CT 06106 Tel. (860) 547-1515 Fax (860) 547-1616  
Stamford Office: 400 Main Sreet, Suite 510, Stamford, CT 06901 Tel. (203) 674-6793 Fax (203) 674-6794  
For information: info@lavothispanact.com - For ads only: ads@lavothispanact.com

## AFFIDAVIT OF PUBLICATION

Please be advised that said ad was publish in  
*La Voz Hispana de Connecticut*

Date of Publication: May 05, 2016  
Title of Ad placed: Aviso Legal  
Company who placed the ad: Graystone Group Advertising  
Size of Ad: 1/3 pg

*Ana L. Torres*  
**ANA L. TORRES**  
NOTARY PUBLIC  
MY COMMISSION EXPIRES AUGUST 31, 2016



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Headquarters: 51 Elm Street, Suite 307 New Haven, CT 06510 Tel. (203) 865-2272 Fax (203) 787-4023  
Hartford Office: 67 Russ Sreet, Hartford, CT 06106 Tel. (860) 547-1515 Fax (860) 547-1616  
Stamford Office: 400 Main Sreet, Suite 510, Stamford, CT 06901 Tel. (203) 674-6793 Fax (203) 674-6794  
For information: info@lavothispanact.com - For ads only: ads@lavothispanact.com

## AFFIDAVIT OF PUBLICATION

Please be advised that said ad was publish in  
*La Voz Hispana de Connecticut*

Date of Publication: May 12, 2016  
Title of Ad placed: Aviso legal  
Company who placed the ad: Graystone Group  
Size of Ad: 1/3 pg

*Ana L. Torres*  
**ANA L. TORRES**  
NOTARY PUBLIC  
MY COMMISSION EXPIRES AUGUST 31, 2016



Your FREE Weekly Spanish Newspaper, speaking to over 135,000 consumers per publication

Headquarters: 51 Elm Street, Suite 307 New Haven, CT 06510 Tel. (203) 865-2272 Fax (203) 787-4023  
Hartford Office: 67 Russ' Sreet, Hartford, CT 06106 Tel. (860) 547-1515 Fax (860) 547-1616  
Stamford Office: 400 Main Sreet, Suite 510, Stamford, CT 06901 Tel. (203) 674-6793 Fax (203) 674-6794  
For information: info@lavothispanact.com - For ads only: ads@lavothispanact.com

## AFFIDAVIT OF PUBLICATION

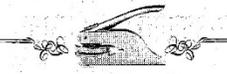
Please be advised that said ad was publish in  
*La Voz Hispanã de Connecticut*

Date of Publication: May 19, 2016  
Title of Ad placed: Aviso legal  
Company who placed the ad: Graystone Group  
Size of Ad: 1/3 pg

*Ana L. Torres*  
**ANA L. TORRES**  
NOTARY PUBLIC  
MY COMMISSION EXPIRES AUGUST 31, 2016

CLASIFICADOS Y OPORTUNIDADES DE EMPLEO

STATE OF CONNECTICUT  
**NOTARY PUBLIC**



Estoy **CERTIFICADA** por el Departamento de Motores y Vehículos de CT (DMV) para hacer **TRADUCCIONES**.

**Norma Rodríguez-Reyes**  
203-376-0864 • 203-865-2272

**SE NECESITA CONDUCTOR EN STAMFORD**

Distribuidora de alimentos busca un conductor con mínimo 1 año de experiencia, un registro limpio de conducir, no antecedentes penales. Debe tener permiso para trabajar legalmente y un nivel medio de Inglés. Horario: 6am a 7pm, Lunes a Viernes.

Enviar información de contacto a:  
info@lafinquita.us  
o enviar mensaje de texto al:  
**203-561-8140**

**AVISO LEGAL**

El Connecticut Department of Transportation llevará a cabo una reunión pública para Union Station Parking Garage (El Garaje de Estacionamiento de la Estación Union) en New Haven, Connecticut Proyecto del Estado Numero 301-0114

La audiencia se refiere a la Connecticut Environmental Impact Evaluation Document (Documento de Evaluación de Impacto Ambiental de Connecticut) para el proyecto de referencia Prepared pursuant to the Regulations of Connecticut State Agencies, (Preparado de conformidad con el Reglamento de Agencias Estatales de Connecticut) Secciones 22a-1a-1 a 12, inclusivo.

**La audiencia pública se llevará a cabo el:**  
Lunes, 5 de junio 2016 a las 6:00 pm  
en Gateway Community College  
20 Church Street, New Haven, CT 06510

Se le pide a los residentes, viajeros, empresarios y otras personas interesadas a aprovechar esta oportunidad para hablar sobre la propuesta del proyecto. El documento está disponible para la inspección pública en:

New Haven Town Clerk's Office  
200 Orange Street  
New Haven, CT 06510

New Haven Public Library  
133 Elm Street  
New Haven, CT 06510

South Central Regional Council of Governments  
127 Washington Avenue, 4th Floor West  
North Haven, CT 06473

Connecticut State Library  
231 Capital Avenue  
Hartford, CT 06106

The Connecticut Department of Transportation  
2800 Berlin Turnpike  
salon 2155  
Newington, CT 06131

El documento también está disponible en línea en:  
[www.ct.gov/environmentaldocuments](http://www.ct.gov/environmentaldocuments)

Los comentarios escritos pueden ser presentados en la audiencia pública o pueden enviarse por correo, entregado personalmente, o por correo electrónico a [dot.environmentalplanning@ct.gov](mailto:dot.environmentalplanning@ct.gov) en o antes del 20 junio, 2016 a la atención de:

Mr. Mark W. Alexander, Transportation Assistant Planning Director  
Bureau of Policy and Planning  
Connecticut Department of Transportation  
2800 Berlin Turnpike  
Newington, CT 06131

Tales declaraciones escritas o exposiciones deben ser reproducibles en blanco y negro en papel que no exceda de tamaño 8 1/2 "x 11". Estas declaraciones escritas o exposiciones serán parte del registro de la audiencia pública y se tendrán en cuenta de la misma manera que las declaraciones orales.

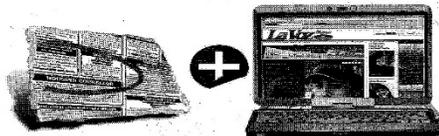
El lugar de la reunión es accesible para personas con discapacidad. Las personas con discapacidad auditiva que deseen asistir a esta audiencia y que requieran de un intérprete, deben hacer arreglos poniéndose en contacto con el Department of Transportation's Office of Communications (voz solamente) al 860-594-3062 por lo menos cinco días hábiles antes de la reunión.

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**En Perú contactar a: Sra. Janet Rutti al 956918753**  
**en USA contactar Sra. María Blanco al 203-273-6946.**

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**PRÓXIMA CLASE MAYO 25 y 26**  
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Inscríbase en:  
51 Elm St., 3 piso New Haven, CT 06510  
203-376-0864 ó 203-907-0361

Las clases son en:  
**LA ESCUELA CLINTON AVENUE**  
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# APPENDIX B

*Early Public Scoping Comments  
for Record of Decision*

**Union Station Parking Garage**  
New Haven, Connecticut

*State Project No. 301-114*



*Prepared for:*  
**Connecticut Department of Transportation**

**October 2017**



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**1. Public Scoping Meeting Summary**

As required under the Connecticut Environmental Policy Act (CEPA), a Public Scoping Meeting was conducted for the project on December 15, 2015 at Union Station, New Haven. The meeting was attended by eight people.

A copy of the Public Scoping Meeting Summary is provided on the following pages.

Department of Transportation  
City of New Haven  
Project No. 301-0114  
Parking Garage at Union Station

CEPA Scoping Meeting Held at  
Union Station Business Center  
50 Union Avenue  
New Haven, Connecticut  
December 15, 2015

Minutes

**Present:**

CTDOT

Jim Fallon – Principal Engineer, Facilities and Transit

Keith A. Hall – Project Manager

John Wyskiel – Project Engineer

Mark Alexander, Assistant Director, Policy and Planning

Tom Doyle, Planner

Rod Bascom and Jeff Parker, Clough Harbour & Associates

Norm Goldman, Desman Associates

Laurel, Stegina, Debbie Hoffman, and Michael Coulom, Fitzgerald & Halliday

Members of the Public

Sammy Parry, Park New Haven

Matthew Nemerson, City of New Haven Economic Development

Win Davis, Town Green District, City of New Haven Special Services

Aaron Goode, DWSCMT

Josh Erlange

Lt. Hosey, NHPolice Department

Mary O'Leary, New Haven Register

Sal DeCola, Ward 18

**Presentation:**

The open house format was setup by 6:30 including signs in the main waiting area directing folks to elevator to access meeting location on balcony. Several individuals arrived and asked questions before the brief presentation began at 7:00 pm. Mr. Hall provided a brief overview of the reason the DOT and consultant team were here making a presentation before turning it over to Jeff Parker to walk through the presentation boards. Attendees were informed of the design progress that had been made to date along with the schedule for holding a public hearing on the CEPA Environmental Impact Evaluation (EIE) document in the Spring. Following the presentation was an informal question and answering period.

**Public Comments and Questions:**

A crowd of about 8 persons excluding DOT officials were in attendance. Discussion from City officials centered on their known desire to include an intermodal facility for buses on the ground level of the parking garage. DOT reiterated the commitments it had made in a letter to Mayor Harp in October to allow for future bus dropoff areas in front of the new facility when other redevelopments lead to Union Avenue widening. DOT also pointed out traffic data collection efforts that had taken place and discussed the traffic impact evaluation that would be part of the EIE.

Mr. Nemerson also confirmed City desire to extend the ped bridge further south past its connection with the Component Change Out Shop for prospective future development.

Questions regarding how parking supply was determined and the likely cost of the facility were also asked. Parking supply has been established by virtue of previous studies done in conjunction with City parties. DOT emphasized that a new study is not required to assess a number and that based on qualitative analysis dictates the need to build this seven level facility. In response to funding question, it was emphasized that given that only very initial design had taken place that it was not possible to identify a cost to construct at this time. It was noted that up to \$50 million was targeted for this garage and separate pedestrian bridge under the Governor's 5 year ramp up plan.

During the meeting, the audience was reminded that the deadline for comments is December 31, 2015. One attendee completed a comment form which is attached.

**Adjournment:**

The meeting adjourned at approximately 8:15 pm.



## **2. Agency Comments**

As required under the Connecticut Environmental Policy Act (CEPA), a public comment period of at least 30 days was provided during the Early Public Scoping process for the proposed project. The comment period began November 17, 2015 and ended December 31, 2015 during which time public agencies submitted comments to CTDOT, including:

- Connecticut Department of Health (CTDOH) Drinking Water Section
- Connecticut Department of Energy and Environmental Protection (CTDEEP)
- Connecticut Office of Policy and Management (CTOPM)
- City of New Haven Office of the Economic Development Administrator

Copies of the agency comments are provided on the following pages.

STATE OF CONNECTICUT  
DEPARTMENT OF PUBLIC HEALTH



Raul Pino, M.D., M.P.H.  
Acting Commissioner

Dannel P. Malloy  
Governor  
Nancy Wyman  
Lt. Governor

December 29, 2015

Mark W. Alexander  
Transportation Assistant Planning Director  
State of Connecticut Department of Transportation  
Bureau of Policy and Planning  
2800 Berlin Turnpike  
Newington, CT 06131

Re: Notice of Scoping for New Parking Garage at Union Station

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 that reads "Patricia Bisacky".

Patricia Bisacky  
Environmental Analyst 3  
Drinking Water Section



Phone: (860) 509-8000 • Fax: (860) 509-7184 • VP: (860) 899-1611  
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STATE OF CONNECTICUT  
DEPARTMENT OF ENVIRONMENTAL PROTECTION  
OFFICE OF ENVIRONMENTAL REVIEW  
79 ELM STREET, HARTFORD, CT 06106-5127

**To:** Mark W. Alexander - Transportation Assistant Planning Director  
DOT - Environmental Planning, 2800 Berlin Turnpike, Newington, CT 06131

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

**Date:** December 30, 2015      **E-Mail:** [david.fox@ct.gov](mailto:david.fox@ct.gov)

**Subject:** Parking Garage at Union Station, New Haven

The Department of Energy & Environmental Protection has received the Notice of Scoping announcing preparation of an Environmental Impact Evaluation for construction of a 1000-space parking garage at Union Station in New Haven. As with the parking garage previously proposed to the south of the station, the Department endorses construction of a new parking garage given the need to increase the parking supply on the New Haven Line. Increased transit ridership will reduce fuel consumption and regional emissions of air pollutants that result from automobile usage. The following commentary is submitted for your consideration.

The proposed project is within Connecticut's coastal boundary as defined by section 22a-94 of the Connecticut General Statutes (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. One coastal management concern which should be addressed in future phases of the planning process is the provision of adequate controls to mitigate potential stormwater impacts.

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

Mark W. Alexander

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December 30, 2015

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 or on-line at: [Waste Transporters](#). 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 project site is within the 100-year flood zone on the community's Flood Insurance Rate Map. Therefore, the project must be certified by as being in compliance with flood and stormwater management standards specified in section 25-68d of the CGS and section 25-68h-2 through 25-68h-3 of the Regulations of Connecticut State Agencies (RCSA).

The parking garage plans should include amenities to accommodate bicyclists at the railroad station. Adding bicycle parking to the station would be a low-cost, space-saving method of increasing train ridership. Long-term bicycle parking should provide commuters a secure and weather-protected place to store their bicycles. The Department urges that provision of appropriate bicycle storage be included in the design for the parking garage.

In order to reach 2050 greenhouse gas reduction targets, the state must address the contribution of mobile sources to emissions, which is just over 40 percent, by transforming its vehicle fleet. As a founding member of the International Zero Emission Vehicle Alliance, Connecticut is committed to building out the publicly available electric vehicle charging infrastructure. Therefore, we recommend that Level 2 electric vehicle charging stations be included at 3% of the parking spaces in the project design. Increasing the availability of public charging stations will facilitate the introduction of the electric vehicle technology into the state and serve to alleviate the present energy dependence on petroleum and improve air quality.

The Department typically encourages the use of newer off-road construction equipment that meets the latest EPA or California Air Resources Board (CARB) standards. If that newer equipment cannot be used, equipment with the best available controls on diesel emissions including retrofitting with diesel oxidation catalysts or particulate filters in addition to the use of ultra-low sulfur fuel would be the second choice that can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would obviate the need for retrofits.

The Department also encourages the use of newer on-road vehicles that meet either the latest EPA or CARB standards for construction projects. These on-road vehicles include dump trucks, fuel delivery trucks and other vehicles typically found at construction sites. On-road vehicles older than the 2007-model year typically should be retrofitted with diesel oxidation catalysts or diesel particulate filters for projects. Again, the use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

Mark W. Alexander

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December 30, 2015

Additionally, Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies (RCSA) limits the idling of mobile sources to 3 minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted signs indicating the three-minute idling limit is recommended. It should be noted that only DEEP can enforce Section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of the Department.

The Natural Diversity Data Base, maintained by DEEP, contains no records of extant populations of Federally listed endangered or threatened species or species listed by the State, pursuant to section 26-306 of the Connecticut General Statutes, as endangered, threatened or special concern in the project area. This information is not the result of comprehensive or site-specific field investigations. Also, be advised that this is a preliminary review. A more detailed review may be conducted as part of any subsequent environmental permit applications submitted to DEEP for the proposed site. Consultation with the Natural Diversity Data Base should not be substituted for on-site surveys required for environmental assessments. The extent of investigation by competent biologist(s) of the flora and fauna found at the site would depend on the nature of the existing habitat(s). If field investigations reveal any Federal or State listed species, please contact the DEEP Geologic & Natural History Survey at 860-424-3540.

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](#)

Mark W. Alexander

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December 30, 2015

Thank you for the opportunity to review this project. If there are any questions regarding these comments, please contact me.

cc: Keith A. Hall, DOT  
Jeff Caiola, DEEP/IWRD  
Robert Hannon, DEEP/OPPD  
Louis Corsino, DEEP/APSD  
Carol Szymanski, DEEP/OLISP



STATE OF CONNECTICUT  
OFFICE OF POLICY AND MANAGEMENT  
INTERGOVERNMENTAL POLICY DIVISION

December 31, 2015

Mr. Mark W. Alexander  
State of Connecticut Department of Transportation  
Bureau of Policy and Planning  
2800 Berlin Turnpike, Newington, CT 06131

Re: Notice of Scoping:  
New Parking Garage at Union Station

Dear Mr. Alexander:

The Office of Policy and Management (OPM) has reviewed DOT's Notice of Scoping for New Parking Garage at Union Station and submits the following comments:

- According to the scoping notice, a garage accommodating approximately 1000 parking spaces will replace the surface lot adjacent to the existing parking garage. If that many additional vehicles enter the neighborhood, what are the implications for motor vehicle travel on nearby roads as well as for people traveling by other modes?

Beyond the garage's impact on mobility, what design and construction features are being incorporated into the project to avoid detracting from other neighborhood functions? Union Station and the surrounding neighborhoods have been the focus of numerous planning activities by the City and others. For instance, there is a proposal to convert a portion of the Route 34 corridor into a boulevard and to make Union Avenue a "complete street." Are there opportunities to mitigate existing motor vehicle impacts in the neighborhood as part of parking garage project?

- How has DOT evaluated the potential change in parking demand at Union Station that will result from Hartford Line rail service enhancements? In addition to the impact of increased Hartford line ridership on the number of people choosing to board trains in New Haven, parking facilities are being expanded at other rail stations along the New Haven-Hartford-Springfield line. To what extent might the addition of parking spaces at nearby stations reduce demand for parking in New Haven?

How many additional vehicles must use the expanded New Haven parking facility to generate enough revenue to cover the garage's long-term costs? Review of the "Annual O&M Costs and Reserve Assumptions" for King County, WA's *Right Size Parking Calculator* (<http://www.rightsizeparking.org>) suggests that New Haven's substantially higher cost is in the range that is necessary to maintain the long-term viability of a parking garage, even assuming full occupancy and ignoring initial construction costs (see [http://www.rightsizeparking.org/RSP\\_Parking\\_Rev\\_Cost\\_Memo.pdf](http://www.rightsizeparking.org/RSP_Parking_Rev_Cost_Memo.pdf)).

Parking costs vary widely among nearby Metro North stations:

Phone: (860) 418-6323 Fax: (860) 418-6493  
450 Capitol Avenue, MS# 54ORG, Hartford, Connecticut 06106-1379

*Appendix B*  
*Early Public Scoping Comments*

Station	Permit cost/period	~Annual Cost
New Haven	\$95/month	\$1140
West Haven	\$300/6 months	\$600
Milford	\$275/year	\$275

Sources: <http://www.parknewhaven.com/DETAILS.aspx?id=20&zoom=14>  
<http://www.ct.gov/dot/cwp/view.asp?A=1373&Q=528126>  
<http://www.milfordtransit.com/trainstation.htm>

With annual parking costs apparently varying by \$800 at stations only 10 miles apart, pricing at one facility might be a powerful incentive for people to drive further to park at a more-distant station. Not only is there a potential environmental consequence, it might also affect the long-term viability of individual facilities.

Thank you for the opportunity to respond to this Notice of Scoping and please feel free to contact me if you have any questions.

Sincerely:



Bruce Wittchen  
Office of Policy & Management  
450 Capitol Ave, MS# 54ORG  
Hartford, CT 06106  
(860) 418-6323  
[bruce.wittchen@ct.gov](mailto:bruce.wittchen@ct.gov)



Toni N. Harp  
Mayor

**City of New Haven**  
**Office of the Economic Development Administrator**  
**165 Church Street**  
**New Haven, Connecticut 06510**



Matthew Nemerson  
Economic Development  
Administrator

December 31, 2015

Mark Alexander  
Transportation Assistant Planning Director  
Connecticut Department of Transportation  
2800 Berlin Turnpike  
P.O. BOX 317546  
Newington, CT 06131-7546

**RE: Union Station Second Garage**

Dear Mr. Alexander:

I am writing to follow up more formally on the CEPA process after the public information session which took place on December 15, 2015. Thank you again for the opportunity to participate and provide comment on this important project.

1. **Traffic Management:** The City is concerned that the design of the new garage will absorb capacity on Union Avenue unless the project properly plans, design and implements improvements to the traffic control system. You will recall that the City expressed concerns about the traffic report prepared in 2011 in part because the report relied too heavily on national experience, rather than situational experience at the existing garage. Moving forward, the City continues to prioritize Complete Streets and bike/pedestrian mobility and we therefore encourage a comprehensive and thoughtful approach to Union Avenue. Please consider and incorporate the 10% design plan prepared by CDM in 2014 and the access circulation concepts prepared by PARK New Haven in 2015. From an environmental perspective, congestion mitigation and air pollution will be mitigated as well through this work.

2. **Intermodal Circulation:** The circulation in the drop-off/pick up area for the Union Station and the two adjacent garages must be considered together so that there is adequate capacity for the busiest times. Consideration should be given to a more orderly staging of taxis and buses. As per our letter of August 31, 2015, the bus depot concept is very important and should be considered as a stand-alone alternative. It is worth noting that concepts were prepared for Connecticut DOT by Medina in 2011 that showed a ground floor appropriately designed for intercity buses, shuttles and other uses. Likewise, Medina reserved space in the new garage for a full-service bike station, based on a scope prepared by the City and it would be good to maintain that element in the project.



203. 946.2366 Phone / 203. 946.2391 Fax

Alexander 123115

3. Historic Preservation and Architecture: The State's commitment to a high quality, architecturally consistent design is truly appreciated and we look forward to seeing that through to implementation. On a related note, the City encourages full documentation of archeological resources based on Union Station's historically-significant location.

Thank you again for your time and effort on this project. We look forward to further discussion as the project continues to move forward.

Sincerely,



Michael Piscitelli, AICP

Deputy Economic Development Administrator

cc: Toni Harp, Mayor  
Matthew Nemerson, Economic Development Administrator  
Karyn Gilvarg, AIA, Executive Director, City Plan  
Doug Hausladen, Director, Transportation, Traffic and Parking  
file

203. 946.2366 Phone / 203. 946.2391 Fax / Page 2 of 2

From: Matthew Nemerson [<mailto:mnemerson@newhavenct.gov>]  
Sent: Friday, December 18, 2015 6:31 PM  
To: Fallon, James A; [keith.hall@ct.gov](mailto:keith.hall@ct.gov)<<mailto:keith.hall@ct.gov>>  
Cc: Mike Piscitelli; Douglas Hausladen; Tomas Reyes  
Subject: Follow-up to Union Station Garage #2 EIS Scoping meeting

Dear Jim and Keith,

Thanks for your presentation and good humor this week with the USTC Garage meeting.

I'm sure we are really much closer to agreement than it may seem and we are very appreciative and excited that the project itself is so close to finally becoming a reality.

Not sure what the next steps are, but I am sure this will all work out through good existing lines of communications between the Mayor, Governor and Commissioner.

Thanks again for all your work on this project.

Have a great Holiday!

Matthew

Matthew Nemerson  
Economic Development Administrator  
City of New Haven - Toni N. Harp Mayor  
Office 203-946-2366  
Cell 203-901-3950  
Personal Cell 203-444-6482  
[mnemerson@newhavenct.gov](mailto:mnemerson@newhavenct.gov)<<mailto:mnemerson@newhavenct.gov>>

**3. Public Comments**

As required under the Connecticut Environmental Policy Act (CEPA), a public comment period of at least 30 days was provided during the Early Public Scoping process for the proposed project. The comment period began November 17, 2015 and ended December 31, 2015 during which time two individuals submitted written comments to CTDOT.

Copies of the public comments are provided on the following pages. It is noted that personal contact information has been redacted.

**COMMENT FORM  
PUBLIC SCOPING MEETING  
STATE PROJECT NO. 301-114  
UNION STATION PARKING GARAGE  
NEW HAVEN, CT**

Please provide any written comments below:

This garage needs to better reflect its urban location and the multi-modal needs of the Greater New Haven Community. Specifically: TRANSIT.

CT Transit needs a better hub for transfer activity for greater New Haven. The New Haven Green is ill-equipped to handle the activity and provides transit riders a third-class experience without rest rooms, HVAC and shelter. This garage project could and SHOULD link CT Transit with RAIL in a much more integrated fashion.

The presenters brought up problems with bus turning radius and not wanting to "go to tall" with the facility as reasons NOT to include transit/bus hub in the first floor of this project. New Haven would welcome this facility being taller and if this is a preliminary Scoping Meeting - please come up with a new design that better incorporates and links Rail & Transit. Car drivers are NOT the only people who take the train and this project could better reflect their needs. Thanks for your considerations.

Name: Win Davis win@downtownnewhaven.com  
Address: [REDACTED]  
Telephone: [REDACTED]

Check here if you would like a response via telephone.

Please submit any comments that you may have by **December 31, 2015**

- Mail: Please seal the form with tape – do not use staples – and affix postage
- E-mail: [dot.environmentalplanning@ct.gov](mailto:dot.environmentalplanning@ct.gov)

*Appendix B*  
*Early Public Scoping Comments*

**From:** Josh Erlanger [REDACTED]  
**Sent:** Wednesday, December 16, 2015 3:13 PM  
**To:** DOT Environmental Planning  
**Cc:** [Roland.Lemar@cga.ct.gov](mailto:Roland.Lemar@cga.ct.gov); [MayorHarp@newhavenct.net](mailto:MayorHarp@newhavenct.net)  
**Subject:** New Union Station Parking Garage

I wanted to send some feed back on the new Union Station Parking Garage DOT meeting from last night (12/16/2015).I think it was clear to anyone at the meeting that the singular focus for the design of the new garage is to accommodate as many suburban train commuters as possible. There is not a single design element that factors in economic or transportation benefits for the city of New Haven. I realize we have been fighting for this garage for a decade but with the addition of the West Haven Station and more stations coming online it has and will become less of problem. I would humbly ask that if this design is not significantly altered to benefit the residence of New Haven in some meaningful way that the garage not be built at all. Let's save the land and money for a better use.

Thanks

Josh Erlanger

---

# APPENDIX C

## *Public Review Comments and Responses for Record of Decision*

### **Union Station Parking Garage** New Haven, Connecticut

*State Project No. 301-114*



*Prepared for:*  
**Connecticut Department of Transportation**

**October 2017**



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5. Public Hearing Transcript and Comments Keyed to Responses .....	C-89



## **1. Introduction**

As required under the Connecticut Environmental Policy Act (CEPA), this document provides responses to comments that were submitted to the Connecticut Department of Transportation (CTDOT) during the public review period for the Environmental Impact Evaluation (EIE), dated April 2016, for the proposed Union Station Parking Garage, State Project No. 301-114.

Notice of the EIE availability was published in the *Environmental Monitor* on May 3, 2016, beginning a 49-day public review period that was initially proposed to close on June 20, 2016. On June 21, 2016, a second notice was published in the *Environmental Monitor* which extended the public comment period to July 5, 2016, or 64 days total.

A Public Hearing was conducted during the public comment period on June 6, 2016 at Gateway Community College, 20 Church Street, New Haven, Connecticut. Approximately 46 individuals attended the Hearing, of which 16 provided comments in the form of oral testimony.

Throughout the 64-day comment period, CTDOT received comments from three public agencies, and 19 individuals or organizations. These comments were provided in the form of written correspondence including emails, letters, and comment forms.

The public review comments and responses are presented in the following sections of this document, summarized as follows:

- **Section 2.** Presents letter correspondence submitted to CTDOT by public agencies and organizations during the public review period. Responses are provided for any substantive comments contained in the correspondence.
- **Section 3.** Provides a summary of the public comments that were submitted by individuals as written correspondence or oral testimony at the Public Hearing. The comments are organized into thirteen categories; each category includes a summary of the comments relating to that category, with corresponding responses.
- **Section 4.** Presents the written correspondence submitted to CTDOT by individuals during the public review period. The substantive comments contained within the written correspondence are keyed (or cross-referenced) to the summary of public comments and responses provided in Section 3.
- **Section 5.** Presents the transcript from the June 6, 2016 Public Hearing. The substantive comments provided via oral testimony are also keyed to the summary of public comments and responses provided in Section 3.

## **2. Letters from Agencies and Organizations**

Eight public agencies or organizations submitted correspondence to CTDOT during the 64-day public review period, including: the City of New Haven, Board of Alders; Connecticut Department of Energy and Environmental Protection (CTDEEP); Elm City Cycling; the Connecticut Department of Public Health (DPH), Drinking Water Section; the Greater New Haven Chamber; the Connecticut Office of Policy and Management (OPM); the City of New Haven, Mayor; and the Urban Design League. This section presents the correspondence from each agency followed by responses to the substantive comments contained in each correspondence. A “Response Key” is provided along the right side of each correspondence adjacent to the substantive comments and correlating to a numbered response that directly follows the correspondence.

City of New Haven, Board of Alders Correspondence

Response Key



CITY OF NEW HAVEN  
BOARD OF ALDERS

June 17, 2016

Honorable James P. Redeker  
Commissioner, Department of Transportation  
2800 Berlin Turnpike,  
Newington, CT 06111

Dear Commissioner Redeker:

Following last week's public hearing on the new second garage at Union Station, we've continued to hear concerns from residents about the proposed design. Hearing these concerns – and sharing many of them we write to respectfully appeal to you to hold a second public hearing to allow for better community comment.

BOA-1

The first public hearing was scheduled at the same time as our final budget meeting, which meant that alders in attendance had to leave the hearing before being able to testify and other Alders who were interested were unable to attend.

Should another Public Hearing not be feasible here is what we have heard our residents who like us also are particularly interested in a station that is for all commuters not just driving commuters. They have made it clear to us that the new garage should include improvements such as:

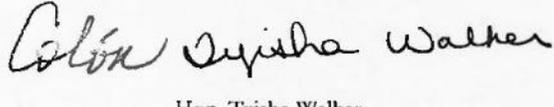
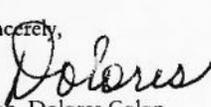
- First floor retail to increase walkability, safety, and place-making:
- A bus depot inside the first level of the garage, with increased bus service to the station:
- A liner building to match future development along Union Avenue:
- Streetscape improvements with trees, crosswalks, bump outs, and benches for pedestrian:
- Increased biking infrastructure with a bike services station or bike share:
- Addressing the congested traffic situation on Union Avenue, which could be compounded by a 1,000 space garage:
- Supporting complete streets for all road users, which better protects the safety of drivers and pedestrians:
- Better bus service and a bus depot:
- Better Streetscape improvements– whether crosswalks, bump outs, benches, or tree installations:
- Better linkage to Long Wharf for residents and the community around the station:
- Making the building relate to the historical landmark nature of the current structure:
- Match and respect local and regional development plans, notably the Hill to Downtown Community Plan (2013-14) and Union Station TOD plan (2013), both with designs courtesy of Goody Clancy; and
- Improved relationship to the future developments across Union Avenue.

BOA-2

*Appendix C*  
*Public Review Comments and Response*

We would appreciate it greatly if you would allow the local community the opportunity to present this for themselves at another public hearing. However if not, we believe it is in the best interest of all concerned and that it will lead to a better project in the long run that you act on their concerns above. Thank you for your consideration of our request and we look forward to working with you on this.

Sincerely,



Hon. Dolores Colon  
Ward 6, Alder

Hon. Tyisha Walker  
President, New Haven Board of Alders

## Responses to Board of Alders Comments

BOA-1. CTDOT extended the public comment period approximately two weeks to 64 days to provide additional time for public review and comment on the EIE. In order to maintain a reasonable project schedule, CTDOT will not convene a second CEPA Public Hearing prior to issuing the ROD for Office of Policy and Management (OPM) review. However, the final design phase of the project will include a public information meeting and additional opportunities for public and agency stakeholders to review and comment on the details of the proposed project.

BOA-2. Please refer to the following responses that address the listed issues:

- First floor retail: Several planning efforts completed by the City of New Haven included recommendations for active land uses, such as retail space, along Union Avenue in the area of the station to promote walkability. These planning efforts also included recommendations to promote transit-oriented development (TOD) in the station area, such as liner buildings for a new parking garage and expanded retail opportunities within Union Station. CTDOT notes that current building code makes it difficult to include the construction of new retail space at existing sidewalk levels within the existing 100-year flood zone and coastal flood hazard area on the project site. To meet code, this space would need to be elevated more than 3 feet above the sidewalk, requiring special access requirements and ramping that would generally be incompatible with creating street-level activity and promoting walkability.

As an alternative to providing retail space in the proposed garage, CTDOT will be allocating space along Union Avenue or within the parking garage complex for future pop-up and mobile retail uses. Additionally, CTDOT is working with City of New Haven representatives to assess potential retail space opportunities along Union Avenue within the ground floor of the existing parking garage. Retail buildout in the existing garage, if determined to be viable and marketable, would be undertaken by others after completion of the proposed garage.

The dedication of floor space within the existing parking garage to retail uses would reduce the potential parking supply at Union Station to approximately 1,817 spaces.

- Bus depot inside first level of garage: CTDOT recognizes the City's desire to better integrate enhanced local bus and train service at Union Station and will consider opportunities to do so as part of other on-going or future studies. However, as was indicated by Commissioner Redeker at the July 20, 2016 project presentation to the Chamber, CTDOT is not pursuing a bus terminal on the ground floor of the proposed garage under the Proposed Action as the site is not conducive to safely and efficiently accommodating both a bus terminal and a commuter parking facility. Please refer to Section 2.2.1 of the EIE for additional discussion regarding CTDOT's consideration of bus accommodations on this site.
- Bus service: CTDOT's Bureau of Public Transportation completed a *white paper* study (dated July 29, 2016) of centralized bus terminals at rail stations in Hartford, Stamford, Bridgeport, White Plains, NY, and Providence, RI, to begin assessing the potential issues and opportunities associated with expanding bus service at Union Station to create an intermodal hub.

### Responses to Board of Alders Comments (continued)

The study concluded that centering all transit bus activity in the immediate station area would be unwise for several reasons, including:

- The space required to accommodate the necessary number of buses (up to 18 at one time) and routes is significant and perhaps exceeds the space available at the station.
- The circulation constraints of the station area would require the intermingling of more buses with automobile traffic, other taxi and shuttle traffic, and pedestrians, exacerbating existing operational conflicts in the area.
- The number of buses departing the terminal would be adding traffic impacts to an already congested Union Avenue.

The *white paper* study concluded there may be opportunities for adding some bus service at Union Station, but nothing beyond creating a mini-hub of service. The study noted that Union Station bus service is included as part of the DOT-managed statewide bus study and the Alternatives Analysis initiated by the City in 2016; these studies will be considering potential service improvements and intermodal opportunities, and the Alternative Analysis study is specifically studying the potential for one or more mini-hubs away from the New Haven Green. Possible outcomes might include redirecting other routes past Union Station, and perhaps terminating one or more routes at the station, but the station would not become the main transfer point for the CTTransit system.

- **Liner building:** The dedication of floor space within the footprint of the proposed parking garage to uses other than parking would further reduce the potential parking supply at Union Station, contradictory to the stated purpose and need of the project. Regarding aesthetics of the proposed garage, CTDOT’s design team has collaborated with City of New Haven representatives since the June 2016 Public Hearing to incorporate changes to the parking garage architecture in direct response to comments and suggestions provided by City of New Haven’s City Plan Department and their architectural consultant. CTDOT is committed to further collaboration with City representatives during the final design stages of the project to reach agreement on the proposed garage aesthetic.
- **Streetscape improvements:** Provisions for streetscape improvements, such as benches, trees, site lighting, and other pedestrian amenities in and around the project site will be developed during subsequent final design stages.
- **Biking infrastructure:** CTDOT will provide the same proportion of bicycle-to-vehicle parking spaces in the proposed parking garage complex as currently exists at the existing parking garage. The resultant number of bicycle parking/storage spaces will be approximately 240, or an increase of approximately 100 spaces over the existing condition. The design plans for the project designate a single area on the ground floor of the existing garage for the bicycle parking/storage facility. The details of the facility (such as amenities, replacement of the existing “fix it” station, type of racks, security measures) will be further defined during subsequent final design phases.

CTDOT does not plan to include additional accommodations for a repair shop, showers, or bike rental/share station within the garage complex as part of the program for the Proposed Action. However, CTDOT will support future initiatives by NHPA/PNH to include these accommodations.

### **Responses to Board of Alders Comments (continued)**

- **Traffic congestion:** To accommodate the additional traffic related to the Proposed Action, mitigation measures have been identified for the study area. The mitigation measures include optimizing signal timings and changing signal phasing at the signalized intersections adjacent to the Proposed Action. With these changes, operations are estimated to be similar to the No-Action condition. At the Union Avenue & Columbus Avenue/Garage Access/Meadow Street intersection, while the LOS does change for some minor movements at the intersection, the overall intersection delay is estimated to be less than the No-Action condition. A reversible lane is being designed for the parking garage access across from Columbus Avenue, which will provide additional capacity that will be flexible to accommodate the peak entering exiting flows of the parking facilities.

Additionally, CTDOT will be collaborating with the City of New Haven to provide compatibility between these traffic mitigation measures, and the City's plans to reduce the number of travel lanes on Union Avenue in favor of complete streets improvements.

- **Linkage to Long Wharf:** The City has expressed interest in extending the future pedestrian bridge (which, as currently planned under State Project No. 301-0183, will link the proposed garage to the platforms and will connect to the east side of the New Haven Railyard) beyond its planned limits to create a more direct link between the station area and Long Wharf. A new pedestrian bridge connection to Long Wharf is beyond the scope of this project. CTDOT notes that Church Street South Extension provides a walkable bridge connection between Union Avenue and Sargent Drive and is relatively proximate to Union Station.
- **Relationship to Historic Union Station:** CTDOT notes that the State Historic Preservation Office (SHPO) has determined the proposed garage, as presented at the Public Hearing, will have no adverse effect on the historic Union Station. Regarding the aesthetics of the proposed parking garage, CTDOT's design team has collaborated with City of New Haven representatives since the June 2016 Public Hearing to incorporate changes to the parking garage architecture in direct response to comments and suggestions provided by City of New Haven's City Plan Department and their architectural consultant. SHPO representatives have been directly involved in discussions between CTDOT and City of New Haven regarding the architecture and aesthetic of the proposed garage.
- **Consistency with Local and Regional Development Plans:** It is CTDOT's understanding that The Hill-to-Downtown Plan generally outlined two pertinent goals relative to the Union Station garage: a) improve connectivity and b) encourage development of commercial, residential and retail space in the areas around Union Station, providing a stronger gateway to the city and promoting expanded transit use. The Proposed Action serves the connectivity goal to the extent feasible and does not prevent the land use goal from being achieved in the future elsewhere on the Union Station/Union Avenue campus. Specifically, CTDOT will be allocating space along Union Avenue or within the parking garage complex for future pop-up and mobile retail uses. Additionally, CTDOT is working with City of New Haven representatives to assess potential retail space opportunities along Union Avenue within the ground floor of the existing parking garage. Retail buildout in the existing garage, if determined to be viable and marketable, would be undertaken by others after completion of the proposed garage.

**Responses to Board of Alders Comments (continued)**

Additionally, CTDOT’s proposed project includes provisions for a transit stop and passenger waiting area to create street-level activity along the proposed garage frontage; these provisions are consistent with current City of New Haven plans for a transit lane and bicycle/pedestrian mixing zone in front of the existing garage.

The details of retail alternatives, including implementation timeline and responsibilities, will be further developed during subsequent collaboration initiatives with the City.

Regarding other TOD, the Proposed Action will utilize land already owned by CTDOT and already dedicated to parking for the station, and therefore will not preclude the City of New Haven and private development interests from pursuing and controlling future TOD opportunities on other properties in the station area.

- Relationship to future development: CTDOT will continue to coordinate with City of New Haven officials and stakeholders during subsequent final design phases to provide consistency between the Proposed Action and the City’s plan for future development along Union Avenue, as much as practicable.

CTDEEP Correspondence

Response Key



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

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**To:** Mark W. Alexander - Transportation Assistant Planning Director  
DOT - Environmental Planning, 2800 Berlin Turnpike, Newington, CT 06131

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

**Date:** June 20, 2016      **E-Mail:** [david.fox@ct.gov](mailto:david.fox@ct.gov)

**Subject:** Parking Garage at Union Station, New Haven

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The Department of Energy & Environmental Protection has reviewed the Environmental Impact Evaluation (EIE) for construction of a 1000-space parking garage at Union Station in New Haven. The following commentary is submitted for your consideration.

The Department's scoping comments, reproduced below, recommended use of newer model construction equipment or retrofitting older models to mitigate air quality impacts during construction. The EIE merely states that proper operation and maintenance of equipment will address such impacts. Given the urban location of the project, adjacent to the existing station and its crowds and with nearby residential areas, the Department strongly urges that our recommendations be employed. In addition, the anti-idling requirement should be incorporated into construction contracts as we recommended. A further recommendation is permanent installation of "No Idling" signs at key areas along the street, such as pick-up and drop-off areas, where cars and buses may be standing with the engine running, as a reminder to the public that it is not legal to idle. Signs are available by contacting DEEP's Air Bureau.

DEEP-1

The Department typically encourages the use of newer off-road construction equipment that meets the latest EPA or California Air Resources Board (CARB) standards. If that newer equipment cannot be used, equipment with the best available controls on diesel emissions including retrofitting with diesel oxidation catalysts or particulate filters in addition to the use of ultra-low sulfur fuel would be the second choice that can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would obviate the need for retrofits.

DEEP-2

The Department also encourages the use of newer on-road vehicles that meet either the latest EPA or CARB standards for construction projects. These on-road vehicles include dump trucks, fuel delivery trucks and other vehicles typically found at construction sites. On-road vehicles older than the 2007-model year typically should be retrofitted with diesel oxidation catalysts or diesel particulate filters for projects. Again, the use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

DEEP-2

Mark W. Alexander	- 2 -	June 20, 2016	Response Key
<p>Additionally, Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies (RCSA) limits the idling of mobile sources to 3 minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted signs indicating the three-minute idling limit is recommended. It should be noted that only DEEP can enforce Section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of the Department.</p>			DEEP-3
<p>Our scoping comments also recommended that Level 2 electric vehicle charging stations be included at 3% of the parking spaces in the project design. The EIE notes that an unspecified number of spaces will be equipped for electric vehicle charging or will be designed for conversion to charging as needed in the future. We recommend that 10 spaces in the new garage should be built with charging stations and the remaining 20 spaces should be designed to accommodate chargers in the future, as demand increases.</p>			DEEP-4
<p>The EIE states that the existing bicycle parking, storage and amenities located north of the existing garage will be directly impacted by the pedestrian walkway improvements and main access driveway. There is no indication whether bicycle parking and storage will be available during the construction period. If these facilities will be eliminated throughout construction, the provision of temporary bicycle parking at another nearby location would be beneficial.</p>			DEEP-5
<p>When the new garage is completed, TDOT will replace these bicycle facilities and “at a minimum, the current number of parking and storage facilities will be maintained.” It would be prudent to plan for an increase in the total number of permanent parking/storage spaces, by identifying locations for expansion as demand increases. As noted in the EIE “the total parking supply yielded by the Proposed Action does not completely meet the anticipated need ... it is anticipated the future unmet parking demand at Union Station in New Haven could be offset in part by increased bicycling, walking, and transit trips to the station.”</p>			DEEP-6
<p>Thank you for the opportunity to review this project. If there are any questions concerning these comments, please contact me.</p>			
<p>cc: Keith A. Hall, DOT Louis Corsino, DEEP/APSD Robert Hannon, DEEP/OPPD</p>			

### **Responses to CTDEEP Comments**

DEEP-1. Permanent “no idling” signs will be posted in bus or passenger vehicle drop off and pick up locations. These locations will be defined during subsequent project design phases.

DEEP-2. CTDEEP recommendations to encourage the use of newer model construction equipment or the use of best available controls on diesel emissions during construction (including retrofitting with diesel oxidation catalysts or particulate filters) are noted; CTDOT will incorporate provisions in the contract specifications to address these recommendations.

DEEP-3. Temporary signs indicating the three-minute idling limit will be posted during construction. Additionally, CTDOT will include language in the contract specifications similar to the anti-idling regulations of Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies.

DEEP-4. CTDOT will provide 10 Level 2 electric vehicle charging stations in the proposed garage. The garage will be designed to accommodate up to 20 additional charging stations in the future as demand dictates.

DEEP-5. As noted in Section 3.23.2.3, temporary bicycle parking and storage facilities will be provided at Union Station during construction. The temporary facilities will accommodate approximately 140 bicycle parking spaces, similar to the existing parking supply.

DEEP-6. CTDOT will provide the same proportion of bicycle-to-vehicle parking spaces in the proposed parking garage complex as currently exists at the existing parking garage. The resultant number of bicycle parking/storage spaces will be approximately 240, or an increase of approximately 100 spaces over the existing condition.

**Elm City Cycling Correspondence**

**Response Key**



Mr. Mark Alexander  
Transportation Assistant Planning Director  
Connecticut Department of Transportation  
PO Box 317546  
Newington, CT 06131-7546

June 20, 2016

Dear Mr. Alexander:

Elm City Cycling supports creating multi-modal transportation options and enticing drivers out of single occupancy vehicles onto Metro North, but the CT DOT's proposed new garage at New Haven's Union Station tries to accomplish this goal in a way that does not meet the needs of a 21st century city. .

The project adds 740 car parking spots by building on an existing surface lot, but it chops up the existing covered bicycle parking, moves it to two different locations, and promises only to not decrease the number of bike parking spots, not to increase the number. An expansion of bicycle parking is certainly called for since the DOT's own studies have shown bike parking to be at, or over, capacity right now. The number of commuters who travel by bike is only going to increase, at least in part because a lower percentage of millennials own cars than in the preceding several generations, and more commuters of all ages want to decrease their carbon footprint.

The garage as currently envisioned will no doubt increase motor vehicle traffic on surface streets near the station which are already congested as motorists drive in from across town and across the region to fill up the new parking spots. If bike parking were increased significantly, it could allow more drivers to leave their cars at home and ride to the station.

There are many other reasons we are calling for a whole-scale revision of the current plan. As many people testified at a public hearing on June 6, it has no transit-oriented

**ECC-1**

development (TOD) attached to it. In its total focus on moving cars in and out of New Haven, the proposed plan seems like a remnant of the 1950s rather than product of the current century. It is also completely out of step with the city administration's and the nearby neighborhood's visions for revitalizing the "Hill to Downtown" corridor and promoting walkability and true multimodal transportation. The parking garage design promotes polluting single-occupancy vehicle use and endangers cyclists and pedestrians. A local resident testified at the public hearing that the area surrounding the garage has a high percentage of elderly people and children suffering from asthma, COPD, and other health ailments that would be exacerbated, rather than alleviated, by bring more automobile traffic to this neighborhood.

Response Key

ECC-2

Greater New Haven needs a 21st century plan that promotes pedestrian and cyclist safety and creates a destination train station -- offering not just departures to other Connecticut cities and towns and Grand Central Terminal, but an opportunity for economic and community well-being for our city. As we have in the past, Elm City Cycling will work with city officials and anyone else interested in promoting this vision, but the current plan must not move forward. We also think an idea floated by the Tri-State Transportation Campaign deserves consideration: to build a garage in West Haven, on that station's existing surface parking lot. A garage for the West Haven station was part of the original DOT plan but now seems to have been abandoned. While we recognize the current need to offer more parking along the Metro North corridor, it would be better to spread it to other towns and cities along the route in order to distribute the burden on local roads and streets and create flexible proposals that better anticipate the changing needs as single-occupancy vehicle use continues to decline. We urge the Department of Transportation to abandon the current design proposal for the parking garage and work with the city administration, neighborhood groups, transportation advocacy organizations and other stakeholders to replace it with a project that helps our city, our region and our state develop economic opportunity and promote more sustainable transportation policy.

ECC-3

Sincerely,

Board of Directors  
Elm City Cycling  
PO Box 206582  
New Haven CT 06520-6582

### **Responses to Elm City Cycling Comments**

ECC-1. CTDOT will provide the same proportion of bicycle-to-vehicle parking spaces in the proposed parking garage complex as currently exists at the existing parking garage. The resultant number of bicycle parking/storage spaces will be approximately 240, or an increase of approximately 100 spaces over the existing condition. The design plans for the project designate a single area on the ground floor of the existing garage for the bicycle parking/storage facility. The details of the facility (such as amenities, type of racks, security measures) will be further defined during subsequent final design phases. CTDOT does not plan to include accommodations for a repair shop, showers, or bike rental station within the garage complex as part of the program for the Proposed Action. However, showers could be included in future improvements within Union Station; these improvements would be implemented by the station operator (currently New Haven Parking Authority).

ECC-2. Several planning efforts completed by the City of New Haven included recommendations for active land uses, such as retail space, along Union Avenue in the area of the station to promote walkability. These planning efforts also included recommendations to promote transit-oriented development (TOD) in the station area, such as liner buildings for a new parking garage and expanded retail opportunities within Union Station. CTDOT notes that current building code makes it difficult to include the construction of new retail space at existing sidewalk levels within the existing 100-year flood zone and coastal flood hazard area on the project site. To meet code, this space would need to be elevated more than 3 feet above the sidewalk, requiring special access requirements and ramping that would generally be incompatible with creating street-level activity and promoting walkability.

As an alternative to providing retail space in the proposed garage, CTDOT will be allocating space along Union Avenue or within the parking garage complex for future pop-up and mobile retail uses. Additionally, CTDOT is working with City of New Haven representatives to assess potential retail space opportunities along Union Avenue within the ground floor of the existing parking garage. Retail buildout in the existing garage, if determined to be viable and marketable, would be undertaken by others after completion of the proposed garage.

CTDOT's proposed project also includes provisions for a transit stop and passenger waiting area to create street-level activity along the proposed garage frontage; these provisions are consistent with current City of New Haven plans for a transit lane and bicycle/pedestrian mixing zone in front of the existing garage.

The details of retail alternatives, including implementation timeline and responsibilities, will be further developed during subsequent collaboration initiatives with the City. Regarding other TOD, the Proposed Action will utilize land already owned by CTDOT and already dedicated to parking for the station, and therefore will not preclude the City of New Haven and private development interests from pursuing and controlling future TOD opportunities on other properties in the station area.

ECC-3. As described in Section 1.3, the purpose of the project is to provide expanded parking at Union Station to address forecast parking demand for Union Station. Although CTDOT supports continued investment and improvement in access to passenger and commuter rail through expanded parking facilities at other stations in the region, parking improvements at other stations are not considered alternatives to the stated purpose and need of this Proposed Action.

**Responses to Elm City Cycling Comments (continued)**

With specific regards to expanding parking at West Haven station, there are unique transportation and parking needs created by the multiple rail lines serving Union Station that simply cannot be addressed at West Haven station.

**DPH Correspondence**

**STATE OF CONNECTICUT**  
DEPARTMENT OF PUBLIC HEALTH



Raul Pino, M.D., M.P.H.  
Commissioner

Dannel P. Malloy  
Governor  
Nancy Wyman  
Lt. Governor

Drinking Water Section

June 28, 2016

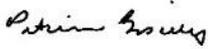
Mr. Mark W. Alexander  
Transportation Assistant Planning Director  
CT Department of Transportation  
Bureau of Policy and Planning  
2800 Berlin Turnpike  
Newington, CT 06131

Re: Notice of EIE for New Parking Garage at Union Station

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,



Patricia Bisacky  
Environmental Analyst 3  
Drinking Water Section



Phone: (860) 509-8000 • Fax: (860) 509-7184 • VP: (860) 899-1611  
410 Capitol Avenue, P.O. Box 340308  
Hartford, Connecticut 06134-0308  
[www.ct.gov/dph](http://www.ct.gov/dph)  
*Affirmative Action/Equal Opportunity Employer*

**No response required.**

**Responses to DPH Comments**

No responses required.

Greater New Haven Chamber Correspondence

Response Key



June 29, 2016

Mr. Mark Alexander  
Transportation Assistant Planning Director  
Connecticut Department of Transportation  
P. O. Box 317546  
Newington, CT 06131-7546

Re: New Haven Garage at Union Station

Dear Mr. Alexander:

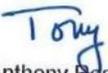
The Chamber has scheduled a meeting with the commissioner for July 20th to talk about the issue below. We however want to be sure we get in writing some of our comments.

The Chamber of Commerce, which has 2,000 business members in the region, has made the Union Station Garage one of its two top infrastructure priorities for many years. We are delighted the funding is being moved into place for the project. The Chamber has always viewed the garage as a key element in the economic growth of the downtown and the neighborhood around the station as well as a necessary accommodation to the needs of rail passengers. The land around a vibrant train station such as Union Station is among the most valuable in the City and the station facilities, including parking garages, need to be catalysts to nearby development. After all, that is the essential concept beyond the highly touted transit oriented development concept being implemented elsewhere in the state. Therefore, the Chamber wholeheartedly supports the City's proposal to incorporate a CT Transit bus terminal in the garage. This will reduce the congestion of buses on the historic New Haven Green and enhance the commercial growth not only on Chapel and Church Streets but in the Ninth Square area between the Green and Union Station.

Finally, an all-important issue is the operation of the station and the garage. At the time of the Northeast Corridor Project in the early 1980's, both the federal government, acting through the Federal Railroad Administration, and the State saw the wisdom in having local control over the development, management and maintenance of the station and garages. The Chamber sees no good reason to change that arrangement. Our membership believes the City has successfully handled that responsibility just as other municipalities along the Metro North Line have done and are doing.

We appreciate the opportunity to share our views with you.

Sincerely,



Anthony Rescigno  
President

cc: James Redeker  
Commissioner, CDOT

900 Chapel Street, 10<sup>th</sup> Floor, New Haven, CT 06510 | 203-787-6735 | Fax: 203-782-4329 | info@gnhcc.com | gnhcc.com

BETHANY BRANFORD CHESHIRE EAST HAVEN GUILFORD HAMDEN MADISON MILFORD NEW HAVEN NORTH BRANFORD NORTH HAVEN ORANGE WALLINGFORD WEST HAVEN WOODBRIDGE

GNHC-1

GNHC-2

**Responses to Greater New Haven Chamber Comments**

GNHC-1. CTDOT recognizes the City's desire to eliminate the existing CTTransit hub from the New Haven Green in support of the City's Downtown development goals. CTDOT also recognizes the City's desire to better integrate enhanced local bus and train service at Union Station and will consider opportunities to do so as part of other on-going or future studies. However, as was indicated by Commissioner Redeker at the July 20, 2016 project presentation to the Chamber, CTDOT is not pursuing a bus terminal on the ground floor of the proposed garage under the Proposed Action as the site is not conducive to safely and efficiently accommodating both a bus terminal and a commuter parking facility. Please refer to Section 2.2.1 of the EIE for additional discussion regarding CTDOT's consideration of bus accommodations on this site.

GNHC-2. CTDOT has extended New Haven Parking Authority/Park New Haven's current lease for parking/station management and operations for three years, beginning June 30, 2017. NHPA/PNH will also be eligible to pursue future lease agreements with CTDOT for the parking/station management and operations.

OPM Correspondence

Response Key



STATE OF CONNECTICUT  
OFFICE OF POLICY AND MANAGEMENT  
INTERGOVERNMENTAL POLICY DIVISION

July 1, 2016

Mr. Mark W. Alexander  
State of Connecticut Department of Transportation  
Bureau of Policy and Planning  
2800 Berlin Turnpike, Newington, CT 06131

Re: Environmental Impact Evaluation:  
New Parking Garage at Union Station

Dear Mr. Alexander:

The Office of Policy and Management (OPM) has reviewed DOT's Environmental Impact Evaluation for New Parking Garage at Union Station and submits the following comments:

- As specified in Sec. 22a-1a-1b(c)(6) of the CEPA statutes, an EIE must include:

*an analysis of the short term and long term economic, social and environmental costs and benefits of the proposed action;*

In its scoping comments, OPM had asked about the project's potential impacts on the neighborhood, beyond just its impacts on the usual traffic and other mobility measures. The EIE does provide some additional details from various transportation analyses, but says little about other neighborhood impacts or about their mitigation. Recent articles in various New Haven media suggest that significant concerns have not yet been addressed:

<http://www.nhregister.com/general-news/20160606/new-haven-officials-residents-oppose-union-station-garage-plan>

[http://www.newhavenindependent.org/index.php/archives/entry/union\\_station\\_garage/](http://www.newhavenindependent.org/index.php/archives/entry/union_station_garage/)

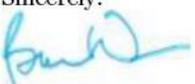
There has been substantial private, municipal and state investment and planning in the station area and this environmental review should give such concerns a corresponding level of consideration. The EIE includes comments submitted by two people who attended the public scoping meeting. One's comment includes this:

*I think it was clear to anyone at the meeting that the singular focus for the design of the new garage is to accommodate as many suburban train commuters as possible. There is not a single design element that factors in economic or transportation benefits for the city of New Haven. I realize we have been fighting for this garage for a decade but with the addition of the West Haven Station and more stations coming online it has and will become less of a problem. I would humbly ask that if this design is not significantly altered to benefit the residence of New Haven in some meaningful way that the garage not be built at all. Let's save the land and money for a better use.*

The other commenter raised some similar concerns, including this:

Phone: (860) 418-6323 Fax: (860) 418-6493  
450 Capitol Avenue, MS# 54ORG, Hartford, Connecticut 06106-1379

OPM-1

	Response Key
<p><i>This garage needs to better reflect its urban location and the multi-modal needs of the Greater New Haven Community.</i></p>	
<p>There appears to be significant concern that the project prioritizes the interests of people driving to the station from elsewhere over the interests of those who live or work in the area or who access the station in other ways. What proportion of people boarding trains in New Haven use the station's current parking facilities or park elsewhere in the station area? How do others access the station and what proportion of people parking at the station reside in New Haven?</p>	OPM-2
<p>Given concerns raised in meetings, the media and elsewhere, this EIE should thoroughly analyze the potential impacts on current or planned neighborhood functions and justify why the state's preferred alternative dedicates this space and funding to expand parking.</p>	OPM-3
<ul style="list-style-type: none"><li>• One of OPM's scoping comments had raised the following questions and the EIE does not appear to address them:  <p><i>How has DOT evaluated the potential change in parking demand at Union Station that will result from Hartford Line rail service enhancements? In addition to the impact of increased Hartford line ridership on the number of people choosing to board trains in New Haven, parking facilities are being expanded at other rail stations along the New Haven-Hartford-Springfield line. To what extent might the addition of parking spaces at nearby stations reduce demand for parking in New Haven?</i></p></li></ul>	OPM-4
<p>As also mentioned in OPM's scoping comments:</p> <p><i>With annual parking costs apparently varying by \$800 at stations only 10 miles apart, pricing at one facility might be a powerful incentive for people to drive further to park at a more-distant station. Not only is there a potential environmental consequence, it might also affect the long-term viability of individual facilities.</i></p>	
<p>CEPA statutes require an EIE to analyze the economic costs and benefits of the project. OPM believes such an analysis must consider the availability and cost of parking across a broader area, not only for the purposes of CEPA review but also to ensure that transportation funds are spent wisely.</p>	OPM-5
<p>Thank you for the opportunity to respond to this EIE and please feel free to contact me if you have any questions.</p> <p>Sincerely:</p>  <p>Bruce Wittchen Office of Policy &amp; Management 450 Capitol Ave, MS# 54ORG Hartford, CT 06106 (860) 418-6323 <a href="mailto:bruce.wittchen@ct.gov">bruce.wittchen@ct.gov</a></p>	

## **Responses to OPM Comments**

OPM-1. CTDOT has committed to working with City of New Haven representatives on various aspects of the project that were expressed concerns of City residents during the Public Hearing and subsequent EIE review period. These commitments include: increasing bike parking at Union Station; pursuing improvements to activate Union Avenue in front of the existing and proposed garages; working with the City to address gaps in the pedestrian and bicycle network east and west of Union Station; and continuing collaboration on the architectural design of the proposed garage. These commitments supplement the mitigation measures included in the EIE to address adverse impacts of the proposed project to the natural, cultural, and social environment.

OPM-2. Data regarding how many Union Station customers are parking at other parking facilities (such as Temple Street Garage, Coliseum Lot, Gateway Garage) was not obtained by CTDOT. Based on existing parking permit information provided by NHPA/PNH, approximately 15% of permit holders are New Haven residents; from this data it could be assumed that approximately 15% of the total station parkers are also New Haven residents though preference for New Haven residents cannot be given by present or future parking policies.

OPM-3. As described in Sections 3.1 and 3.2, local, regional, and state plans include recommendations for expanded parking supply for Union Station. The Proposed Action will provide this expanded parking supply on land already owned by CTDOT and already dedicated to parking for the station. Additionally, the Proposed Action does not preclude the City of New Haven and private development interests from pursuing other elements of these local, regional, and state plans, such as undertaking station re-merchandizing and future TOD in the station area in cooperation with the State.

OPM-4. As described in Section 1.3 of the EIE, the potential parking demand at Union Station includes several components; one of these components is new parking demand associated with ridership growth at Union Station. In 2010, Walker Parking Consultants determined that approximately 294 spaces or more would be required to address ridership growth by 2025. The ridership growth forecast used as the basis for this determination was developed by CTDOT and accounted for intrinsic New Haven line growth along with that due to planned New Haven-Hartford-Springfield rail service improvements.

OPM-5. Section 7 of the EIE presents a cost-benefit analysis for the Proposed Action. Consistent with the purpose and need for the Proposed Action, this analysis focuses on the capital cost and potential economic benefits of a new parking garage *at* Union Station to address parking demands *for* Union Station. The analysis does not consider the cost-benefits of alternatives that do not satisfy the purpose and need of the Proposed Action, such as providing parking at other adjacent stations.

**City of New Haven, Mayor Correspondence**

**CITY OF NEW HAVEN  
TONI N. HARP, MAYOR**



**PREPARED TESTIMONY OF THE CITY OF NEW HAVEN**

RE: Environmental Impact Evaluation (EIE)  
Union Station Parking Garage, New Haven (CDOT #301-114)

July 5, 2016

**I. Summary**

The City of New Haven ("City") respectfully offers this official testimony concerning the draft Environmental Impact Evaluation ("EIE") for the Union Station Parking Garage. The City appreciates the work of the Connecticut Department of Transportation ("CDOT"), its consulting partners, and the many stakeholders who participated in this process and contributed their work to developing this design.

Following a public information meeting for this project on December 15, 2015, the City submitted a letter as a formal written comment (attached herein for reference). Unfortunately, many of the City's comments concerning traffic management, intermodal circulation, and historic preservation have not been addressed in the EIE as currently proposed. The City believes these are critically important matters that need to be resolved prior to final approval of the EIE in order to ensure a quality development in keeping with the public interest.

Response Key

## II. Key Points of Emphasis

### *Traffic Management*

CNH-1

The City prepared a concept plan for Union Avenue and communicated that plan to CDOT for review. The plan is in keeping with the City's Complete Streets Design Manual, providing improved accommodations for bicyclists and pedestrians. The redevelopment plan reconfigures public rights-of-way in a manner consistent with the Hill to Downtown Community Plan. Moreover, the plan strives to make consistent redevelopment activities on the east and west sides of Union Avenue, namely, redevelopment of the Church Street South housing complex. As planned, Church Street South is a \$400 million project, growing from 300 to up to 1,000 units with supporting retail and recreation space that could be activated with coordinated changes at the Union Station garage to improve traffic conditions, street safety, and quality of life for residents and visitors.

Please reconsider implementation of the Union Avenue plan as part of, or in coordination with, the development of the second garage. The City believes that CDOT's proposal to simply re-time certain traffic signals is not responsive to the overall development program and will not adequately serve the community in its present form.

### *Intermodal Circulation*

CNH-2

Union Station is underserved by the CT Transit system. The commuter shuttle and J-line service have insufficient frequency to connect New Haven residents to workplaces along the New Haven Line and future Hartford Line. Greater New Haven residents need better connection to these major lines – a typical resident can reach only 27% of Greater New Haven jobs within a 90-minute public transit commute. While the EIE emphatically makes efforts to improve conditions for certain privately-operated shuttles, there are no accommodations for increased CT Transit service, particularly without increased first floor-to-ceiling height to accommodate such buses within the second garage.

Moreover, bicycle facilities are clearly de-emphasized in the EIE. The existing, sheltered bike parking area was developed specifically to accommodate user demand for new and sheltered spaces. The area is well-designed and well-used, but is scheduled to be demolished in favor of the second garage. The City does not accept the promissory statements made in the EIE that such facilities will be replaced. Clearly, the design has progressed to a point where the location, size and type of replacement facility should have been identified and described in some detail before the EIE was put out for public review. Reference is also made to the Nelson/Nygaard plan for a full-service bike station in the second garage, which was prepared for CDOT in 2009 at the City's request. Here again, no provisions have been made for a bike station with appropriate showers, rentals, repair and other services.

Response Key  
CNH-3

From a pedestrian perspective, the City does not support the new pedestrian connection to the platforms nor to the railyard. At a cost upward of \$30 million, the City believes a more appropriate use of State funding (with significantly more environmental benefit) would be achieved through development of the Union Avenue plan and stormwater management efforts. CDOT is fully aware of the combined sewer / flooding issues on Union Avenue. Through re-allocation of project funding, the State should address a more pressing need as opposed to a pedestrian bridge with limited public utility.

CNH-4

#### *Historic Preservation*

CNH-5

Federal and State environmental law appropriately consider historic preservation among the most important of environmental impacts. In this instance, the new garage design is inconsistent with the design of Union Station in terms of height, façade and streetscape presentation. Designed by Cass Gilbert in the Beaux Arts tradition, Union Station is an architectural treasure and is listed on the National Register of Historic Places. Prior renovations to Union Station and the design of the first garage are both in keeping with this historic tradition; the new garage is not, but is rather significantly larger than the existing garage with altered color, detail and rhythm.

### **III. Hill to Downtown Community Plan**

Response Key  
CNH-6

The EIE overstates the consistency of this second garage proposal with the Hill to Downtown Community Plan and related plans for transit-oriented development at Union Station. Developed over years of extensive work with local leaders, community members, and partners, the Hill to Downtown Plan places strong emphasis on improvements to Union Avenue, green infrastructure design, contextual urban design and bike/ped accommodations. The second garage plan does not adequately address any of these important planning objectives. Perhaps more importantly, the second garage plan is not coordinated with planned improvements to the Church Street South housing complex, which will compromise the overall viability of both projects.

#### **IV. Environmental Impact**

CNH-7

The City requests that the EIE remain in draft form until the following environmental impacts are addressed. The EIE should then be noticed and re-submitted for public comment prior to final decision:

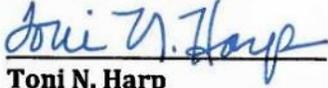
1. Incorporate sufficient space in the second garage for additional CT Transit service.
2. Address Union Avenue stormwater management.
3. Address Union Avenue traffic management through implementation of Union Avenue reconstruction plan, consistent with the Hill to Downtown Community Plan.
4. Re-design the second garage in an architecturally-consistent manner with the existing garage and station building.
5. Retain the existing sheltered bike parking area at its current location; install additional sheltered bike parking; and incorporate the full-service bike station as a new retail storefront in the second garage or first garage.

#### **V. Closing**

Thank you for your consideration of the City's comments on the EIE. As the gateway to New Haven, the region, and our state, Union Station is a key asset to all of us – and one we are proud to have in our City. As we plan for the future, we again urge your thoughtful and meaningful consideration of the proposed amendments listed herein.

Respectfully submitted,

CITY OF NEW HAVEN



**Toni N. Harp**

Mayor

City of New Haven

165 Church Street

New Haven, CT 06510

(203) 946-8200

## Responses to City of New Haven, Mayor Comments

CNH-1. CTDOT will continue to coordinate and collaborate with the City during the final design stages of this project to provide compatibility between the proposed traffic mitigation measures and the traffic management and complete streets elements of the City's plan for Union Avenue. This effort will include determining whether elements of the City's plan can reasonably be implemented in conjunction with this project with consideration to currently unknown factors such as CTDOT encroachment permit requirements of the City's plan, timing of the projects, and funding constraints of the projects. At a minimum, CTDOT will implement traffic signal improvements required by OSTA to mitigate the anticipated traffic impacts associated with new trips to the proposed garage; under this scenario, the existing Union Avenue street configuration will be generally unchanged by this project such that none of the City's future plans for complete streets are precluded by the Proposed Action.

CNH-2. CTDOT recognizes the City's desire to better integrate enhanced CTTransit local bus service and train service at Union Station and will consider opportunities to do so as part of other on-going or future studies. However, CTDOT is not pursuing a bus terminal on the ground floor of the proposed garage under the Proposed Action as the site is not conducive to safely and efficiently accommodating both a bus terminal and a commuter parking facility. Please refer to Section 2.2.1 of the EIE for additional discussion regarding CTDOT's consideration of bus accommodations on this site. Based on coordination and discussions with the City of New Haven since the close of the public comment period, it is CTDOT's understanding the City accepts this finding.

CNH-3. CTDOT will provide the same proportion of bicycle-to-vehicle parking spaces in the proposed parking garage complex as currently exists at the existing parking garage. The resultant number of bicycle parking/storage spaces will be approximately 240, or an increase of approximately 100 spaces over the existing condition. The design plans for the project designate a single area on the ground floor of the existing garage for the bicycle parking/storage facility. The details of the facility (such as amenities, type of racks, security measures) will be further defined during subsequent final design phases. CTDOT does not plan to include accommodations for a repair shop, showers, or bike rental station within the garage complex as part of the program for the Proposed Action.

CNH-4. As stated in the EIE, the Proposed Action is being designed *with consideration to* "accommodating a connection to a future pedestrian bridge to be implemented under a separate State project." As such, the cost estimate for the Proposed Action does not include costs/funding for the construction of the future pedestrian bridge that could otherwise be reallocated to Union Avenue improvement projects.

CTDOT understands the City is currently undertaking a significant hydrologic study of Downtown, including Union Avenue, to identify specific deficiencies in the storm sewer system and to recommend specific improvements in the proposed project area to help address these deficiencies. CTDOT anticipates coordinating the stormwater improvements associated with the Proposed Action with the City's recommendations, to the greatest extent possible, within the scope of the proposed project.

**Responses to City of New Haven, Mayor Comments (continued)**

CNH-5. CTDOT notes that the State Historic Preservation Office (SHPO) has determined the proposed garage, as presented at the Public Hearing, will have no adverse effect on the historic Union Station. Regarding the aesthetics of the proposed parking garage, CTDOT's design team has collaborated with City of New Haven representatives to incorporate changes to the parking garage architecture in direct response to comments and suggestions provided by City of New Haven's City Plan Department and their architectural consultant. CTDOT is committed to further collaboration with City representatives during the final design stages of the project to reach agreement on the proposed garage aesthetic. SHPO representatives have been, and will continue to be directly involved in discussions between CTDOT and City of New Haven regarding the architecture and aesthetic of the proposed garage.

CNH-6. It is CTDOT's understanding that The Hill-to-Downtown Plan generally outlines two pertinent goals relative to the Union Station garage: a) improve connectivity and b) encourage development of commercial, residential and retail space in the areas around Union Station, providing a stronger gateway to the city and promoting expanded transit use. The Proposed Action serves the connectivity goal to the extent feasible and does not prevent the land use goal from being achieved in the future elsewhere on the Union Station/Union Avenue campus.

CTDOT will be allocating space along Union Avenue or within the parking garage complex for future pop-up and mobile retail uses. Additionally, CTDOT is working with City of New Haven representatives to assess potential retail space opportunities along Union Avenue within the ground floor of the existing parking garage. The details of retail alternatives, including implementation timeline and responsibilities, will be further developed during subsequent collaboration initiatives with the City.

Regarding other TOD, the Proposed Action will utilize land already owned by CTDOT and already dedicated to parking for the station, and therefore will not preclude the City of New Haven and private development interests from pursuing and controlling future TOD opportunities on other properties in the station area.

Regarding coordination with the planned Church Street South redevelopment, the City Plan Department first provided CTDOT a copy of a Church Street South Redevelopment plan on November 23, 2016; this plan was dated May 25, 2016. CTDOT welcomes further efforts to coordinate this plan (or subsequent revisions to this plan provided by the City) with the proposed improvements of the parking garage project.

CNH-7. CTDOT notes that the City's request to consider the EIE (dated April 28, 2016) a *draft* document is not consistent with CEPA procedures. The EIE is a *final* document; CTDOT's *Responses to Comments* contained within this Record of Decision (ROD) are intended to respond directly to how the Proposed Action will address the City's noted environmental concerns. In order to maintain a reasonable project schedule, CTDOT is not planning another public comment period prior to issuing the ROD for Office of Policy and Management (OPM) review. However, the final design phase of the project will include additional opportunities for public and agency stakeholders to review and comment on the details of the proposed project.

Urban Design League (UDL) Intervenor Request

Response Key

State of Connecticut  
Department of Transportation

IN RE: STATE PROJECT 301-114  
NEW PARKING STRUCTURE PROPOSED FOR UNION STREET  
New Haven, Connecticut

JUNE 6, 2016

New Haven Urban Design League

APPLICATION TO INTERVENE PURSUANT TO CONNECTICUT GENERAL

STATUTE §22a-19a

Pursuant to Conn. Gen. Stat. §22a-19a, the Connecticut Environmental Protection Act ("CEPA"), the New Haven Urban Design ("League"), hereby applies to State of Connecticut Department of Transportation ("Department") to intervene as a party in the above captioned agency proceeding on the grounds that the actions the Department has under consideration will or are likely to have an unreasonable impact, air and water pollution, on the public trust in the air and water quality of the State.

Applicable Law:

A. CEPA Allows Any Person To Intervene In Legal Proceedings to Raise Environmental Issues

As noted above, this Application is made pursuant to CEPA, the plain language of which was intended to provide wide access to the states' various tribunals. Red Hill Coalition, Inc. v. Conservation Commission of Town of Glastonbury, 212 Conn. 710 (1989).

The statute provides in relevant part:

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"Letter Response to  
UDL Intervenor  
Request"

“[in] any administrative, licensing or other proceeding, and in any judicial review thereof made available by law, . . .any person . . .or other legal entity may intervene as a party on the filing of a verified pleading asserting that the proceeding or action for judicial review involves conduct which has, or which is reasonably likely to have, the effect of unreasonably polluting, impairing or destroying the public trust in the air, water or other natural resources of the state.

Conn.Gen.Stat. §22a-19.

The site proposed for the new Union Station Garage generally is part of the Hill neighborhood, is adjacent to many uses which generate both regular vehicular exhausts and higher levels of diesel exhaust than in other parts of the City, making this a diesel hot zone. The uses adjacent to the site of State Project 301-114, which contribute to high air pollution in the immediate neighborhood include the current structured parking garage, and the adjacent rail yard serving freight and passenger (Metro North, Shoreline East, and Amtrak) systems, and adjacent Route 34 ramp from the major Interstate I-91 and I-95 highway interchange, and the high traffic volumes and congestion created by cars, taxis, private shuttles, and local and regional buses which network at Union Station. The area is part of an EPA air quality non-attainment zone, as well as being part of the EPA's NATA list of "higher impacted areas." New Haven has the highest hospitalization rates for asthma in the state, as detailed in the State of Connecticut Department of Health study, "Asthma in Connecticut 2012 – A Surveillance Report" <http://www.ct.gov/dph/cwp/view.asp?a=3137&q=398480>, and confirmed in the 2016 updated table for this report. To address this public health risk, environmental groups have worked to reduce pollution in the city, or to ensure no net gain in pollution, as was achieved in the negotiations for the recently built PSEG power plant serving peak demand. The Hill neighborhood is a low income, minority majority area. In the immediate area of State Project 301-114, there is public housing for disabled and elderly residents, the senior housing at Tower One Tower East, and 300 families, many with young children at the Church Street South housing complex.

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The site proposed for State Project 301-114 is in a flood plain, in an area with buried streams and a high water table. In addition to these natural features, most of the land on which I-95 were built was man-made – the fill replaced the natural wetlands which once helped control flooding. The density of hardscape – roads, sidewalks, paved lots and rooftops – also contributes to the areas high levels of storm water over flows. This combination of natural and man-made features has created zone that frequently floods and overwhelms the City of New Haven’s storm water control systems, sending combined sewer overflows into Long Island Sound. (Additionally, local roads around the proposed site of State Project 301-114 have been made hazardous and impassable by flooding.) At this time, no engineering solutions have been created, nor is any funding available to mitigate the area’s frequent flooding. State Project 301-114 would worsen this problem in two ways -- by adding more hardscape, and by not including engineering features to keep storm water on its site.

A §22a-19 or 22a-19a intervenor need not show “aggrievement”. Hyllen-Davey v. Planning & Zoning Commission, 57 Conn. App. 598, 593, 749 A.2d 682, cert denied, 253 Conn. 926, 754 A.2d 796 (2000)(“the EPA waives the additional aggrievement requirement in ...§22a-19, [which] authorizes any citizen or other entity, without having to first establish aggrievement, to intervene in an existing proceeding.”); Scaringe v. Meriden Planning & Zoning Comm., CV-000274515-S, J.D. at Meriden, (November 26, 2002)(Gilardi, J).

An allegation of facts that the action at issue in the proceeding is likely to unreasonably impair the public trust in air, water or natural or historical resources of the State is sufficient. See, Cannata v. Dept. Of Environmental Protection, et al, 239 Conn. 124 (1996)(alleging harm to floodplain forest resources).

**B. CEPA Is Not Discretionary: Once A Verified Application Has Been Filed, Intervention is A Matter of Statutory Right**

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The Connecticut Appellate Court has noted that statutes "such as the EPA are remedial in nature and should be liberally construed to accomplish their purpose." Avalon Bay Communities, Inc. v. Zoning Commission of the Town of Stratford, 87 Conn.App.537 (2005); Keeney v. Fairfield Resources, Inc., 41 Conn.App. 120, 132-33, 674 A.2d1349 (1996). In Red Hill Coalition, Inc. V. Town Planning & Zoning Commission, 212 Conn. 7272, 734, 563 A.2d 1347 (1989)[http://www.lexis.com/research/buttonTFLink?\\_m=6fe21985f9db773cdfb73b16f8141bf5&\\_xfercite=%3ccite%3d%22USA%22%3e%3c%21%5bCDATA%5b87%5d%5d%3e%3c%2fcite%3e&\\_butType=3&\\_butStat=2&\\_butNum=53&\\_butInline=1&\\_butInfo=%3ccite](http://www.lexis.com/research/buttonTFLink?_m=6fe21985f9db773cdfb73b16f8141bf5&_xfercite=%3ccite%3d%22USA%22%3e%3c%21%5bCDATA%5b87%5d%5d%3e%3c%2fcite%3e&_butType=3&_butStat=2&_butNum=53&_butInline=1&_butInfo=%3ccite) ("section 22a19[a][http://www.lexis.com/research/buttonTFLink?\\_m=6fe21985f9db773cdfb73b16f8141bf5&\\_xfercite=%3ccite%3d%22USA%22%3e%3c%21%5bCDATA%5b87%5d%5d%3e%3c%2fcite%3e&\\_butType=4&\\_butStat=0&\\_butNum=54&\\_butInline=1&\\_butInfo=CONN. GE makes intervention a matter of right once a verified pleading is filed complying with the statute, whether or not those allegations ultimately prove to be unfounded"\); Polymer Resources, Ltd. V. Keeney, 32 Conn. App. 340, 348-49, 629 A.2d 447 \(1993\) \("Section 22a-19\(a\)\[http://www.lexis.com/research/buttonTFLink?\\\_m=6fe21985f9db773cdfb73b16f8141bf5&\\\_xfercite=%3ccite%3d%22USA%22%3e%3c%21%5bCDATA%5b87%5d%5d%3e%3c%2fcite%3e&\\\_butType=4&\\\_butStat=0&\\\_butNum=56&\\\_butInline=1&\\\_butInfo=CONN. GE compels a trial court to permit intervention in an administrative proceeding or judicial review of such a proceeding by a party seeking to raise environmental issues upon the filing of a verified complaint. The statute is therefore not discretionary."\\) See Also, Connecticut Fund for the Environment, Inc. V. Stamford, 192 Conn. 247, 248 n.2, 470 A.2d 1214 \\(1984\\). In Mystic Marine life Aquarium v. Gill, 175 Conn. 483, 490, 400 A.2d 726 \\(1978\\), we concluded that one who filed a verified pleading under § 22a-19 \\(a\\) became a party to an administrative proceeding upon doing so and had "statutory standing to appeal for the limited purpose of raising environmental issues." "It is clear that one basic purpose of the act is to give\]\(http://www.lexis.com/research/buttonTFLink?\_m=6fe21985f9db773cdfb73b16f8141bf5&\_xfercite=%3ccite%3d%22USA%22%3e%3c%21%5bCDATA%5b87%5d%5d%3e%3c%2fcite%3e&\_butType=4&\_butStat=0&\_butNum=56&\_butInline=1&\_butInfo=CONN.%20GE%20compels%20a%20trial%20court%20to%20permit%20intervention%20in%20an%20administrative%20proceeding%20or%20judicial%20review%20of%20such%20a%20proceeding%20by%20a%20party%20seeking%20to%20raise%20environmental%20issues%20upon%20the%20filing%20of%20a%20verified%20complaint.%20The%20statute%20is%20therefore%20not%20discretionary\)](http://www.lexis.com/research/buttonTFLink?_m=6fe21985f9db773cdfb73b16f8141bf5&_xfercite=%3ccite%3d%22USA%22%3e%3c%21%5bCDATA%5b87%5d%5d%3e%3c%2fcite%3e&_butType=4&_butStat=0&_butNum=54&_butInline=1&_butInfo=CONN.%20GE%20makes%20intervention%20a%20matter%20of%20right%20once%20a%20verified%20pleading%20is%20filed%20complying%20with%20the%20statute%2C%20whether%20or%20not%20those%20allegations%20ultimately%20prove%20to%20be%20unfounded)

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persons standing to bring actions to protect the environment.” Belford v. New Haven, 170 Conn. 46, 53-54, 364 A.2d 194 (1975).

Thus, in this matter, the New Haven Urban Design League (League) intervention, being supported by a verified pleading or application, should be granted as a matter of law.

**C. The League’s Application Makes Specific Verified Allegations of Unreasonable Harm to Air and Water Quality Resources: The Unnecessary Location of a 1,000 Car Structured Parking Garage Adjacent to a Residential and Business Zone that Suffers from High Air Pollution, and in a Flood Zone with an Inadequate Storm Water Control System in the City of New Haven, and on the False Assumption that the Property’s Use as a Parking Garage is in Accord with the Public Convenience and Welfare**

In support of this Application, the League, states the following under oath:

1. I, Anstress Farwell, am a resident of New Haven;
2. I have personal knowledge of the facts contained herein from our review of the Environmental Impact Evaluation for State Project No. 301-114, in addition to my own personal observations;
3. I, Anstress Farwell, am President of the New Haven Urban Design League, of New Haven, Connecticut, a non-profit, 501(c)(3) organization founded by citizens devoted to protecting and enhancing New Haven's natural assets and urban design through research, education, and advocacy. The League works to improve the quality of life in New Haven by supporting projects that sustain the culture, beauty, utility, and economic health of the city -- both in its neighborhoods and in its region. The League seeks to strengthen the civic culture that is the foundation for good government, good planning, and good development. The League believes the quality of the built environment is critical to human happiness and a civil society;

4. The EIE pending before this Department is likely to cause unreasonable destruction to the public trust in air and water quality of the State of Connecticut in that:
  - a. The Application seeks to build a structured parking garage on land adjacent to a residential and general business district;
  - b. The Union Street site proposed for the parking structure, is in an EPA air quality non-attainment zone and in a flood zone, the infrastructure of which is inadequate to protect the water quality of New Haven Harbor and Long Island Sound;
  - c. The State Project 301-114 site is adjacent to a long standing, active, densely settled residential community and business area in the City of New Haven;
  - d. The use and operation of the parking garage will increase air pollution through increased traffic, traffic delays and congestion, and idling engines;
  - e. Road networks serving this site are degraded and fail to conform to Complete Street standards, and are insufficient to carry increased traffic volumes, and the additional traffic generated by the garage operations will cause pollution from idling and traffic delays, as well as hazardous conditions for other users of this roadway which fails to meet Complete Street standards;
  - f. The project is being proposed in advance of the Transportation Alternatives Analysis, currently being undertaken by the Greater New Haven Transit District in coordination with the City of New Haven, which seeks to find ways to reduce Single Occupancy Vehicle trips, expand transit options and quality of service, strengthen the economy, and improve environmental conditions.
5. The Application fails to consider feasible and prudent alternatives to a neighborhood and general business located in a flood zone for the location of a polluting use;
6. The League has sought the advice and council of the City of New Haven, elected officials, and local residents of the area;
7. The League seeks to intervene as a party in the Public Hearing and other determinative proceedings on State Project 301-114 so that they may, directly and through their advisors, submit testimony and other evidence relevant to the consideration of this application; to cross-examine

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evidence submitted by any party and to brief issues of law and technical specifications raised by this proceeding.

8. The League requests a continuation of this Public Hearing on the EIE for State Project 301-114, to be scheduled at a time that would allow the League as an Intervenor, as well as other stakeholders, to discuss the EIE and offer testimony and expert witnesses regarding the impacts of the project and alternatives to the proposed project which would protect the public interest in air and water quality.

9. We, the New Haven Urban Design League, believe our participation as a party will be in the interests of justice and is proper under CEPA in that we believe we will be able to show that the permits at issue in this matter unreasonably threaten to damage air and water quality, especially where feasible and prudent alternatives exist: (i.e., Traffic Demand Reduction, improved transit options, improved infrastructure for bicycle riders and pedestrians, building adequate storm water control systems for the State Project 301-114 and its setting), and that higher and better uses are feasible and viable for the State Project 301-114 site which would not harm air and water quality for the petitioners, the neighbors, and the City of New Haven and the State of Connecticut.

**D. This Application States Sufficient Facts To Require Intervention**

The Connecticut Supreme Court, in Nizzardo v. State Traffic Commission, 259 Conn.131 (2002), stated that an intervenor must not simply track the language of CEPA in its application to intervene, but must instead state facts specific enough to determine the type of harm being alleged in the case at hand. This Application meets that requirement by specifying how air and water quality will be harmed by operations of the new parking garage – both through increased traffic and increased demand on a failing storm water control system – and are likely to be unreasonably and needlessly destroyed.

ACF

Therefore, this motion for <sup>INTERVENOR</sup> party status must be granted so that Anstress Farwell may present testimony, cross examine witnesses, submit evidence, propound questions the answers to which

may illuminate the flaws in the proposed activity, file proposed findings of fact and otherwise participate to meaningfully assist the Department in its deliberations.

For all of the foregoing reasons, the motion to intervene should be granted.

Respectfully Submitted,

By: Anstress Farwell

Anstress Farwell, President  
New Haven Urban Design League  
129 Church Street, Suite 419  
New Haven, CT 06510  
203-624-0175

VERIFICATION

I, ANSTRESS FARWELL, of New Haven, Connecticut, the undersigned, hereby verify under oath and the pains and penalties of perjury that we have personally reviewed the above intervention application and the facts contained therein and that I believe they, after conducting the due diligence of asking questions and reviewing various documents, that they are true and accurate to the best of my knowledge and belief.

Sworn and subscribed before me this 5<sup>th</sup> day of June 2016.

[Signature]  
Commissioner of the Superior Court

Notary Public

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Attachment to UDL Intervenor Request

Response Key

Table F-1. Asthma Hospitalization Rates by Town of Residence, Primary Diagnosis, Crude and Age-Adjusted Rates, Connecticut (2010-2014)

Town	N	Crude Rate (per 10,000)	Age-Adjusted Rate (per 10,000)
Andover	7	4.2	4.6
Ansonia	102	10.6	10.7
Ashford	13	6.0	6.6
Avon	27	3.0	2.7
Barkhamsted	a	a	a
Beacon Falls	23	7.6	8.2
Berlin	65	6.5	6.0
Bethany	10	3.6	4.6
Bethel	62	6.7	6.2
Bethlehem	a	a	a
Bloomfield	154	15.0	13.9
Bolton	9	3.6	3.4
Bozrah	9	6.9	6.7
Branford	156	11.1	11.1
Bridgeport	2,010	27.8	29.0
Bristol	303	10.0	9.6
Brookfield	18	2.2	1.7
Brooklyn	30	7.3	6.5
Burlington	7	1.5	1.5
Canaan	10	16.2	13.3
Canterbury	30	11.7	11.1
Canton	14	2.7	2.1
Chaplin	7	6.1	5.2
Cheshire	83	5.7	5.8
Chester	6	3.0	3.8
Clinton	56	8.4	8.5
Colchester	41	5.1	5.7
Columbia	10	3.6	4.0
Cornwall & Warren	a	a	a
Coventry	27	4.3	4.0
Cromwell	40	5.7	5.8
Danbury	270	6.7	6.9
Darien	35	3.4	3.3
Deep River	8	3.5	2.7
Derby	72	11.2	11.3
Durham	15	4.1	4.6
East Granby	7	2.7	2.5
East Haddam	15	3.3	3.0
East Hampton	34	5.2	5.8
East Hartford	381	14.9	14.8
East Haven	341	23.3	23.7
East Lyme	71	7.4	8.3
East Windsor	47	8.4	8.4
Eastford	a	a	a
Easton	17	4.5	4.0

Connecticut Department of Public Health, Asthma Program

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Table F-1. Asthma Hospitalization Rates by Town of Residence, Primary Diagnosis, Crude and Age-Adjusted Rates, Connecticut (2010-2014)

Town	N	Crude Rate (per 10,000)	Age-Adjusted Rate (per 10,000)
Ellington	20	2.6	2.6
Enfield	257	11.5	10.6
Essex	12	3.6	2.0
Fairfield	188	6.3	5.7
Farmington	64	5.1	4.9
Franklin	12	12.5	14.6
Glastonbury	58	3.4	3.3
Goshen	9	6.1	6.9
Granby	22	3.9	3.8
Greenwich	256	8.4	7.0
Griswold & Lisbon	66	8.1	7.9
Groton	246	12.3	12.3
Guilford	62	5.5	5.1
Haddam	11	2.6	2.9
Hamden	497	16.3	17.6
Hampton	a	a	a
Hartford	2,175	34.9	37.6
Hartland	a	a	a
Hartwinton	12	4.3	3.8
Hebron	14	2.9	2.5
Kent	6	4.0	3.5
Killingly	71	8.2	8.0
Killingworth	13	4.0	3.8
Lebanon	17	4.7	4.8
Ledyard	61	8.1	7.3
Litchfield	24	5.7	4.9
Madison	41	4.5	6.8
Manchester	255	8.8	9.3
Mansfield	33	2.5	5.4
Marlborough	8	2.5	3.2
Meriden	391	12.8	12.9
Middlebury	17	4.5	3.7
Middlefield	8	3.6	2.6
Middletown	215	9.0	9.2
Millford	185	7.0	6.9
Monroe	62	6.4	6.3
Montville	82	8.4	8.5
Morris	a	a	a
Naugatuck	146	9.2	8.9
New Britain	883	24.1	25.0
New Canaan	32	3.2	3.4
New Fairfield	20	2.9	3.0
New Hartford	7	2.0	2.2
New Haven	3,205	49.4	54.6
New London	351	25.4	28.1

Connecticut Department of Public Health, Asthma Program

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Table F-1. Asthma Hospitalization Rates by Town of Residence, Primary Diagnosis, Crude and Age-Adjusted Rates, Connecticut (2010-2014)

Town	N	Crude Rate (per 10,000)	Age-Adjusted Rate (per 10,000)
New Milford	57	4.1	4.1
Newington	105	6.9	6.1
Newtown	48	3.5	3.3
Norfolk	a	a	a
North Branford	60	8.3	9.0
North Haven	105	8.7	8.5
North Stonington	a	a	a
Norwalk	477	11.1	11.0
Norwich	294	14.5	14.4
Old Lyme	26	6.8	5.8
Old Saybrook	22	4.3	6.6
Orange	42	6.0	5.3
Oxford	30	4.7	4.7
Plainfield	74	9.6	9.8
Plainville	91	10.3	9.3
Plymouth	41	6.7	7.3
Pomfret	8	3.8	3.2
Portland	32	6.7	6.3
Preston	27	11.4	8.8
Prospect	38	8.1	7.0
Putnam	41	8.6	8.1
Redding	22	4.8	3.5
Ridgefield	34	2.8	2.8
Rocky Hill	70	7.1	6.5
Salem	9	4.3	4.6
Salisbury	a	a	a
Scotland	a	a	a
Seymour	57	6.9	7.5
Sharon	10	7.2	5.2
Shelton	153	7.7	7.4
Sherman	a	a	a
Simsbury	57	4.8	4.6
Somers	47	8.2	8.4
South Windsor	59	4.6	4.7
Southbury	49	4.9	3.5
Southington	144	6.7	5.9
Sprague	12	8.0	9.3
Stafford & Union	75	11.6	9.6
Stamford	547	8.9	8.6
Sterling	10	5.2	5.8
Stonington	13	1.4	1.0
Stratford	322	12.5	12.0
Suffield	43	5.5	4.7
Thomaston	23	5.8	5.3
Thompson	20	4.2	3.7

Connecticut Department of Public Health, Asthma Program

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Table F-1. Asthma Hospitalization Rates by Town of Residence, Primary Diagnosis, Crude and Age-Adjusted Rates, Connecticut (2010-2014)

Town	N	Crude Rate (per 10,000)	Age-Adjusted Rate (per 10,000)
Tolland	37	4.9	5.4
Torrington	189	10.4	10.3
Trumbull	139	7.7	6.6
Vernon	124	8.5	8.4
Voluntown	10	7.7	7.7
Wallingford	134	5.9	6.2
Washington	a	a	a
Waterbury	1,219	22.1	22.0
Waterford	89	9.1	8.6
Watertown	54	4.8	4.5
West Hartford	229	7.2	6.6
West Haven	625	22.5	23.7
Westbrook	16	4.6	4.4
Weston	17	3.3	4.2
Westport	44	3.3	3.3
Wethersfield	107	8.0	6.8
Willington	15	5.0	6.5
Wilton	31	3.4	3.1
Winchester	33	5.9	5.4
Windham	203	16.1	18.1
Windsor	149	10.3	9.6
Windsor Locks	56	9.0	7.8
Wolcott	45	5.4	5.2
Woodbridge	26	5.8	4.9
Woodbury	19	3.8	3.2
Woodstock	20	5.0	5.6

\*In keeping with confidentiality regulations, numbers and rates are suppressed when the number is less than 6, and marked "aa" when the number is 6 or greater, but suppressed to preserve the censoring of an adjacent cell.

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**Letter Response to UDL Intervenor Request**



**STATE OF CONNECTICUT**  
**DEPARTMENT OF TRANSPORTATION**



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

Phone:

June 17, 2016

Ms. Anstress Farwell  
President  
New Haven Urban Design League  
129 Church Street  
Suite 419  
New Haven, Connecticut 06510

Dear Ms. Farwell:

Subject: State Project 301-0114  
Union Station Transportation Center Parking Garage  
New Haven

The Department of Transportation (Department) is in receipt of your June 6, 2016 application to intervene pursuant to the Connecticut Environmental Protection Act (CEPA) in the Environmental Impact Evaluation (EIE) regarding the Union Station Transportation Center Parking Garage.

As first noticed on the Environmental Monitor website on May 3, 2016 along with the first of two legal advertisements in the New Haven Register on the same day, the Department asked interested parties to submit comments by June 20, 2016. While your application to intervene suggests several general concerns with environmental aspects of the proposed action, one of your concluding requests was for a continuation of the public hearing. As was indicated at the event, the hearing was closed that evening. While the Department will not convene another hearing, it is amenable to an extension of the comment period. Accordingly, we will notice a revised comment deadline of Tuesday, July 5, 2016 on the Environmental Monitor website on its next scheduled publication date of Tuesday, June 21, 2016.

It should be noted that the hearing on this proposed project was purposely scheduled early in the design process to solicit community input. Many of the concerns raised during the hearing will be able to be addressed as the design progresses. No one parties' comments will be granted greater weight or significance than any other.

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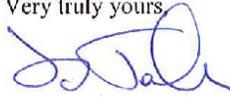
Ms. Anstress Farwell

-2-

June 17, 2016

In the context of CEPA, there is no "proceeding" in which to intervene. The EIE is a public process in which the public is encouraged to participate. Your organization, like any other citizen, has the right to comment on the EIE by the timelines indicated above. We look forward to receiving your additional feedback.

Very truly yours,



James A. Fallon, P.E.  
Manager of Facilities and Transit  
Bureau of Engineering and  
Construction

**UDL Correspondence**

**Response Key**

	<p>129 Church Street Suite 419 New Haven, Connecticut, 06510 tel 203 624 0175 urbandesignleague@att.net</p>	<p><b>July 5, 2016</b></p>
<p><b>Union Station Parking Garage, New Haven Connecticut State Project 301-114</b></p>		
<p><b>Comments Regarding the Environmental Impact Evaluation Prepared in April 2016 by the Connecticut Department of Transportation</b></p>		
<p><b>Summary</b></p>		
<p>The Environmental Impact Evaluation (EIE) does not establish a strong case for building an additional single-use parking garage on Union Avenue. The central weakness in the EIE is the conflation of a single and inaccurately defined problem - that parking supply is insufficient in the area - with a single and inappropriate solution: to build more parking in an area already saturated with parking that is provided in both large structured parking garages and on surface parking lots.</p>		
<p>The concentration of industrial scale parking warehouses in this area, which abut residential and office uses, already harms the quality of life of people who live and work in the area and spoils the urban landscape. The people who live here now, are, as the EIE describes, primarily low income, minority, elderly, families with young children, people with limited English proficiency, and people who do not drive.</p>		
<p>The State's plan to add another massive 1,000 space garage adjacent to the current 884 car garage overburdens an area which currently is saddled with traffic congestion, poor air quality, a degraded street grid, failing storm water infrastructure, outdated traffic signals, a lack of bike lanes and complete streets, "no man's lands" which compromise pedestrian safety, and most critically to transportation planning, insufficient public transit.</p>		
<p>If the CT DOT considered these most salient facts as a point of departure for the EIE analysis, very different priorities for the investment of State funds would have been recognized and alternatives beyond "No Action" or "Build Alternative" developed.</p>		
<p>The following comments, organized to follow the outline of the EIE, will summarize defects and oversights in the document, and offer some ideas for stronger and more sustainable transportation solutions, including parking.</p>		
<p><b>1. Background and Purpose and Need (Justification for the Action) (Executive Summary 1.2 - 1.3)</b></p>		
<p>The idea for building an additional parking garage on Union Avenue has been very long in development, about 20 years. During this time, the concept for the project evolved</p>		

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from being a single-use car warehouse, to being a mixed-use, multi-modal building with a “transit depot.” But now the project has devolved back to being a single-use parking garage. The proposed garage is out of step with standards for Transit Oriented Development, standards articulated by the State in its transportation plans, which are based on creating walkable mixed-use environments. The proposed garage is also out of step with current transportation research, which shows that building more parking induces more demand for parking, just as adding travel lanes to roadways induces more driving.

UDL-1

Considering these outcomes, the CT DOT’s purpose of “expanding the availability of parking at Union Station ... to the greatest extent practicable” (p. ES-6) is akin to racing to a dead end, and bypasses the State’s own comprehensive plans to build a flexible multi-modal transportation system. Building parking to the “greatest extent practicable” by-passes any rational measure of need or purpose. Best practices have been set aside for a simpler purpose - to generate income for operations at Union Station and other transportation projects.

The EIE states (p.ES-6) that in nine years, the demand for additional parking will increase by 294 spaces. If these spaces will not be needed until 2025, the State has time to reduce demand through Parking and Traffic Demand Management strategies. It would be feasible and prudent to set a goal of reducing demand by at least 500 spaces by 2025.

UDL-2

During the 2015 session of the Connecticut General Assembly, the State proposed legislation to create a Transportation Authority to finance and manage train stations. The principal source of new income for the Authority was parking fees. The League opposed this legislation because it created a conflict of purpose between an income source and the State’s transportation goals. In actuality, there is no need for the development of the Union Avenue site to be in conflict with State and local planning goals. (See page 3 for a discussion of alternatives.)

The Union Station area is highly congested and functionally obsolete. Indeed, the EIE mentions (p.ES-6) that the project was put on hold in 2012 due to concerns about “conflicts between the proposed garage operations and the adjacent taxi staging, intercity bus and passenger pick-up and drop-off activities in front of the station.” Since 2012, some *temporary* solutions to managing the multiple users of Union Station have been put in place. The New Haven Parking Authority has sponsored a workshop to examine permanent solutions for the location and operation of bus stops, “kiss and ride,” taxi stands and shuttle stops. But no final plan has been adopted and no funding is in place to effect a plan. The need for an overall plan for the Union Station area is still unaddressed, which makes proceeding with a major parking garage an imprudent action.

UDL-3

The EIE rests upon unsupported assumptions about the need for the project: “If it is assumed the parking need at Union Station includes current parking demand... (p.ES-7). During the twenty years the idea of a parking garage has been under

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Response Key

consideration, public transit access to the train station has been reduced (the M-bus no longer stops there) and the many CT DOT studies for transit improvements, such as the excellent study of sub-hubs and cross town routes for New Haven, have not gone into effect. Into this gulf, many local institutions and companies have established private shuttle services to the train station. The high volume of private shuttles demonstrates the need and demand for transit services to Union Station. This demand as a clear sign the public will use alternatives to Single Occupancy Vehicles. The Alternatives Analysis leaves SOVs and parking as the only viable choice for many people. It is reasonable to see some part of the current demand for parking as being a product of the lack of investment in transit.

The City of New Haven and Yale University are each undertaking major transportation studies. The City's Transportation Alternatives Study will look at improving City-wide transit operations including reorganizing transit services at Union Station. Both of these studies will be based on Traffic and Parking Demand Management tools, and will provide a reliable basis for calculating parking needs, which is not a feature of the EIE. Committing valuable land and public funds to a major parking garage prior to the completion of these studies of transportation needs would be imprudent.

UDL-4

**2. Alternatives Considered  
(Executive Summary p. 7, and Sections 2.1 - 2.2)3**

The EIE limits the study of alternatives to a "No Action" and a "Build Alternative." This limitation is a fundamental flaw in the EIE.

If more permanent parking is needed, there are other sites in New Haven (Long Wharf adjacent to the rail yard) and at suburban train stations which would better serve transportation and community development goals, while not sacrificing the opportunity to put the Union Avenue site to other uses which could generate greater revenues for the State and the City, and not incur the negative and perpetually externalized costs of congestion, pollution, diminished public safety, and of deficient urban design on the City.

A complete and sufficient EIE Alternatives Analysis for a parking garage would include consideration of ways to reducing parking demand, studying alternate sites for a garage, and reviewing alternate uses for the Union Avenue site which fulfill TOD objectives, as follows:

UDL-5

1. *Reducing Demand for Parking.* The EIE does not address the ways by which parking demand can be reduced through both transit improvements and re-zoning the area for TOD. The EIE fails to do this, in part, because the purpose of the proposed garage is to maximize income, not reduce demand;
2. *Study alternate sites for parking garages.* Other sites could allow building at lower costs, avoid lost opportunity costs, and reduce externalized costs. (The EIE does not address externalized costs.) Building parking at suburban stations which have less potential for bus service is logical, and would encourage drivers to consider using the commuter and regional trains. If there is a need for more parking to serve Union

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Station, the State should consider locating a garage on the Long Wharf side of the rail yards, and making fuller use of the planned pedestrian bridge over the tracks and to the platforms and Union Station. Locating a parking garage in this zone would:

- a. Permanently avoid pushing additional commuter traffic into the Union Avenue neighborhood and street system, and allow the area to be rebuilt, as planned, as an attractive high density, mixed use, mixed income place. All the features planned for this area – a public park between Union Station and Church Street, housing, retail and offices – would be saved from harms generated by unnecessary commuter traffic.
  - b. Commuters from I-91 and I-95 would not have to drive through congested city streets. The CT DOT could consider offering lower price points to monthly parkers at a Long Wharf garage (or suburban garage) than in the current Union Station garage.
  - c. Eliminate all construction-related disruptions for businesses, residents, pedestrians, cyclists, buses, and cars on Union Avenue.
  - d. Eliminate the impacts of noise and pollution from construction equipment on people who live and work in the Union Avenue area.
  - e. Allow other projects under development for the area, such as the rebuilding of Church Street South, to move forward with less conflict involving train station users;
  - f. Allow greater flexibility in design features. While a garage on Long Wharf would need to be designed in a manner that would be a credit to the State, and present an attractive “front door” to the city, building in this area would obviate the need to use the same high-cost materials and construction detailing that would be necessary on Union Avenue in order for the garage to be congruent with historic Union Station
3. *Study alternate uses for the Union Avenue site which are supportive of the economy and TOD.* This prime downtown site should be reserved for uses consistent with TOD planning, such as an office or biomedical headquarters. Locating a major business adjacent to the train station could, through a long-term land lease, provide higher revenues to the State than a parking garage. (New York City’s Metropolitan Transportation Authority develops and manages many properties to fund transportation systems and support transportation goals. See: <http://web.mta.info/mta/realestate/>). In addition to potentially greater fiscal benefits to the State, a business or office use would create more jobs for residents of the city and region. The City could benefit from taxes on equipment and perhaps also PILOT funds. Now, as the State needs to cut back on contributions to local governments, it is especially important to pursue sound, mutually beneficial development.

Just as the limits of the Alternatives Analysis of the EIE are problematic, so too are some of the claims and arguments for features for the proposed garage, as described in the Alternatives section of the EIE..

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Response Key

The Bus Depot and Bus Pull Offs

The EIE rejects the City's request that a bus depot be developed inside the new garage, citing use conflicts between the cars, pedestrians, and taxis which would all use the garage, and buses. The EIE also posits that the a higher first floor needed for bus clearance would make the building incongruous with the *parti* of Union Station, when in fact, a building with a taller first floor could be more harmonious with the architectural *parti* of Union Station.

UDL-6

The City of New Haven requested a bus depot be developed as part of the plan. There is little information available at this time regarding how a bus depot might work and whether it would improve the function and reliability of the transit system. Many transportation experts see investment in bus depots as being less helpful to riders than investments to create new routes, provide greater frequency, and minimize transfer waiting times. We are unlikely to know whether a bus depot has value until the Transportation Alternatives Study is completed, so the League has not supported or opposed the concept at this time. It is fair to say that the discussion of the bus depot is just as premature as the CT DOT's plans for where to locate bus stops, as outlined in the EIE.

The EIE indicates that bus stops might remain at their current locations. "*Consideration*" is also being given to a bus pull-off in front of the new garage (p.ES-8) and perhaps also in front of the existing garage (p.2-2 - 2-3). Which buses would stop where? The sidewalks in front of the current and proposed garage are narrow (too narrow even for trees) and have little room for bus shelters. Locating bus stops this far from the front door of the station is not a "transit first" solution. Clearly, the EIE proposals are arbitrary - there is not a real plan for how bus service will function at the train station.

UDL-7

Leaving bus planning as an afterthought demonstrates a lack of holistic and systematic analysis being directed to this project. It was exactly these types of concerns which lead planners to delay the project in 2012. At this point, both the City of New Haven and Yale are in the process of completing studies which could clarify alternative plans for how not only buses, but other modes of transportation, would use the area while reducing conflicts. It is not prudent to proceed with building a new garage on Union Avenue until these studies are completed.

Bicycle facilities

Bicycle facilities are not mentioned in the "Alternatives Considered" section of the EIE.

UDL-8

Curb Cuts

The "Alternatives Considered" section of the EIE describes many new and wide curb cuts, which will make travel in this area more dangerous and difficult for all users of the road, and pedestrians. The curb cuts do not align with current intersections or proposed changes to the road network.

UDL-9

6	Response Key
<p style="text-align: center;"><u>Internal Circulation in the Garage</u></p> <p>The plan for circulation in the combined garages (shown in Figure ES-2) is exceedingly complex and inefficient. Drivers will take long routes to find spaces and to drive out. Use conflicts between private cars, taxis, pedestrians and buses are not resolved.</p>	UDL-10
<p><b>3. Existing Environment and Impact Evaluation</b></p> <p><b>3.1.1 Existing Conditions; 3.1.1.1. Land Use</b></p> <p>It is difficult when reading the EIE to imagine that the area described is the one that residents of the city know. On page ES-1, the EIE describes the site as being bounded by a parking garage, the UI substation, Union Avenue, and the rail yard. The EIE cites percentages of various land uses, but does not describe the character of the place. The EIE states that most of the "project study area lies mostly within the Long Wharf neighborhood." No neighborhood exists in Long Wharf. The EIE proposes an inaccurate "1/2 mile walk shed" which includes properties on the opposite side of the rail road tracks. To walk to these places, a circuitous route would be required, and entail more than a 1/2 mile walk. Unless a pedestrian bridge is built, this area is not within the 1/2 mile walk shed.</p> <p>The EIE does not describe or acknowledge the specific features of the actual impact zone, which is a real urban place, including housing at Church Street South, the Robert T. Wolfe development for senior and disabled people, the senior community at Tower One/Tower East, the City's Police Headquarters, the Health Department, and the Board of Education. Considering these uses, locating a single use 1,000 car parking garage, adjacent to the existing 884 car garage is inappropriate.</p> <p>This is a busy and active area, but one which lacks any retail activity on the street - a very serious deficit affecting both public safety and quality of life. The City hoped to partially remedy this deficit by having retail uses on the first floor of the garage. CT DOT has decided not to include retail activities in the garage, in favor of maximizing parking.</p> <p>The EIE is not situated in the realities of the site. While it mentions that about 35% of the land in the area is used for transportation, it does not look to mitigate impacts. The EIE notes that 186 acres of land (about 30%) is vacant or underdeveloped, but does not address how current city plans for developing of these lands will change transportation demands and needs and the use of the roadways around the proposed garage.</p>	UDL-11
<p><b>3.1.1.2 Zoning</b></p> <p>While the City's <u>current</u> zoning does not prohibit the development of a single use parking garage on this site, City plans, including the Hill-to-Downtown Plan, have articulated the need for new zoning in the area to support TOD and mixed-use development. Re-zoning to form-based code standards is a key implementation strategy</p>	UDL-12

7	Response Key
<p>of the Hill-to-Downtown Plan, which looks to require active uses on the first floors on Union Avenue. By not supporting these goals, the proposed garage would violate the City's Comprehensive Plan for Development.</p>	
<p>The strategy to create supportive zoning for TOD is also articulated in <i>Transit Oriented Plan for the South Central Region</i> (June 2015). The claim in the EIE that a parking garage represents a continuation of the current use of the land as a parking lot, and therefore is not "in conflict with zoning" is a vacuous argument, especially in light of the thoughtful and comprehensive and consistent plans for the area developed by the City and the South Central Council of Governments.</p>	
<p><b>3.1.1.3 Local and Regional Development Plans</b></p>	UDL-13
<p>Contrary to the claims in the EIE, the "No Action Alternative" would better serve planning efforts in the area, because it would not establish a 50-year use which is incompatible with TOD plans for the Union Avenue vicinity.</p>	
<p><b>3.2 Consistency with State Plan for Conservation and Development</b></p>	UDL-14
<p>The proposed new parking garage would violate the Growth Management Principles (GMP) articulated in the State Plan for Conservation and Development. The proposed garage does not enhance transit, improve air and water quality, revitalize this regional center, support housing investments through compatible uses, concentrate TOD (as opposed to Transit Adjacent Development) near the train station, protect historic resources such as Union Station, improve the visual environment, or improve public safety. The proposed garage fails to "coordinate the functional planning activities of state agencies to accomplish long term effectiveness and economies in the expenditure of public funds."</p>	
<p><b>3.3 Air Quality</b></p>	UDL-15
<p>New Haven is an Environmental Justice community. Environmental leaders have worked consistently to reduce air pollution, or at least establish that any new source of pollution is offset by pollution reductions so there is no net increase in pollution. This standard has guided the League's work and the successful negotiations it undertook with other community organizations and the City when PSEG proposed a peaker plant in New Haven.</p>	
<p>This approach is equally important in this location, where exhaust from the interstate highways and local roads, the trains, and the repair yard activities all contribute to high levels of air pollution. The DEEP letter included in the EIE cites the use of trains rather than cars as reducing pollution is true on a regional basis (just as a new gas-fired peaker plant is less polluting than an older combined fuel plant), but it fails to acknowledge the specific concentration of additional pollution at the source – in this case a city neighborhood where vulnerable populations of both children and elderly people live. The EIE states, for instance that "the project will not contribute to any new</p>	

violations of CO standards” (p.3-25), it omits stating that the entire area is considered a “higher impacted area” by NEPA to start with. Studies by the Connecticut Fund for the Environment find the train station area to be one of two diesel hot-zones in the city (the other being the port and Q-bridge area). Under these circumstances, it is unreasonable to build the largest garage possible on the site, and to offer no plans for pollution reductions through, for instance changes in repair yard procedures or increased bus services.

The EIE air quality study repeatedly notes areas of concern, for instance ambient levels of formaldehyde, acetaldehyde and manganese, but brushes these facts aside by saying they were at concentrations also found in other parts of the United States (p. 3-16). There is no assessment of what effects these pollutants could have on human health in this particular and specific environment.

It is also worth noting that the air quality modeling for the EIE was based on current lane configurations, which are planned to change. The EIE recognizes that use of Union Station will increase, but does not look at the air quality impacts of the projects which will increase that use, such as the rebuilding of Route 34.

### **3.5 Local Transit Considerations**

UDL-16

The “Build Alternative” might provide some new locations for bus stops, but these are not coordinated with any holistic plan for transit in the area. Nor is there any current plan by CT DOT to add new routes, or reduce delays and transfer waiting times to make transit a more viable option for more people. CT DOT has not supported efforts to create a Universal Transit system for the city by combining bus and shuttle services into a single stronger system, which would also improve the viability of transit for more people and reduce demand for parking. It is not true that building an additional parking garage will have no adverse effect on transit, as suggested in the EIE (p. 3-29). Buses and riders will need to negotiate a more congested area with increased roadway conflicts. The choice to spend \$40 - \$60 million in public funds on a facility to serve 1,000 cars, rather than make any increased investment in the bus system which now serves 30,000 people a day, will lead to worsening service as costs of operations increase.

#### **3.7.1.2 Bicycle Facilities**

UDL-17

The EIE notes that the existing bike parking and storage area will be removed, and replaced by sidewalk and driveway changes. Nonetheless, the EIE claims that the garage plan would have “no other impacts on bike facilities” — other than removing them. Mitigation plans are vague. There is no specific plan for the location of new bike parking or for the number of spaces which will be provided. This casual approach to evaluating and planning for a basic, low cost, environmentally sound, and vital transportation option is as negligent in its own way as the plan to simply maximize the number of cars which can be loaded onto a site.

**3.8.1.2 Architectural Resources; 3.9 Visual Resources**

UDL-18

The EIE claims that by building with materials similar to those used by Union Station, and building with height and massing similar to Union Station, that the garage would be compatible and would have no adverse effect on the historic resource. What this does not consider is the importance of a hierarchy of uses, where the “keystone” building should maintain visual prominence and distinction. Rather than focus on similar massing and materials, a subsidiary building, such as a garage should have less prominence, subtle details, and scale elements to quiet its presence on the street. Matching size and materials only makes the incongruities stand out.

The designs shown at the Public Hearing on June 6, 2016 are not included in the EIE. Both designs amplified, rather than minimized, the impact of the massive buildings on the street. Neither design improved its context, particularly for pedestrians walking by long monolithic facades, broken only by wide curb cuts. It is not clear what designs the State will use, and it is premature for any office to claim that they will have no adverse impact on historic resources. But it is clear that the plan for monolithic buildings, with out active uses, spoils the visual environment of Union Station.

It is worth noting that should the State consider another use for the site, such as an office or biotechnology building, a much taller building could fit the area, and a number of architectural designs would be appropriate.

**3.10 Socioeconomic Resources  
Demographics, Environmental Justice, Unemployment**

UDL-19

The EIE notes that 6% of the City’s population lives in the study area. It is important to understand that block groups include areas like Long Wharf where no people live. This means that the 6% of the population specified live in a concentrated area close to the train station. The City’s Hill-to-Downtown Plan, and other projects such as the Live Work Learn Play project on the former Coliseum site, will expand the population of people within walking distance of the train station.

While the EIE notes that this is an area which has “a concentration of EJ populations” (p.59) there is no discussion of mitigation factors to reduce the impact of the planned garage on these residents. Reducing pollution levels would be a significant and needed effort. Expanding local jobs and shopping opportunities by adding retail in the garage structure would be another. Most critically, expanding transit options is critical, as rates of car ownership are low. The EIE notes that unemployment rates are “notably higher” in the area. Studies by the New Haven NAACP have found that the lack of access to transportation is the greatest barrier to employment. An additional parking garage will not help people who do not own a car get to a job. The State needs to invest first in better transit options for this area. Perhaps by building a new garage in less costly areas (Long Wharf or the suburban stations), funds could be available for transit improvements.

10

Response Key

### 3.11 Safety and Security

UDL-20

The plan for the new garage provides no active uses on the street, which will reduce both people's feeling of safety and their actual safety. The area close to the Route 34 overpass is dangerous, despite the nearby location of the Police Headquarters.

The assertion that lighting improvements and clearly marked crosswalks will "avoid vehicular conflicts" is an empty one. Without a Complete Streets plan for Union Avenue, and separate bike lanes, the increased vehicular traffic induced by the new garage will pose serious safety risks for cyclists and pedestrians, and the many vulnerable users of the public rights of way who live in the area.

### 3.13 Endangered, Threatened, or Special Concern Species and Habitats

UDL-21

The EIE limits the discussion of street trees to this section of the EIE, noting that their removal could potentially impact the Red Knot bird, an endangered species. To mitigate the potential impact on birds, the State would remove the trees in Winter. There is no plan to plant replacement trees in the area because the narrow sidewalks do not allow space for tree wells. The EIE's reductive argument on trees is preposterous. Trees provide key environmental and aesthetic benefits, including protecting asphalt, a material the new garage would use in abundance: <https://www.treepeople.org/resources/tree-benefits>

The City's Hill-to-Downtown plan takes a broader view of the value of trees in an urban environment, and looks to rebuild Union Avenue as a shaded urban boulevard, with trees planted in long rectangular planting strips. The trees would help cool the air, and filter pollutants from the air, and help control storm water run-off. The trees would also provide aesthetic pleasure, shade, and wind protection for people, the dominant species in the area.

### 3.14 Water Resources and Water Quality; 3.15 Wetlands

UDL-22

The Union Avenue area is subject to periodic flooding when high tide and full moons coincide – basements in the area regularly flood. In major storm events, the streets flood. The storm water control system in the area is insufficient, and needs to be re-engineered. The City has not found funding to undertake this project. The EIE describes a plan to filter and clean run-off water on the site, and to discharge it into the sanitary sewer system, a system which is already failing. Under the circumstances, retaining storm water on the site of the new garage is the only reasonable action. Flooding is both dangerous and inconvenient for people using the train station. In addition to not providing measures to prevent flooding, this plan pushes the costs of storm water control on to the Greater New Haven Water Pollution Control Authority (GNHWPCA) and its customers. Increased volume at the GNHWPCA plant has often lead to sewage system overflows, contaminating the Harbor and Sound.

See: City Bails Out after a Downpour: <http://www.newhavenindependent.org/index.php/archives/entry/downpour/>

The EIE states that the project “will adversely impact” the Coastal Flood Hazard Area (p. 3-75), but offers no specific mitigation plan, and states only that in the future, a plan will be developed in order to receive a Flood Management Certificate for CT DEEP. The flood management plan should be part of the EIE.

The EIE notes that the plan is subject to Executive Order 11988, which requires all federal agencies to avoid building in the flood plain, unless no other practical alternative exists (p. 3-75). The EIE has not considered alternatives outside the floodplain, such as some suburban stations. The combination of not considering alternatives outside the flood zone, and not creating on-site storm water retention systems is negligent.

### **3.22 Secondary and Cumulative Impacts**

The total volume of land in Downtown New Haven devoted to parking is enormous, as a 2008 study by the University of Connecticut has shown. The UConn study has also shown that excessive parking is directly correlated with job loss and reductions in tax revenues. The CT DOT’s stated, and backward-looking, goal of “expanding the availability of parking at Union Station ... to the greatest extent practicable” (p. ES-6) will have significant cumulative impacts in a city already overburdened with parking. A problem can never be solved by making it bigger. Investing in parking to the exclusion of transit will push to some unknown future time the transit service improvements we critically need now.

The EIE claims that “no City investment is required” (ES-6), but it does not acknowledge the externalized costs borne by the City due to health impacts, traffic congestion, the lack of job development, the lack of revenue development, and the harm from a project which vitiates urban planning standards, such as Complete Streets, and depreciates its environment. The City is looking to HUD to grant \$30 Million dollars to rebuild Church Street South, and follow the Hill to Downtown plan recommendations. The City is focused on long term benefits, such as requiring affordable housing units to remain for 55 years. In this context, the State pursuit of a plan for a garage with an expected 50-year life span is clearly unreasonable, and will negatively impact at least two generations of people living and working in the neighborhood and the region.

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UDL-23

### **Responses to UDL Comments**

UDL-1. As stated in Section 1.3 of the EIE, the purpose of the Proposed Action is to expand the availability of parking at Union Station while addressing future parking needs for the station to the greatest extent practicable. Optimizing parking at Union Station will help offset the loss of existing station parking opportunities in other locations, such as the Coliseum Lot and Temple Street Garage, due to Downtown development. Furthermore, expanding parking at Union Station serves regional access to passenger and commuter rail services in support of the State's multimodal transportation system. With respect to the desired multimodal and mixed-use nature of the proposed project, CTDOT will be expanding bicycle parking/storage at the station to 240 spaces; will be coordinating City plans for transit stop/transit lane and cycle track improvements on Union Avenue with the project improvements; will be allocating space along Union Avenue or within the parking garage complex for future pop-up and mobile retail uses; and is working with City of New Haven representatives to assess potential retail space opportunities along Union Avenue within the ground floor of the existing parking garage.

UDL-2. As stated in Section 1.3 of the EIE, there is expected to be unmet parking demand at Union Station in the future that could be offset by parking and traffic demand management initiatives (such as increased bicycling, walking, and transit trips, and increased rideshare/carpool/vanpool services to/from the station). CTDOT notes the proposed Union Station parking supply stated in the EIE of approximately 1,884 spaces is now anticipated to be approximately 1,817 spaces to compensate for loss of spaces in the existing garage due to pedestrian enhancements and bicycle parking improvements.

UDL-3. CTDOT recognizes that station parking improvements need to be coordinated with other planned and programmed multimodal transportation initiatives in the station area. Since the Public Hearing, CTDOT and City of New Haven officials have been, and will continue, communicating and coordinating the details and timing for implementation of these concurrent initiatives. CTDOT has committed to collaborating with the City to effect a coordinated program of improvements for the station area, to the greatest extent possible, while maintaining forward progress toward implementation.

UDL-4. See Response UDL-3.

UDL-5. As stated in Section 1.3 of the EIE, the purpose of the Proposed Action is to expand the availability of parking at Union Station while addressing future parking needs for the station. The project need is also clearly defined in the EIE in terms of insufficient parking supply at Union Station. Alternatives that consider parking locations other than Union Station do not satisfy the stated purpose and need of the project.

UDL-6. CTDOT recognizes the desire of the City and other stakeholders to better integrate enhanced local bus and train service at Union Station and will consider opportunities to do so as part of other on-going or future studies. However, CTDOT is not pursuing a bus terminal on the ground floor of the proposed garage under the Proposed Action as the site is not conducive to safely and efficiently accommodating both a bus terminal and a commuter parking facility. Please refer to Section 2.2.1 of the EIE for additional discussion regarding CTDOT's consideration of bus accommodations on this site.

### Responses to UDL Comments (continued)

Additionally, CTDOT's Bureau of Public Transportation completed a *white paper* study (dated July 29, 2016) of centralized bus terminals at rail stations in Hartford, Stamford, Bridgeport, White Plains, NY, and Providence, RI, to begin assessing the potential issues and opportunities associated with expanding bus service at Union Station to create an intermodal hub.

The study concluded that centering all transit bus activity in the immediate station area would be unwise for several reasons, including:

- The space required to accommodate the necessary number of buses (up to 18 at one time) and routes is significant and perhaps exceeds the space available at the station.
- The circulation constraints of the station area would require the intermingling of more buses with automobile traffic, other taxi and shuttle traffic, and pedestrians, exacerbating existing operational conflicts in the area.
- The number of buses departing the terminal would be adding traffic impacts to an already congested Union Avenue.

The *white paper* study concluded there may be opportunities for adding some bus service at Union Station, but nothing beyond creating a mini-hub of service. The study noted that Union Station bus service is included as part of the DOT-managed statewide bus study and the Alternatives Analysis initiated by the City in 2016; these studies will be considering potential service improvements and intermodal opportunities, and the Alternative Analysis study is specifically studying the potential for one or more mini-hubs away from the New Haven Green. Possible outcomes might include redirecting other routes past Union Station, and perhaps terminating one or more routes at the station, but the station would not become the main transfer point for the CTTransit system.

UDL-7. The proposed project design includes provisions for a transit stop in front of the proposed garage; these provisions are consistent with current City of New Haven plans for a transit lane in front of the existing garage. CTDOT recognizes that other on-going initiatives – including the Greater New Haven Transit District's Alternatives Analysis, the City's updated complete streets concept plan for Union Avenue, and NHPA/PNH's streetscape/transit amenity project in front of the existing garage, all beginning or in process as of mid-2016 – could require modification of the proposed design.

UDL-8. The Proposed Action now includes expanded bicycle parking/storage facilities for approximately 240 bicycles.

UDL-9. The Proposed Action introduces one new curb cut to accommodate the north driveway. The location of the driveway is dictated by site and access constraints; it is anticipated this location can accommodate planned modifications to the street network that may be implemented under separate projects in the future.

UDL-10. Internal circulation in the proposed parking garage is similar to the circulation in the existing garage, making navigation relatively familiar and intuitive for most regular users. The proposed bridge connectors on levels 3 and/or 5 will provide functional and operational flexibility for users searching for available spaces between garages, or to expedite exiting the garage.

**Responses to UDL Comments (continued)**

UDL-11. Section 3.1 of the EIE was developed based on site visits and a review of existing mapping and plans so it accurately depicts the physical land uses within one half mile of the Proposed Action. The "character" of an area can be interpreted in many different ways depending on the perspective of the author. The intent of the EIE is to describe the physical land uses present and not necessarily the "character" of the area. Use of the term neighborhood in the context of Long Wharf is meant as vicinity as opposed to an actual residential neighborhood. The one half mile walkshed was an excerpt taken directly from the 2015 SCRCOG regional transit orientation development study.

UDL-12. The Proposed Action is consistent with the existing zoning designation of the area and the garage site, which is BE - transportation, utilities, and warehousing or manufacturing. The State is not obligated to meet local zoning requirements but strives to design projects to be consistent with them. This plan does so to the extent possible.

UDL-13. The Purpose and Need of the Proposed Action is to expand the availability of parking at Union Station while addressing the future parking needs for the station. The No-Action alternative does not meet the fundamental purpose of the project.

UDL-14. One of the goals of the State Plan for Conservation and Development is to focus growth in areas such as that of the Proposed Action. The Proposed Action supports continued sustainable operation of the station and meets the goals of the C&D Plan. The C&D Plan also includes growth management goals, which the Proposed Action meets by concentrating development around transportation nodes and along major transportation corridors to support the viability of transportation options.

UDL-15 With proposed mitigation to address increased traffic delays at project area intersections, the microscale air quality analysis concludes that increased traffic associated with expanded station parking will not have a long-term adverse effect on air quality.

UDL-16. CTDOT's Bureau of Public Transportation completed a *white paper* study (dated July 29, 2016) of centralized bus terminals at rail stations in Hartford, Stamford, Bridgeport, White Plains, NY, and Providence, RI, to begin assessing the potential issues and opportunities associated with expanding bus service at Union Station to create an intermodal hub. The study concluded that centering all transit bus activity in the immediate station area would be unwise for several reasons, including:

- The space required to accommodate the necessary number of buses (up to 18 at one time) and routes is significant and perhaps exceeds the space available at the station.
- The circulation constraints of the station area would require the intermingling of more buses with automobile traffic, other taxi and shuttle traffic, and pedestrians, exacerbating existing operational conflicts in the area.
- The number of buses departing the terminal would be adding traffic impacts to an already congested Union Avenue.

**Responses to UDL Comments (continued)**

The *white paper* study concluded there may be opportunities for adding some bus service at Union Station, but nothing beyond creating a mini-hub of service. The study noted that Union Station bus service is included as part of the DOT-managed statewide bus study and the Alternatives Analysis initiated by the City in 2016; these studies will be considering potential service improvements and intermodal opportunities, and the Alternative Analysis study is specifically studying the potential for one or more mini-hubs away from the New Haven Green. Possible outcomes might include redirecting other routes past Union Station, and perhaps terminating one or more routes at the station, but the station would not become the main transfer point for the CTTransit system.

UDL-17. CTDOT will provide the same proportion of bicycle-to-vehicle parking spaces in the proposed parking garage complex as currently exists at the existing parking garage. The resultant number of bicycle parking/storage spaces will be approximately 240, or an increase of approximately 100 spaces over the existing condition. The design plans for the project designate a single area on the ground floor of the existing garage for the bicycle parking/storage facility. The details of the facility (such as amenities, type of racks, security measures) will be further defined during subsequent final design phases.

UDL-18. CTDOT notes that the State Historic Preservation Office (SHPO) has determined the proposed garage, as presented at the Public Hearing, will have no adverse effect on the historic Union Station. Additionally, CTDOT's design team has collaborated with City of New Haven representatives to incorporate changes to the parking garage architecture in direct response to comments and suggestions provided by City of New Haven's City Plan Department and their architectural consultant. CTDOT is committed to further collaboration with City representatives during the final design stages of the project to reach agreement on the proposed garage aesthetic. SHPO representatives have been, and will continue to be, directly involved in discussions between CTDOT and City of New Haven regarding the architecture and aesthetic of the proposed garage.

UDL-19. The finding of the EIE is there will be no disproportionate adverse impact on Environmental Justice (EJ) populations from the project. Temporary construction period impacts from traffic, noise, and to air quality will be minimized and mitigated in accordance with CTDOT best management practices.

UDL-20. The improvements associated with the Proposed Action are generally confined to the project site on Union Avenue; as such the project does not propose to provide Complete Streets improvements throughout Union Avenue. However, CTDOT will continue to coordinate with the City during subsequent final design stages of this project to provide compatibility between the proposed traffic mitigation measures of this project, and the traffic management and complete streets elements of the City's plan for Union Avenue. This effort will include determining whether Complete Streets elements of the City's plan can reasonably be implemented in conjunction with this project with consideration to currently unknown factors such as CTDOT encroachment permit requirements of the City's plan, timing of the projects, and funding constraints of the projects.

**Responses to UDL Comments (continued)**

The Complete Streets measures currently in the plans include a transit stop on Union Avenue in front of the proposed garage, intersection bump outs for pedestrian crossings at Columbus Avenue and Meadow Street, and improved pedestrian signalization at the Columbus Avenue and Meadow Street intersections.

UDL-21. The removal of a single line of sycamore trees will have a negligible adverse impact on air quality, stormwater control, and water quality. Provisions for new trees and plantings on the project site will be incorporated in subsequent final design efforts.

UDL-22. As outlined in Sections 3.14.3 and 3.15.3, CTDOT will appropriately mitigate potential water quality and floodplain impacts associated with the Proposed Action.

UDL-23 The stated purpose and need of the Proposed Action is, “to expand the availability of parking *at* Union Station while addressing the future parking needs *for* the station to the greatest extent practicable.” CTDOT recognizes that the forecasted parking demand for the station exceeds the parking supply that can be accommodated within the proposed Union Station parking complex. The reason for this, in part, is that satellite parking for the station (including Temple Street garage and Coliseum Lot) is controlled by the City and others and is diminishing in supply. As such, the purpose of the project is to provide as much of the needed parking supply for the station as can reasonably be accommodated on the proposed State-owned site; the purpose of the project is not to arbitrarily build as much parking as possible.

UDL-24. Page E-6 of the EIE states, “CTDOT’s Proposed Action will also...require no significant investment by the City of New Haven to implement; at the same time will not preclude City plans for expanded retail and service opportunities within Union Station and private TOD investment in the Union Station district.” This statement refers directly to CTDOT’s commitment to design and construct the proposed parking garage with State funds and staff resources, with a limited need for City support in the process. Additionally, the parking garage will be constructed on property already owned by the State and will not require the acquisition of private lands that would otherwise compromise private TOD redevelopment opportunities in the area.

### **3. Summary of Public Comments and Responses**

In addition to the letters in Section 2, 30 individuals and organizations submitted comments to CTDOT during the 64-day public review period via emails, comment forms, letters and oral testimony at the Public Hearing.

These public comments generally related to substantive concerns about the Proposed Action. A few comments related directly to the technical content of the Environmental Impact Evaluation (EIE) and the potential environmental impacts and associated mitigation measures presented in the document. This section provides a summary of the substantive public comments and concerns relating to both the Proposed Action and the EIE content. These comments have been organized into the following eleven categories for the purposes of this summary (page references are shown in parentheses):

- A. Bicycle Accommodations (pg. C-60)
- B. Pedestrian Accommodations (pg. C-61)
- C. Complete Streets (pg. C-62)
- D. Transit-oriented Development (pg. C-63)
- E. Parking Supply & Location (pg. C-64)
- F. Design Concerns (pg. C-65 through C-67)
- G. Traffic Operations & Safety (pg. C-67 and C-68)
- H. Transit Accommodations (pg. C-69)
- I. Consistency with State & Local Plans (pg. C-70)
- J. Environmental Impacts (pg. C-71)
- K. Planning for Future Development (pg. C-72)

Each of the above-listed categories (A through K) is detailed on the following pages and contains a summary of the public comments and concerns relating to that category, with corresponding responses. The summary provided under each category was developed to capture the overriding themes of the comments and concerns that are contained in the correspondence presented in Section 4, and the oral testimony presented in Section 5.

## A. Bicycle Accommodations

**Summary:** Approximately 58% of the individuals and organizations (hereinafter referred to as “stakeholders”) who submitted comments to CTDOT during the public review period expressed concerns about the bicycle accommodations provided as part of the Proposed Action. The stakeholder comments and concerns relating to the bicycle accommodations are generally summarized by the following points:

- 1) Bicycle Parking
  - The Proposed Action should provide more bike parking supply than exists today.
  - The description of the Proposed Action does not provide detail on where and the type of bike parking provided.
  - Provisions during construction should be provided.
- 2) Infrastructure to improve bicycle access to and from the garage should be included in the Proposed Action.
- 3) Additional convenience and comfort amenities for should be provided for bicyclists, such as maintenance, showers, lockers and bike share program.
- 4) Bicycle facilities were not mentioned in the Alternatives Considered and should be a major design goal of the Proposed Action.

**Response:** The following numbered items are provided in response to the stakeholder comments and concerns presented under the summary section (above) for this category. The numbers directly correlate to the similarly numbered comments and concerns.

- 1) CTDOT will provide the same proportion of bicycle-to-vehicle parking spaces in the proposed parking garage complex as currently exists at the existing parking garage. The resultant number of bicycle parking/storage spaces will be approximately 240, or an increase of approximately 100 spaces over the existing condition.

The design plans for the project designate a single area on the ground floor of the existing garage for the bicycle parking/storage facility. The details of the facility (such as amenities, type of racks, security measures) will be further defined during subsequent final design phases.

As noted in Section 3.23.2.3 of the EIE, temporary bicycle parking and storage facilities will be provided at Union Station during construction. The temporary facilities will accommodate approximately 140 bicycle parking spaces, similar to the existing parking supply.

- 2) Site access to the proposed bicycle parking/storage facility in the existing garage will be further defined during subsequent final design phases. At this time, it is anticipated the access will be accommodated from the main driveway and through the south end of the garage, near the existing pedestrian access from the existing bicycle parking.
- 3) CTDOT does not plan to include additional accommodations for a repair shop, showers, or bike rental/share station within the garage complex as part of the program for the Proposed Action. However, CTDOT will support future initiatives by NHPA/PNH to include these accommodations.
- 4) As described in Response A-1 above, increased bicycle parking supply and improved bicycle parking/storage facilities are now provided as part of the Proposed Action.

## B. Pedestrian Accommodations

**Summary:** Approximately 34% of stakeholders who submitted comments expressed concerns about the pedestrian accommodations provided as part of the Proposed Action. The stakeholder comments and concerns relating to pedestrian accommodations are generally summarized by the following points:

- 1) The pedestrian accommodations and walkability of the area surrounding the Proposed Action should be high priority consideration and be consistent with State and Local priorities.
- 2) The Proposed Action should include a pedestrian connection between Union Avenue and Long Wharf.

**Response:** The following numbered items are provided in response to the stakeholder comments and concerns presented under the summary section (above) for this category. The numbers directly correlate to the similarly numbered comments and concerns.

- 1) All existing sidewalks surrounding the Proposed Action will be maintained, or replaced if affected by construction. In addition, the traffic signal at the intersection of Union Avenue & Columbus Avenue/Garage Access/Meadow Street will be replaced as part of the construction of the Proposed Action and all pedestrian accommodations will be upgraded at the signal with accessible pedestrian signals (APS) and pedestrian countdown indications. New lighting along the street/sidewalk in front of the proposed garage will help enhance the pedestrian environment along the entire parking/station complex. Lighting improvements that CTDOT proposed along the existing garage frontage to improve walkability have already been implemented by NHPA/PNH.
- 2) The City has expressed interest in extending the future pedestrian bridge (which, as currently planned under State Project No. 301-0183, will link the proposed garage to the platforms and will connect to the east side of the New Haven Railyard) beyond its planned limits to create a more direct link between the station area and Long Wharf. A new pedestrian bridge connection to Long Wharf is beyond the scope of this project. CTDOT notes that Church Street South Extension provides a walkable bridge connection between Union Avenue and Sargent Drive and is relatively proximate to Union Station.

## C. Complete Streets

**Summary:** Approximately 25% of stakeholders who submitted comments expressed concerns about Complete Streets considerations as part of the Proposed Action. The stakeholder comments and concerns relating to Complete Streets are generally summarized by the following points:

- 1) Complete Streets improvements for Union Avenue and related streetscape improvements are important and should be included in the Proposed Action.
- 2) The Proposed Action is not consistent with State and Local priorities to create Complete Streets.

**Response:** The following discussion points are provided in response to the stakeholder comments and concerns listed in the summary section (above). These points are numbered to correlate directly to the points numbered under the summary section.

- 1) The improvements associated with the Proposed Action are generally confined to the project site on Union Avenue; as such the project does not propose to provide Complete Streets improvements throughout Union Avenue. However, CTDOT will continue to coordinate with the City during subsequent final design stages of this project to provide compatibility between the proposed traffic mitigation measures of this project, and the Complete Streets elements of the City's plan for Union Avenue. This effort will include determining whether Complete Streets elements of the City's plan can reasonably be implemented in conjunction with this project with consideration to currently unknown factors such as CTDOT's encroachment permit requirements of the City's plan, timing of the projects, and funding constraints of the projects.

The Complete Streets measures currently in the plans include a transit stop on Union Avenue in front of the proposed garage, intersection bump outs for pedestrian crossings at Columbus Avenue and Meadow Street, and improved pedestrian signalization at the Columbus Avenue and Meadow Street intersections.

At a minimum, CTDOT's Union Avenue modifications will include traffic signal improvements required by OSTA to mitigate the anticipated traffic impacts associated with new trips to the proposed garage; under this scenario, the existing Union Avenue street configuration will be generally unchanged by this project such that none of the City's future plans for complete streets are precluded by the Proposed Action.

- 2) The Proposed Action does follow local and State Complete Streets policies and guidance. These policies require the safe access and accommodation of all users of the transportation system. Complete Streets improvements currently in the design are outlined in Response C-1 above.

## D. Transit-Oriented Development

**Summary:** Several stakeholders who submitted comments expressed concerns that transit-oriented development (TOD) is not a component of the Proposed Action. The stakeholder comments and concerns relating to TOD are generally summarized by the following point:

- 1) The Proposed Action does not include TOD components and is not consistent with previous plans developed for the area.

**Response:** The following discussion is provided in response to the stakeholder comments and concerns in the summary section (above).

- 1) Several planning efforts completed by the City of New Haven included recommendations for active land uses, such as retail space, along Union Avenue in the area of the station to promote walkability. These planning efforts also included recommendations to promote TOD in the station area, such as liner buildings for a new parking garage and expanded retail opportunities within Union Station. CTDOT notes that current building code makes it difficult to include construction of new retail space at existing sidewalk levels within the existing 100-year flood zone and coastal flood hazard area on the project site. To meet code, this space would need to be elevated more than 3 feet above the sidewalk, requiring special access requirements and ramping that would generally be incompatible with creating street-level activity and promoting walkability.

As an alternative to providing retail space in the proposed garage, CTDOT will be allocating space along Union Avenue or within the parking garage complex for future pop-up and mobile retail uses. Additionally, CTDOT is working with City of New Haven representatives to assess potential retail space opportunities along Union Avenue within the ground floor of the existing parking garage. Retail buildout in the existing garage, if determined to be viable and marketable, would be undertaken by others after completion of the proposed garage.

In addition, the Proposed Action will utilize land already owned by the State and already dedicated to parking for the station, and therefore will not preclude the City of New Haven and private development interests from pursuing and controlling future TOD opportunities on other properties in the station area.

## E. Parking Supply & Location

**Summary:** Several stakeholders who submitted comments expressed concerns about the parking supply and location proposed at Union Station in New Haven. The stakeholder comments and concerns relating to the proposed parking are generally summarized by the following points:

- 1) The parking supply proposed under the Proposed Action would be more appropriately placed at other existing or proposed stations such as West Haven or North Haven.
- 2) The alternatives evaluated should consider whether the project purpose and need can be accomplished through some other transit investments, such as new stations in Orange and/or North Haven, improved bus connections in New Haven, and other service and station improvements system-wide.
- 3) Off-site parking supply identified to be used during the construction period should be considered as a permanent solution rather than constructing a new garage.

**Response:** The following discussion is provided in response to the stakeholder comments and concerns in the summary section (above).

- 1) As stated in Section 1.3 of the EIE, the purpose of the Proposed Action is to expand the availability of parking *at* Union Station while addressing future parking needs *for* the station. The project need is also clearly defined in the EIE in terms of insufficient parking supply at Union Station. Alternatives that consider parking locations other than Union Station do not satisfy the stated purpose and need of the project, and were not considered alternatives for evaluation.
- 2) See response to E.1. New rail stations, rail service improvements, and bus transit improvements would not satisfy the stated purpose and need to expand the availability of parking at Union Station, and therefore were not considered alternatives for evaluation.
- 3) See response to E.1.

## F. Design Concerns

**Summary:** Several stakeholders who submitted comments expressed concerns about various design elements of the Proposed Action. The stakeholder comments and concerns relating to the design are generally summarized by the following points:

- 1) Stormwater Design
  - Localized flooding is a problem in the area; the EIE did not evaluate the storm water issues in-depth.
  - The Proposed Action should include a stormwater detention chamber beneath the garage.
- 2) Architecture
  - The design of the Proposed Action should relate to the design and historical landmark nature of Union Station, without detracting from the visual prominence of the station.
  - The Proposed Action should include a liner building to match future development along Union Avenue.
  - The building design should relate architecturally to the emerging residential and commercial neighborhood surrounding the station.

**Responses:** The following discussion points are provided in response to the stakeholder comments and concerns listed in the summary section (above). These points are numbered to correlate directly to the points numbered under the summary section.

- 1) The following detail is provided to supplement the description of existing stormwater conditions at the project site, Section 3.14.1.3 of the EIE.

The contributing watershed is approximately 3.4 acres and consists of those areas impacted by or tributary to the proposed project site, including the site property and adjacent Union Avenue right-of-way.

The topography of the project site generally conveys stormwater runoff from west to east. Pavement elevations range from 10± feet at the western edge of the site adjacent to Union Avenue (US Route 1) to 6± at the eastern edge of the site adjacent to the railroad. The slopes for paved surfaces vary in magnitude from 1 to 2%.

Runoff from the majority of the paved areas within the existing surface parking lot on the site drains to the northeastern corner of the site and then northerly overland to existing drainage structures located on the adjacent State-owned property, site of a UI substation. The existing drainage structures outlet to a system under the New Haven railyard that ultimately connects to twin 4' x 6' box culverts near Brewery Street north of the site. Discharge from the twin box culverts is ultimately conveyed through a closed system with an outfall at New Haven Harbor.

The remaining areas of the site to the south and west, which includes the driveway to the existing parking garage, drain to one of several catch basins on site that connect directly to a 66" brick culvert; the culvert traverses the southern end of the site in a northwest to southeast direction and continues under the New Haven rail yard. Discharge from the 66" brick culvert is ultimately conveyed through a closed system with an outfall at New Haven Harbor.

Runoff from the southern portion Union Avenue adjacent to the project site drains to a catch basin in a low point near the intersection with Meadow Street which is assumed to connect directly to the 66" brick culvert. Runoff from the northern portion of Union Avenue adjacent to the project site and off site drains to catch basins in Union Avenue which flow north generally along the Union Avenue centerline via a 12" reinforced concrete pipe (RCP) to a junction chamber near the intersection with West Water Street and then to the south in twin 4' x 6' box culverts that continue under the New Haven rail yard. Discharge from the twin box culverts is ultimately conveyed through a closed system with an outfall at New Haven Harbor.

Information from the City and CTDOT's District 3 drainage engineer included anecdotal evidence of localized flooding issues on Union Avenue in the project area. Specific issues included reports of raw sewage overflow in the street and storm manholes being popped off by pipe overflow during some relatively recent flooding events.

The following detail is provided to supplement the description of proposed stormwater measures at the project site, Section 3.14.3 of the EIE.

Stormwater runoff from the proposed parking garage will be captured in two separate closed systems:

- Runoff from the exposed roof level and bridge connections will be captured in floor drains and conveyed in pipes to a hydrodynamic separator located in the northwest corner of the site. Discharge from the hydrodynamic separator will be conveyed in an 18" RCP to the storm drainage trunk in Union Avenue. Approximately 300 ft of the downstream trunk will be replaced with 24" RCP.
- Runoff from the interior levels of the parking garage will be captured in floor drains and conveyed in pipes to an oil separator located in the northwest corner of the site. Discharge from the oil separator will be conveyed in a 6" pipe to the existing sanitary sewer trunk in Union Avenue.

Stormwater runoff from the paved surfaces and main access driveway located between the existing and proposed garages will be captured in catch basins and will connect to existing RCPs currently discharging to the existing 66" brick culvert.

Stormwater runoff from the new maintenance access drive to the railyard will be conveyed to a grassed swale and small bioretention area (rain garden) for infiltration.

Stormwater runoff from the new access driveway located north of the proposed garage will be captured in catch basins and will be conveyed to the storm drainage trunk in Union Avenue via the hydrodynamic separator and new 18" RCP.

Excess runoff and snowmelt from the grassed snow storage area located in the northeast corner of the site will be captured in a yard drain and conveyed to the closed system for the new access driveway.

Overall, the project will result in a reduction of impervious cover on-site of approximately 0.2 acres. This will reduce peak runoff flow rates from the site and provide enhanced groundwater recharge on site.

There is not space within the footprint of the proposed garage, due to significant foundation structures, to accommodate stormwater detention for the purpose of mitigating peak runoff flows for the broader Union Avenue area.

- 2) CTDOT notes that the State Historic Preservation Office (SHPO) has determined the proposed garage, as presented at the Public Hearing, will have no adverse effect on the historic Union Station. Regarding the aesthetics of the proposed parking garage, CTDOT's design team has collaborated with City of New Haven representatives since the June 2016 Public Hearing to incorporate changes to the parking garage architecture in direct response to comments and suggestions provided by City of New Haven's City Plan Department and their architectural consultant. CTDOT is committed to further collaboration with City representatives during the final design stages of the project to reach agreement on the proposed garage aesthetic.

No specific details or renderings of the architecture of proposed private redevelopment in the station area has been disclosed by the City of New Haven at this time; as such there is nothing specific in the neighborhood to which the architecture of the proposed garage can be compared. Additionally, a key architectural goal of the proposed project is to relate the garage to the architecture of the overall Union Station campus, not the aesthetic of private redevelopment in the area.

## **G. Traffic Operations & Safety**

**Summary:** Several stakeholders who submitted comments expressed concerns about the traffic operations and safety on Union Avenue and other roadways near to the Proposed Action. The stakeholder comments and concerns relating to traffic operations are generally summarized by the following points:

- 1) Traffic volumes and congestion are already an issue on Union Avenue and they are going to be exacerbated with the traffic related to the Proposed Action. The Proposed Action should not worsen traffic operations on adjacent streets.
- 2) The traffic analysis underestimates the impact of the Proposed Action on traffic operations.
- 3) The proposed traffic mitigation is inadequate. The mitigation relies on retiming traffic signals. Maintaining a reasonable flow of automobile traffic can only be achieved by reducing peak volumes.

**Response:** The following discussion points are provided in response to the stakeholder comments and concerns listed in the summary section (above). These points are numbered to correlate directly to the points numbered under the summary section.

- 1) To accommodate the additional traffic related to the Proposed Action, mitigation measures have been identified for the study area. The mitigation measures include optimizing signal timings and changing signal phasing at the signalized intersections adjacent to the Proposed Action. With these changes, operations are estimated to be similar to the No-Action condition. At the Union Avenue & Columbus Avenue/Garage Access/Meadow Street intersection, while the LOS does change for some minor movements at the intersection, the overall intersection delay is estimated to be less than the No-Action condition.

A reversible lane is being designed for the parking garage access across from Columbus Avenue, which will provide additional capacity that will be flexible to accommodate the peak entering exiting flows of the parking facilities.

- 2) The number of new trips for the Proposed Action was determined based on the number of trips-per-parking space the existing surface lot and parking garage generate during the AM and PM peak hours. Since the Proposed Action provides the same use as the existing surface lot and garage, it was assumed that the number of new trips generated will be consistent with the existing trip rates for the site. The existing rates were applied to the new spaces the Proposed Action will provide, and the resulting trips were distributed to the study area based on existing traffic patterns.

It should be noted that more vehicles may be entering/exiting the parking facilities outside of the peak hour of the adjacent streets. In addition, mitigation measures such as optimizing signal timings and changing phasing were identified to improve operations with the addition of the new site traffic.

- 3) Optimizing signal timings can provide more green time to heavier movements, resulting in shorter queues and better progression through the network. With the proposed signal optimization and phasing changes, operations and queues are estimated to be similar to or better than the No-Action condition. And as mentioned in response G-1, reversible lane is being designed for the parking garage access across from Columbus Avenue, which will provide additional capacity that will be flexible to accommodate the peak entering exiting flows of the parking facilities.

## H. Transit Accommodations

**Summary:** Approximately 39% of stakeholders who submitted comments expressed concerns about transit accommodations at and around the Proposed Action. The stakeholder comments and concerns relating to transit accommodations are generally summarized by the following points:

- 1) The Proposed Action should include a bus depot within the parking garage.
- 2) There needs to be better bus service, and possibly a centralized CTTransit bus terminal, at the station.

**Response:** The following discussion points are provided in response to the stakeholder comments and concerns listed in the summary section (above). These points are numbered to correlate directly to the points numbered under the summary section.

- 1) CTDOT is not pursuing a bus depot on the ground floor of the proposed garage under the Proposed Action as the site is not conducive to safely and efficiently accommodating both a bus depot and a commuter parking facility. Please refer to Section 2.2.1 of the EIE for additional discussion regarding CTDOT's consideration of bus accommodations on this site.
- 2) CTDOT's Bureau of Public Transportation completed a *white paper* study of centralized bus terminals at rail stations in Hartford, Stamford, Bridgeport, White Plains, NY, and Providence, RI, to begin assessing the potential issues and opportunities associated with expanding bus service at Union Station to create an intermodal hub. The study concluded that centering all transit bus activity in the immediate station area would be unwise for several reasons, including:
  - The space required to accommodate the necessary number of buses (up to 18 at one time) and routes is significant and perhaps exceeds the space available at the station.
  - The circulation constraints of the station area would require the intermingling of more buses with automobile traffic, other taxi and shuttle traffic, and pedestrians, exacerbating existing operational conflicts in the area.
  - The number of buses departing the terminal would be adding traffic impacts to an already congested Union Avenue.

The *white paper* study concluded there may be opportunities for adding some bus service at Union Station, but nothing beyond creating a mini-hub of service. The study noted that Union Station bus service is included as part of the DOT-managed statewide bus study and the Alternatives Analysis initiated by the City in 2016; these studies will be considering potential service improvements and intermodal opportunities, and the Alternatives Analysis study is specifically studying the potential for one or more mini-hubs away from the New Haven Green. Possible outcomes might include redirecting other routes past Union Station, and perhaps terminating one or more routes at the station, but the station would not become the main transfer point for the CTTransit system.

## I. Consistency with State & Local Plans

**Summary:** Approximately 29% of stakeholders who submitted comments expressed concerns about the proposed project and how it relates to a broader scope of planning initiatives in the area. The stakeholder comments and concerns relating to consistency with State and Local plans are generally summarized by the following point:

- 1) The Proposed Action is not consistent with such plans as The Hill-to-Downtown Plan, New Haven Vision 2025, Union Avenue design concepts, Transform CT, Union Station TOD, and the Church Street South redevelopment.

**Response:** The following discussion points are provided in response to the stakeholder comments and concerns listed in the summary section (above). These points are numbered to correlate directly to the points numbered under the summary section.

- 1) It is CTDOT's understanding that The Hill-to-Downtown Plan generally outlines two pertinent goals relative to the Union Station garage: a) improve connectivity and b) encourage development of commercial, residential and retail space in the areas around Union Station, providing a stronger gateway to the city and promoting expanded transit use. The Proposed Action serves the connectivity goal to the extent feasible and does not prevent the land use goal from being achieved in the future elsewhere on the Union Station/Union Avenue campus.

Regarding consistency with planned Church Street South redevelopment, the City Plan Department first provided CTDOT a copy of a Church Street South Redevelopment plan on November 23, 2016; this plan was dated May 25, 2016. CTDOT welcomes further efforts to coordinate this plan (or subsequent revisions to this plan) with the proposed improvements of the parking garage project.

See Response C.1 regarding Union Avenue design concepts.

See Response D.1 regarding TOD.

## J. Environmental Impacts

**Summary:** Several stakeholders who submitted comments expressed concerns about the environmental impacts of the proposed project. The stakeholder comments and concerns relating to the environmental impacts are generally summarized by the following points:

- 1) The air quality is already poor in New Haven and the Proposed Action will only exacerbate the situation.
- 2) Trees should not be removed and their removal has more impacts than documented.
- 3) No mitigation is provided for environmental justice (EJ) populations.
- 4) The Proposed Action does not include green infrastructure or sustainability features.
- 5) The EIE minimally reviewed impacts related to air quality, visual resources, and water quality.

**Response:** The following discussion points are provided in response to the stakeholder comments and concerns listed in the summary section (above). These points are numbered to correlate directly to the points numbered under the summary section.

- 1) With proposed mitigation to address increased traffic delays at project area intersections, the microscale air quality analysis concludes that increased traffic associated with expanded station parking will not have a long-term adverse effect on air quality.
- 2) The removal of a single line of sycamore trees will have a negligible adverse impact on air quality, stormwater control, and water quality. Provisions for new trees and plantings on the project site will be incorporated in subsequent final design efforts.
- 3) The finding of the EIE is there will be no disproportionate adverse impact on Environmental Justice (EJ) populations from the project. Temporary construction period impacts from traffic, noise, and to air quality will be minimized and mitigated in accordance with CTDOT best management practices.
- 4) Green infrastructure measures, such as infiltration through bioretention basins, will be further considered during subsequent final drainage design efforts. Currently, a rain garden is included in the plans to capture some stormwater runoff on the north end of the project site.
- 5) Section 3.3 of the EIE provides a detailed air quality evaluation. Based on the evaluation, there are no adverse air quality impacts associated with the project.  
Section 3.9 of the EIE provides a detailed visual resources evaluation. Based on the evaluation, there are no adverse visual resource impacts associated with the project.  
Section 3.14 of the EIE provides a detailed water quality evaluation. Based on the evaluation, there are potential adverse impacts associated with the project that will require mitigation through provisions of the project.  
Section 3.23 of the EIE provides detailed summary of potential air quality and water quality impacts during the construction period that will require mitigation through provisions of the project.

## **K. Planning for Future Development**

**Summary:** Several stakeholders who submitted comments expressed concerns about planning for future development near the Proposed Action. The stakeholder comments and concerns relating to future development are generally summarized by the following points:

- 1) The Proposed Action should consider future development along Union Avenue and in Long Wharf.
- 2) The Proposed Action does not effectively provide a transportation planning solution for the future. Building more parking is not the answer.

**Response:** The following discussion points are provided in response to the stakeholder comments and concerns listed in the summary section (above).

- 1) CTDOT will continue to coordinate with the City of New Haven and stakeholders during subsequent final design phases to the extent practicable given many unknown details regarding planned future development in these areas.
- 2) The purpose of the Proposed Action is to expand the availability of parking at Union Station while addressing the future parking needs for the station.

#### **4. List of Public Comments Keyed to Responses**

Throughout the 64-day public comment period from May 3 to July 5, 2016, 30 individuals and organizations submitted comments to CTDOT via emails, comment forms, and letters. This section presents the written correspondence submitted to CTDOT listed in chronological order. Where applicable, substantive comments contained within the written correspondence are keyed (or cross-referenced) to the summary of public comments and responses provided in Section 3. It is noted that personal contact information has been redacted.

4 June 2016

To Whom it May Concern,

Thank you for considering my testimony about the plans for the new garage at Union Station. I live and work downtown and frequently take the train to / from Union Station. I also recently was the Alder representing Downtown on the New Haven Board of Alders, and so know how many members of the community feel about accessing Union Station.

With this as background, I am writing to encourage you to design the new parking garage for the station so that it is very accessible to individuals walking or biking to the station. This includes:

- Bike infrastructure, such bike lockers, a location for bike share bikes, and a bike service station; and
- Streetscape improvements, including crosswalks, bump outs, benches, and tree installations, making it safe and welcoming to pedestrians.

Union Station wonderfully connects New Haven to cities and towns along the east coast. However if Union Station is not similarly wonderfully connected the New Haven, it greatly reduces Union Station's benefit for the city. Many people living in New Haven do not have cars and many people who visit the city arrive without cars. By making the station and the area surrounding the station welcoming for pedestrians and cyclists, we will increase the number of people who use the station.

We also will decrease the traffic congestion around the station. This congestion is going to become an even bigger issue when the LiveWorkLearnPlay complex is built. It is critical that we think ahead, in keeping with New Haven's commitment to Complete Streets, and design the new garage to encourage biking and walking. This will benefit not only those who bike and walk, but those who drive to the station and use the parking garage, by reducing traffic congestion.

I just want to close by referencing the train station in The Hague. It was amazing to arrive there and see a parking lot filled with bicycles. If we can make biking and walking to / from Union Station common, like in The Hague, we will improve the economy, the environment, people's health, and make the streets around the station safer, by activating them.

Thank you for considering my strong support for excellent infrastructure for cyclists and pedestrians as part of the new garage plan.

Sincerely, Abigail Roth

**A-1, A-3**

**B-1**

**C-1**

**COMMENT FORM**  
**PUBLIC HEARING**  
**STATE PROJECT NO. 301-114**  
**NEW PARKING GARAGE AT**  
**UNION STATION IN NEW HAVEN**

Please provide any written comments below:

As a 48 yr old black woman who just started riding again after 30+ years, my bike has quickly become my primary mode of transportation. Not only that, but it has afforded me the opportunity to meet and work with some incredible people. Because of this, we were able to hold our 1<sup>st</sup> every bike month event in our community and it was a huge success!

I give you this backstory to let you know that cycling has quickly become a way of life for me and I want to encourage as many ADULTS, particularly black women, to get riding again. For me, cycling is not just a means to get from place to place, but a way to meet new people, encourage others, and get healthy!

I also like to ride the train and there have been a few occasions in the past where I have driven down & parked my car but it is expensive! As a result I usually walk or take the bus, but CT Transit is RIDICULOUSLY unreliable! With my bike I know I can get to the station quickly & reliably but I need to know my bike will be safe and stored properly. I hope you will consider this when designing the new garage, as I will be an ardent supporter!

Name: Nadine Herring  
Address: [REDACTED] New Haven, CT 06511  
Telephone: [REDACTED]

Check here if you would like a response via telephone.

Please submit any comments that you may have by **June 20, 2016**

- Mail: Please seal the form with tape – **do not use staples** – and affix postage
- E-mail: [dot.environmentalplanning@ct.gov](mailto:dot.environmentalplanning@ct.gov)

A-1

*Appendix C*  
*Public Review Comments and Responses*

**From:** [REDACTED] **On Behalf of** Mark **Response Key**  
Abraham  
**Sent:** Tuesday, June 07, 2016 7:28 AM  
**To:** DOT Environmental Planning  
**Subject:** Union Station garage

Hello:

I live and work in New Haven. I agree with the commenters who spoke negatively about the new Union Station garage plans. DOT needs to fully prioritize walkability (trees, stores, amenities, pleasant sidewalks), bicycle access, and transit oriented development before it designs a new garage here. As a growing city and one of the only remaining highly-walkable places in Connecticut, New Haven is one of the only reasons that CT has a functioning economy -- and with these plans, it seems like DOT is trying to kill that.

**A-1, A-2**

**B-1**

**C-1**

**D-1**

Mark

**From:** Brian Tang [REDACTED]  
**Sent:** Tuesday, June 07, 2016 10:13 PM  
**To:** DOT Environmental Planning  
**Cc:** [mnemerson@newhavenct.gov](mailto:mnemerson@newhavenct.gov); urban design  
**Subject:** Public Comment Re: State Project No. 301-114 Union Station Parking Garage

Dear Connecticut Department of Transportation Office of Environmental Planning,

I would like to submit the following written comments with regard to the Union Station Parking Garage – Project No. 301-114 for consideration by the project team:

Firstly, I apologize for not having been made aware of last December's scoping hearing until last night. I suspect my comments here would have been more useful at that stage. If your scope is sufficiently broad, I hope you are able to take the following ideas into account.

1. As you probably know, New Haven has been awarded a federal disaster resiliency grant to seek options to reduce storm sewer backups in the vicinity of the proposed garage. Since you need to raise the elevation of the ground floor of the garage to comply with coastal regulations anyway, might I suggest that you incorporate into the design a stormwater detention chamber beneath the ground floor of the garage to help attenuate peak flows into the stormwater conveyance tunnels that pass beneath the rail yard near the site? While this may slightly increase the volume of material that must be exported from the site and disposed of, that cost could be defrayed by the fact that it would reduce any need to import clean fill. I ask that you also consider the cost savings to state and New Haven taxpayers this storage could achieve by reducing the required scale of whatever ultimate solution is proposed to address flooding on Union Avenue.

F-1

2. As you also know, the Hartford Line commuter rail project, currently under construction, includes a new station and parking lot in Wallingford and will someday include a new rail station and expanded parking facility at Devine Street in North Haven. In addition, parking was recently expanded at the Branford Shore Line East station and service to that station will soon increase to reflect the completion of a second platform. I would like to request that the final environmental documentation include an analysis of the origins of trips made to the existing New Haven Union Station parking facilities or reference such an analysis if it has already been done for another project, such as Nelson\Nygaard's work in support of the Hill-to-Downtown Plan. Based on this analysis, I request that environmental documentation include consideration of a modified build alternative in which the resources allocated to this project are used to design and construct the North Haven commuter rail station and parking facility and/or to expand other off-site parking accommodations and associated rail or bus service connecting to the New Haven Line. You note in the Environmental Impact Evaluation that your preliminary analysis has identified capacity to accommodate at least 1500 additional vehicles at offsite parking facilities with existing or potential rail, bus, or shuttle connections to the New Haven Line. You note this to document the capacity to absorb the construction impacts on existing Union Station parking. This assessment should also be incorporated into the analysis of project alternatives. Given such abundant offsite parking capacity, logic demands that the environmental documentation must also consider whether that capacity could permanently negate the need for this garage and associated traffic and localized air quality impacts.

E-1, E-2

3. As I attempted to note in my admittedly less-than-eloquent verbal testimony at last night's hearing, the traffic impacts of the proposed garage must be evaluated in the context of the future roadway configuration of Union Avenue and the future land use characteristics of the station area. In accordance with city and state Complete Streets policies, Union Avenue will someday include appropriate bicycle accommodations. Given the traffic volumes on Union Avenue, shared lanes are not appropriate bicycle accommodations. Given the very high peak

G-1, G-2, G-3

*Appendix C*  
*Public Review Comments and Responses*

demand for bicycle travel to and from Union Station—both existing demand and future demand generated by the completion of a bike path from the East Shore of the Quinnipiac River that will follow Water Street to Union Avenue--future bicycle accommodations on Union Avenue will likely include a two-way protected bike lane connecting to the Union Station bicycle parking facilities. Traffic impact analysis conducted for the Environmental Impact Analysis should reflect the likelihood that future bicycle accommodations on Union Avenue may somewhat diminish automobile capacity on the roadway by reducing the number of travel lanes. The traffic analysis should also reflect that widening the roadway will not be possible given the high pedestrian traffic and need to maintain and expend sidewalk space. Achieving and maintaining a reasonable flow of automobile traffic on Union Avenue can therefore only be achieved by reducing peak volumes. Expanding automobile parking capacity at Union Station is incompatible with this goal.

**Response Key**

**C-1**

Respectfully submitted,

Brian Tang

[REDACTED]  
New Haven, CT 06511

[REDACTED]

CC:

Matthew Nemerson, City of New Haven  
Anstress Farwell, New Haven Urban Design League

**From:** Henry Lowendorf [REDACTED]  
**Sent:** Friday, June 10, 2016 3:23 PM  
**To:** DOT Environmental Planning  
**Subject:** Union Station garage

**Response Key**

Dear DOT,

I agree with the many criticisms and proposals [found in the New Haven Register](#) around DOT's planned parking garage at Union Station.

We must never replay policies that led to the horrendous highway designs of the '40's and '50's to slice New Haven up, split neighborhoods, pave over housing, eat up parks all to accommodate the single person vehicle coming from the suburbs, which by the way were created in part to segregate living conditions in the cities. I-91, I-95, Rte 34 bulldozing into the center of New Haven was shallow thinking over half a century ago and its counterpart of more of the same kind of parking garages that dot the city is retrograde thinking today.

**K-2**

If the DOT cannot or will not start its design process based on needs of the residents of the city, the people who live nearby the train station, those who for whatever reason do not commute by car, environmental quality – then those in charge of DOT should simply quit because they are not doing their jobs.

**A-1**

**B-1**

**I-1**

The issue is multiplex – suburban-city, majority white-minority brown, 1%-99%, bad or better for a healthy environment.

We must build the city for the 21st century not for the 20th.

Henry S. Lowendorf

[REDACTED]  
New Haven, CT 06511-2953  
[REDACTED]

*Appendix C*  
*Public Review Comments and Responses*

**From:** Scot Little [REDACTED]  
**Sent:** Wednesday, June 22, 2016 1:21 PM  
**To:** DOT Environmental Planning  
**Subject:** Union Station Garage, New Haven

**Response Key**

Hi,

As a New Haven resident, I'm excited by the new proposed parking garage, but agree with others that the original design isn't adequate. I would like to see:

1) A bus hub connected to the train station. It doesn't make sense to use the Green as a bus hub - dozens of idling buses create noise and air pollution - ruining what should be a peaceful, shared outdoor recreational space. It makes sense to have the bus hub connected to the train station so that arriving passengers can simply walk from one to the other (as is done in most cities). Further, people who use the bus would have a warm, dry place with bathrooms while waiting to transfer buses. If there isn't room for the bus depot at Union Station, perhaps it could be just over the tracks in Long Wharf with a pedestrian walk over connecting them.

**H-2**

2) A pedestrian walk over to Long Wharf should be included (even if a bus depot is not). The city plans to develop Long Wharf so if not now, at least provide a plan where it could be added in the future.

**B-2**

3) Adequate bike parking that is close to terminals. This is a no-brainer as bike storage does not take a lot of space. Reward people who ride their bikes (reducing traffic, emissions, etc) by giving them a convenient location. So they can hop off their bike and not have to walk a long way to board train.

**A-1**

4) At least some ground floor retail - this will make the whole place seem safer and more vibrant rather than just having garage space and parked cars. Doesn't have to be much.

**D-1**

Thank you for the consideration!

Scot Little

**Response Key**

**From:** Brian Tang [REDACTED]  
**Sent:** Wednesday, June 22, 2016 2:33 PM  
**To:** DOT Environmental Planning  
**Subject:** Re: Public Comment Re: State Project No. 301-114 Union Station Parking Garage

Dear Connecticut Department of Transportation Office of Environmental Planning,

I would like to add to my comment #2 that an additional New Haven Line station is also planned for Orange, CT. I would like to request that the alternatives analysis for the New Haven Union Station garage include evaluation of an option that accomplishes the project goals through construction of the Orange New Haven Line station, an option that accomplishes the project goals through the construction of the North Haven Hartford Line station, and an option that accomplishes the project goals through some combination of already-planned investments elsewhere in the transit network (improved bus connections to New Haven Union Station and State Street Station; construction of a second platform at State Street Station; expanded service along the Waterbury Branch Line, Hartford Line, and Shore Line East; the newly expanded parking at Branford Station; planned stations in North Haven, Orange, Niantic, and Bridgeport/Barnum; and the potential Hartford Line station in Hamden). Since any of these alternatives might plausibly be able to meet the Union Station parking demand without the adverse local impacts associated with 700 additional vehicles per day driving back and forth between the highway and proposed garage, I believe the environmental documentation would be incomplete without full and sincere consideration of these alternatives.

**E-1, E-2**

Brian Tang

*Appendix C*  
*Public Review Comments and Responses*

**From:** Steven Berry [REDACTED]  
**Sent:** Thursday, June 23, 2016 7:09 AM  
**To:** DOT Environmental Planning  
**Subject:** union station garage, New Haven

**Response Key**

Dear DOT,

I am writing about the new union station garage in New Haven. The current plan looks like it was designed to sit on a suburban highway exit and its interior looks to accommodate cars very well, but not to accommodate outside traffic nor our multi-modal present and future. In the center of our city, at a major regional transportation hub, adjacent to the historic Cass Gilbert designed union station, we can do better.

- There should be an excellent connection to city and regional bus service **H-2**
- The station should not significantly worsen auto traffic flow on the street outside **G-1**
- Bike facilities should be at the center of the design goals **B-1**
- The building should relate architecturally to the emerging residential and commercial neighborhood that will (we hope) surround the station. **F-2**

The building doesn't have to be "gold plated" to be made a bit more sensitive to an urban environment. If, in order to accommodate traffic, buses and bikes, we have to move from 700 parking spots to 500, that is fine. If that isn't enough parking, there will be future possibilities to add parking in various proposed developments close to the station.

Frankly, I think the city is better off without a new garage than with this design. I say this as someone who would like to drive to the station (I now Uber because there are no spots). I care about the future of the city more than my current personal convenience.

Thank you for your attention,

Steven Berry  
[REDACTED]

**From:** Rigel Janette [REDACTED]  
**Sent:** Thursday, June 23, 2016 6:55 PM  
**To:** DOT Environmental Planning  
**Cc:** [mpiscite@newhavenct.gov](mailto:mpiscite@newhavenct.gov); [p.bass@newhavenindependent.org](mailto:p.bass@newhavenindependent.org)  
**Subject:** NHV Union Station Garage

Hi Mark,

I'm writing in regards to the proposed garage adjacent to Union Station in New Haven. I am a longtime resident of New Haven, and currently study urban design/architecture at Rutgers University. I often find myself riding the train back to my hometown, and am impressed by the latest efforts to push a garage. This project has been delayed long enough, and deserves necessary attention.

Yet, I am also impressed by the strong civic activity in New Haven. The citizens are full of passion, and truly care about their streets and communities. It is therefore essential to put their comments into due consideration, especially regarding a major historic structure such as this one.

The garage proposed by the DOT looks to be well designed, and deserves commendation. This design is properly suitable for a park and ride, however. We must take into consideration the site, not just a statistical need for more parking. This is imperative. There are two parking facilities already adjacent to the site - one immediately to the right, and one across the street. The effect that another parking structure will have on the station's walkability will be detrimental to the city. Furthermore, the removal of bicycle facilities - often praised as one of the great successes of the local cyclist movement, will be a great morale crusher.

Let us also consider the current high volume of rush hour traffic on Union Avenue. The back ups that occur are a hazard to pedestrians, motorists, and cyclists alike. With an additional garage, further disaster will incur. We have got to do something about this.

**G-1**

I encourage the DOT to reconsider its parking strategy at Union Station. The proposed garage will carve a permanent scar into the city, and prevent any healthy development in the area. I have witnessed cities in New Jersey change due to their transit village program. Connecticut, too, must realize the potential that train stations hold for development. Using valuable real estate for parking garage structures is not just unethical, it isn't economical either.

**D-1**

Amid calls for a bus station, a pedestrian bridge, retail, apartments - it may be easy to shrug off these suggestions as *new urbanist* dreams. I encourage you, however, to truly consider what else is needed at Union Station besides for automobile parking. The current bicycle parking facility is at capacity, and yet the DOT proposes its demolition. Pedestrians are unable to walk to the station, and cyclists worry about being hit by automobiles. Motorists, too, have safety concerns when driving down Union Avenue. The area is desolate of any real activity, besides for rushing away from it. Is the real solution a single-use parking garage? Will that truly solve traffic and safety issues, let alone community concerns?

**A-1**

Mark, let's fix this.

Best,  
Rigel

*Appendix C  
Public Review Comments and Responses*

**Response Key**

**From:** Mark Wuest [REDACTED]  
**Sent:** Wednesday, June 29, 2016 6:32 PM  
**To:** DOT Environmental Planning  
**Subject:** Proposed parking structure at Union Station in New Haven

The proposed design is a missed opportunity to integrate smart urban development strategies with a desperately need increase to the amount of parking available at the station.

Instead of creating an urban wasteland along Union Avenue, there is an opportunity to create a pedestrian friendly environment of neighborhood retail, encouraging the growth of small and local business in an area otherwise lacking in urban amenities. The other opportunity the projects has is to help refocus the bus routes , both local and regional to a central location, much like has already occurs in other Connecticut towns near the train station.

**D-1**

**H-2**

Finally, not addressing the needs of the increasing numbers of commuters using bikes ignore the quickly changing transportation needs of the city.

**A-1**

The State is correct, there is a need for more parking to support the growing rail traffic at the station. But there is also a need to have the solution to the increased demand for parking to also support the increasing diverse transportation and urban issues that the State and City face.

**K-2**

*Respectfully Mark Wuest, commuter from Union Station for approximately 25 years and citizen of New Haven.*

**From:** Ryan Smith [REDACTED]  
**Sent:** Thursday, June 30, 2016 8:14 AM  
**To:** DOT Environmental Planning  
**Subject:** New Haven Union Station proposal comment

**Response Key**

Dear Mr. Alexander,

I hope that this message finds you well. I am a Connecticut native currently living in New York who spends a great deal of time visiting family and friends in the state, especially in the New Haven region. Because I make the trip between New York and New Haven very often via public transportation, I am particularly interested in renovation plans at Union Station that would expand access to the city and region to train travelers without cars. I hope that you will consider the interests of such travelers as ConnDOT revisits its recent proposal to build a second garage with provisions for cars only at Union Station. It does not make sense to me that the state is proposing to use valuable land in the urban core of the region to build a park-and-ride structure that would be much better suited to the station in West Haven, which is located away from that town's center and easily accessed via Interstate 95. Furthermore, cities around the world with good, highly functional public transportation networks within their limits and to other regions have historically reaped the economic benefits of that - New York and Boston are two obvious examples, but one could argue that within Connecticut, Stamford's rail connectivity and feasibility of moving around the downtown area without a car have also illustrated that point. As such, I believe that New Haven would do well to invest in expanding the connectivity of Union Station to the entire city, and that starts with drastically improving pedestrian, CTTransit bus, and cycling access to the station. The state's proposed project should not be allowed to get in the way of that goal. People like me who live right down the New Haven Line in New York and don't own cars - there are millions of us - should be able to do better than to wait 45 minutes for a J bus to come pick us up at the station if we choose to spend a Saturday in New Haven. This extends to travelers from further afield who might also choose to connect to rail service to New Haven, and who currently are presented with the same cars-first array of options. I hope that you will remain focused on the benefits of Union Station access as you work with the DOT on their parking proposal.

**E-1**

**B-1**

**H-2**

**A-1**

Thank you so much for your time and attention, and please feel free to contact me if you wish to follow up on this message.

Sincerely,

Ryan Smith

*Appendix C*  
*Public Review Comments and Responses*

**Response Key**

**From:** Nina Lentini [REDACTED]  
**Sent:** Friday, July 01, 2016 11:33 AM  
**To:** DOT Environmental Planning  
**Subject:** New Haven Union Station

Your plans are from the '50s. Please, let's get with the present. Fewer cars, more bikes!

**A-1**

--

Nina

-----  
Nina Lentini  
Editor of MediaPost's Marketing Daily, Engage:Affluent, Engage:Boomers, Engage:Moms,  
Engage:Hispanics, Engage:Teens, Engage Gen Y, Marketing:Sports, Marketing:Green, Marketing:  
Politics, Marketing:Travel, Marketing:Entertainment, Marketing:Health, Marketing:CPG and  
Around the Net in Brand Marketing

Like us on Facebook: <http://www.facebook.com/MediaPost>

[REDACTED] On Behalf of Mark

Abraham

Sent: Tuesday, July 05, 2016 4:32 PM

To: Rep. Dillon, Patricia; Gary Winfield

Cc: Hall, Keith A

Subject: Fwd: [NHEJN] Digest for nhejn@googlegroups.com - 1 update in 1 topic

Hi Pat and Gary:

This is the most valuable, potentially job-creating piece of property in the entire state and it looks to be headed to the garbage bin for the reasons given below, resulting in untold costs to city residents for generations to come. Why can't CT DOT seem to get any aspect of it right?

D-1

K-2

Mark

----- Forwarded message -----

EIE on Union Station and CT DOT public process Anstress Farwell [REDACTED]  
Jul 03 03:50PM -0400

Hello Friends:

Many of you have already submitted comments on the EIE. People who have been in direct communication with the CT DOT this past week report they are not offering to change aspects of the plan which concern us, or consider alternatives less harmful to the City's environment and economy.

At this point, the CT DOT plan:

- fails to provide adequate accommodation of interim and long term bike facilities, air quality improvements, flood and storm water protections;
- fails to establish a comprehensive, multimodal plan for the station area, which is grossly underserved by public transit;
- is not consistency with other plans for the area (the CPOD, the rebuilding Church Street South, rebuilding the former Coliseum site, protecting elderly people living in the Wolf Housing and Tower One Tower East, redeveloping the Police Department site for residential mixed-use, the plan to develop a new street grid for the area, expansion of commuter and high speed rail to Union Station;
- impedes, rather than supports, developing complete streets in the area;
- is incongruous with the design of historic Union Station, and with the scale and character of future developments planned for the area.

If you would like to support a continued public hearing on this plan, and /or an extension of the deadline for comments, you can write to:

"Hall, Keith A" <Keith.A.Hall@ct.gov>. I would appreciate a copy, and so might the helpful public officials copied in my message below.

Have a great 4th!

Anstress

*Appendix C*  
*Public Review Comments and Responses*

**Response Key**

**From:** Joseph Cutrufo [REDACTED]  
**Sent:** Tuesday, July 05, 2016 10:29 AM  
**To:** DOT Environmental Planning  
**Subject:** Comment: New Haven Union Station Garage

July 5, 2016

Mark Alexander  
Assistant Planning Director, Bureau of Policy and Planning  
Connecticut Department of Transportation  
2800 Berlin Turnpike  
Newington, CT 06111

Dear Mr. Alexander,

Tri-State Transportation Campaign (TSTC) appreciates the opportunity to comment on the Connecticut Department of Transportation (ConnDOT) plan to build a 1,000-space, seven-level parking structure adjacent to the existing parking structure that serves Union Station in New Haven.

TSTC understands the need to provide parking at rail stations in southwestern Connecticut, home to some of the nation's most congested highways. But New Haven, a city where nearly 30 percent of households are car-free, should not have to shoulder the region's burden alone. ConnDOT's plan continues a troubling trend of prioritizing vehicular movement and storage over other transportation and land use objectives. Members of the community, as well as city leaders, have been clear about what is needed in the Union Station area: transit-oriented development along with stronger pedestrian, bicycle and transit connections to downtown New Haven. The parking structure plan that ConnDOT has put forth would induce more traffic to Union Avenue, and would do nothing to balance the community's desires with ConnDOT's expressed need to accommodate more vehicles.

**C-1**  
**D-1**  
**I-1**  
**H-2**  
**G-1**

If ConnDOT can show that more parking must be provided near the eastern end of the Metro-North New Haven Line, we would encourage the Department of Transportation consider instead locating a parking structure atop an existing surface lot at West Haven Station, which already operates as a park and ride.

**E-1, E-2**

Thank you for the opportunity to comment on this plan.

Sincerely,

Veronica Vanterpool  
Executive Director  
Tri-State Transportation Campaign

Joseph Cutrufo  
Director, Connecticut Policy  
Tri-State Transportation Campaign  
350 West 31st Street, Suite 805  
New York, NY 10001  
Office: 212.268.7474 Mobile: [REDACTED]  
[www.tstc.org](http://www.tstc.org) | [@Tri\\_State](#)

**5. Public Hearing Transcript and Comments Keyed to Responses**

On June 6, 2016, CTDOT conducted a Public Hearing at Gateway Community College, located at 20 Church Street, New Haven, Connecticut. Approximately 46 individuals attended the hearing, of which 16 provided comments in the form of oral testimony.

The following section provides a copy of the hearing transcript, with oral testimony beginning on page C-105. Where applicable, substantive comments provided in the oral testimony are keyed (or cross-referenced) to the summary of public comments and responses provided in Section 3.

STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION

UNION STATION PARKING GARAGE  
ENVIRONMENTAL IMPACT EVALUATION (EIE)

STATE PROJECT NO. 301-0114

JUNE 6, 2016

[PREPARED BY DATATYPE, HEBRON, CT (860) 228-3542]

[ORIGINAL TRANSCRIPT FORMAT HAS BEEN MODIFIED  
FOR THE PURPOSES OF PRESENTATION OF APPENDIX C]

1                   . . . Verbatim proceedings of a hearing before  
2 the State of Connecticut, Department of Transportation, in the  
3 matter of New Parking Garage at Union Station in New Haven, held  
4 on June 6, 2016 at 6:00 p.m. . . .

5  
6

7                   MR. ROBERT IKE: Good evening Ladies and  
8 Gentlemen. We'll now resume the formal public hearing. Again,  
9 good evening. My name is Robert W. Ike from the Connecticut  
10 Department of Transportation. I'll serve as the moderator for  
11 tonight's public hearing. I'd like to introduce the individuals  
12 to my left who are here this evening to make presentations,  
13 listen to your comments and concerns. Miss Laurel J. Stegina of  
14 Fitzgerald & Halliday Incorporated and Mr. Jeff Parker of  
15 Clough, Harbour & Associates.

16                   We are meeting with you this evening in order to  
17 discuss the Connecticut Environmental Impact Evaluation document  
18 for the Union Station Parking Garage, New Haven, Connecticut.  
19 State project number 301-114. I would like to emphasize that no  
20 final decision has been made on this document. That is why we  
21 are here this evening to gather your input in order to help us  
22 reach a final decision. This public hearing is being conducted  
23 in accordance with the Connecticut Department of Transportation's  
24 policy entitled "Public Involvement Guidance Manual Revised  
25 2009."

26                   The Connecticut Environmental Impact Evaluation  
27 Document is also available online at  
28 [ww.ct.gov/environmentaldocuments](http://ww.ct.gov/environmentaldocuments). The document is also available  
29 for public inspection at the New Haven Town Clerk's office, 200  
30 Orange Street, New Haven, Connecticut, the New Haven Public  
31 Library, 133 Elm Street, New Haven, the South Central Regional  
32 Council of Governments, 127 Washington Avenue, 4<sup>th</sup> Floor West,

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1 North Haven, Connecticut, The Connecticut State Library, 231  
2 Capitol Avenue, Hartford, Connecticut and the Connecticut  
3 Department of Transportation, 4800 Berlin Turnpike, Room 2155,  
4 Newington, Connecticut.

5 I would now discuss the format for tonight's  
6 hearing. Then I will turn the podium over to presenters. I will  
7 then moderate the hearing as we listen to your comments. My  
8 intent is to conduct a fair and orderly hearing tonight by  
9 following a particular format. We would appreciate your patience  
10 during my remarks as well as the presentations to follow by  
11 holding your remarks and comments until this portion of the  
12 hearing has been completed. We will be happy to remain here this  
13 evening until everyone has had a reasonable opportunity to speak.

14 Experience has shown that audible recordings can  
15 only be made if the person making a statement uses the microphone  
16 connected to the recording equipment. The microphone has been  
17 set up. If you wish to make a statement, please come to the  
18 microphone after I read your name from the sign up sheet. Please  
19 introduce yourself and if you are representing an organization,  
20 please give its name as well. And if you did not sign up to  
21 speak but a question comes to mind, feel free to raise your hand  
22 after I go through the speaker sign up sheet.

23 For those individuals that have a prepared  
24 statement, you may read it into the record if you so desire.  
25 However, if the statement is lengthy, you are asked to offer a  
26 written copy of the statement for the record and give a brief  
27 summary of its contents. Such attachments to the record carry as  
28 much weight as the transcribed verbal testimony received here  
29 tonight when the transcript is reviewed.

30 If you wish to speak this evening, we have a sign  
31 up sheet at the entrance to the room. There is a three minute  
32 time limit on all first time speakers. There will be no yielding

1 of your time to other speakers. Your time is for your own  
2 comments. If after all first time speakers have finished anyone  
3 would like the opportunity to speak again, a reasonable amount of  
4 additional time will be allotted for this purpose. Anyone who  
5 wishes to present written comments for the public hearing record  
6 to give them to me before the end of tonight's hearing.

7                   As a result of the information that you might  
8 learn at tonight's hearing, you may wish to make additional  
9 comments on the proposed document. Written statements or  
10 exhibits concerning it may be mailed or delivered to the  
11 attention of Mr. Mark W. Alexander, Transportation Assistant  
12 Planning Director, Bureau of Policy and Planning, Connecticut  
13 Department of Transportation, 2800 Berlin Turnpike, Newington,  
14 Connecticut 06131. This information is also available in the  
15 handout which you should have received when you entered the room  
16 tonight. The deadline for receipt of comments on this proposal  
17 is June 20, 2016. Written statements or exhibits must be  
18 postmarked by this date and must be reproducible in black and  
19 white and not larger than 8 ½ by 11 inch paper. This information  
20 will be made part of the public hearing record and will be  
21 considered in the same regard as oral statements.

22                   At this point I will turn the podium to Mr.  
23 Parker who will give the practical review of this proposed  
24 project. Mr. Parker will be followed by Miss Stegina, who will  
25 present the environmental process and findings. Mr. Parker.

26                   MR. PARKER: Thank you. So this project proposed  
27 the construction of a new parking garage at Union Station for up  
28 to 1,000 parking spaces on seven levels. That's the ground level  
29 of the new garage plus six supported levels. The site for the  
30 project will be north of the existing garage on the site of the  
31 existing surface parking lot that currently accommodates 260  
32 parking spaces.

*Appendix C*  
*Public Review Comments and Response*

1                   So why is DOT undertaking this project?  
2           What is the purpose? Simply put it's to expand the  
3           availability of parking at Union Station. By providing a thousand  
4           spaces on the 260 space surface lot, there will be 740 new spaces  
5           provided at the station. The total parking at the station with  
6           parking in the existing garage plus the new garage will be on the  
7           order of 1800 spaces. What we're going to try to do on this site,  
8           to the greatest extent possible, is maximize the parking  
9           opportunity. With the constraints of the site, with Union Avenue  
10          and the rail yard and existing garage in close proximity, there is  
11          limited opportunity on this site to provide more than 1,000  
12          spaces.

13                   So what is the need? Obviously the onsite  
14          station parking is not meeting current demand. There are  
15          satellite station parking facilities in downtown,  
16          Temple Street Garage, Coliseum Site, Lot O. Some of  
17          these are operated by Park New Haven, the New Haven Parking  
18          Authority, and are official satellite parking facilities. Some  
19          are promoted as satellite parking facilities. But the supply at  
20          those facilities with downtown redevelopment and new development  
21          pressures, redevelopment of the coliseum site that's planned,  
22          the supply at those facilities is diminishing. And those sites  
23          aren't controlled by the Department or by the State.

24                   In addition, we have ridership that's going to be  
25          increasing at Union Station as well as parking demand associated  
26          with that ridership.

27                   This graphic shows the proposed project site.  
28          Off to.. just off to the right side we have the existing station,  
29          existing garage, and this is the existing surface parking lot.  
30          Union Avenue follows along the bottom here and this is the rail  
31          yard, the top of the graphic. This is the existing access

1 driveway to the lot and the station or the existing garage and  
2 the parking lot.

3                   This is the proposed layout for the garage  
4 overlaid on the site. As you can see, this is the existing  
5 garage. This is the main access drive that will serve both  
6 the proposed garage, which is situated almost entirely within the  
7 existing surface parking lot. The main access drive will  
8 continue to serve the existing garage. This driveway will be  
9 fully reconstructed, number one to include an additional lane, a  
10 reversible lane that will handle peak traffic flows during the  
11 A.M. and the P.M., but it will also be reconstructed to bring the  
12 driveway level up to the level of the proposed  
13 garage.

14                   The garage is located within a flood zone, within  
15 the flood plain, and we have to bring the ground level of the  
16 proposed garage up several feet from the existing ground in order  
17 to bring the garage out of the flood zone. So this driveway will  
18 be brought up to enter in several feet higher than the existing  
19 ground at this time.

20                   We're proposing a new central management office  
21 space. There would be a location for the parking operations,  
22 parking operator that's currently located in the existing garage  
23 in this area. So either those operations can be consolidated in  
24 this new office space or partially relocated. There will be an  
25 access drive on the north end of the proposed garage. There will  
26 be a stop control, stop controlled intersection with Union Avenue,  
27 and there's a driveway spur coming off that driveway that will  
28 provide new access, gated access, to the rail yard.

29                   On the ground level here you can see the  
30 circulation in the garage. This is bidirectional. And in terms  
31 of the footprint of the proposed garage, it's very similar in  
32 size and layout to the existing garage.

*Appendix C*  
*Public Review Comments and Response*

1                   This is a plan view of level three and level  
2     five in the proposed garage. And what you can see is we're  
3     providing a vehicular bridge connection at these two levels -  
4     both to level three and level five that will connect the proposed  
5     garage to the existing garage and that will provide some  
6     circulation between the garages and some operational flexibility.

7                   This will be bi... the path here generally aligns  
8     with the central bay of both garages. This will be  
9     bidirectional. There's also an opportunity to provide some  
10    additional parking on those bridge connections.

11                  Now going back to the ground level plan and  
12    highlighting some of the pedestrian accommodations for the site...  
13    There will be stair towers in both the front corners of the  
14    garage that will allow pedestrians from each level, patrons who  
15    park in the garage, to come down to grade. I should say, that'll  
16    come down inside the garage to the ground level of the garage  
17    and then there will be monumental stairs out to Union Avenue.  
18    That will be the access to the ground level from that  
19    location. There will be a sidewalk that comes up into the garage  
20    in this area. As I mentioned we're coming up several feet,  
21    so that'll be the accessible pathway into and out of the garage  
22    from the north end.

23                  We're also proposing stairs and elevators  
24    in the vertical circulation core, or lobby area between the  
25    existing and the proposed garages. This area will provide  
26    connections on every level between the existing and the proposed  
27    garages. So patrons parking in the proposed garage have  
28    the option of traveling along this pathway, through the lobby  
29    area, through the existing garage, over to the station.

30                  They also have the opportunity to come down to  
31    grade using the stairs, the elevators in this area. And there will  
32    be a new interior walkway constructed in the existing garage.

1     So all the parking that's along this wall adjacent to the rail  
2     yard, we're going to take that parking out of the existing  
3     garage, build a sidewalk that's enclosed and that will allow  
4     patrons to travel to the station in a fully enclosed area,  
5     protected from the weather.

6                     We're also looking to provide lighting  
7     improvements along Union Avenue. One of the predominant  
8     pedestrian pathways could be out of the proposed garage down to  
9     street level and then along Union Avenue to and from the station.  
10    Now at night there's a dark area along the frontage of the  
11    existing garage that we want to address. There will be lighting  
12    improvements with the proposed garage that will tie into lighting  
13    improvements along the existing garage to provide safety and  
14    security for patrons at night.

15                    In looking at some of the bicycle and transit  
16    features of the project, we're proposing along Union Avenue to  
17    remove the on street parking in front of the garage and provide a  
18    bus pull off for up to three city busses at one time. This will  
19    be a pull off and a queuing area. There will be a canopy that  
20    comes off of the proposed garage and overhangs the sidewalk to  
21    allow a weather protected area for bus patrons who want to wait  
22    along Union Avenue to take a bus from this location. There's  
23    also an opportunity along the frontage of the existing garage to  
24    provide a similar pull off in the future if there's demand for  
25    additional bus queuing area.

26                    In terms of bicycles - bicycle storage, bicycle  
27    parking. There's the canopied area just north of the existing  
28    garage that's going to be directly impacted by the project.  
29    There's the canopied bike storage area as well as bike lockers.  
30    We're looking at a couple of locations to relocate that bicycle  
31    parking to provide at least as much as is out there now, and  
32    then if the demand dictates, providing additional spaces. But

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1       there are two locations at this time that we've identified as  
2       opportunities for where that bike parking, bike storage may be  
3       located. One of those areas is in the area between the garages  
4       and another one of those areas is actually within the existing  
5       garage. So there can be an enclosed area created within the  
6       existing garage. It would be a matter of replacing some of the  
7       parking, vehicular parking with bicycle parking.

8                       One of the other opportunities we're looking at  
9       going forward is, with the removal of the parking in this area and  
10       providing a new sidewalk...there's opportunity to provide a drop  
11       off/pick up zone, drop off/pick up area, that could serve some  
12       taxi operations. Currently the taxi operations are accommodated  
13       in front of the existing station. So we're looking at the  
14       opportunity to bring taxis in through the main entrance of the  
15       existing garage, provide short term pick up and drop off activity  
16       and then circulate out the main driveway back to Union Avenue.

17                      Now we're going to look at the elevation view of  
18       the proposed garage. So this is the view as if you're looking  
19       from Union Avenue straight on to the facility. And we're actually  
20       going to focus in on the area between... between the garages and  
21       highlight a few of the features here.

22                      So here's the main access driveway that will  
23       serve both the existing and proposed garage. This is a  
24       decorative brick wall that's out front of the existing garage.  
25       We do have to remove a section of that brick wall in order to  
26       improve the main driveway. As you can see this shows  
27       the stair tower. This will be fully enclosed in frameless glass  
28       for high visibility into the tower for patrons using the stairs.  
29       And again this is the monumental stairs that would bring patrons  
30       from the ground level out to the street level. So this  
31       is what you see in the foreground from Union Avenue.

1                   Now as you step back to the middle area between  
2 the garages, this is where you can see the vehicular connections.  
3 Two bridges basically stacked, level three and level five.  
4 These will be steel framed structures with concrete parapets, with  
5 architectural concrete parapets. Below the level three bridge is  
6 where we'll be providing the new central management office space.

7                   Now as you step back looking into the  
8 background, this is the lobby area that accommodates the stair  
9 tower, and the elevators in the area here. And that's where we  
10 can provide the pedestrian connectivity between all levels of  
11 the garages. So you can take the elevators and stairs  
12 top to bottom. You can walk between the existing and the  
13 proposed garages on all levels or come down to grade. And it's  
14 in this area down here in the background where you can go from  
15 Union Avenue, go back through the access driveway, pick up the  
16 entrance to the stairs or the elevator in that location within  
17 the lobby area.

18                   Now in terms of some of the architectural  
19 features that were looked at, during the schematic design phase  
20 the team worked with the department and with the state historic  
21 preservation office to review a range of architectural  
22 alternatives, architectural treatments for the proposed garage.  
23 And what we're going to talk about tonight, Scheme A and Scheme  
24 B. And really what those are, they represent the ends of the  
25 range of what was looked at in terms of the potential  
26 architectural features.

27                   Generally speaking Scheme A and Scheme B share a  
28 number of features. Both are designed to blend with the scale  
29 and the aesthetic character of the historic station, as well as  
30 the existing garage, and what's done there architecturally. Both  
31 incorporate a mix of materials and finishes including brick work  
32 on the facades that uses a monk bond pattern and a brick coloring

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1 that's very similar to what was used in the historic station. At  
2 street level this would be full brick course. On the upper  
3 levels, there'd be an inset brick in the precast structural  
4 elements of the parking garage.

5 Both Scheme A and Scheme B use an architectural  
6 concrete that can be colored a limestone color around the  
7 foundation, and they both include the frameless glass  
8 stair towers on the front corners.

9 Now specific to Scheme A, what we've done is  
10 create brick arches along the street, along Union Avenue. These  
11 are similar to the arches that you see in the entryway to the  
12 existing station, to the historic station, and they're similar in  
13 appearance to the decorative brick wall along the frontage of the  
14 existing parking garage. Now Scheme A also introduces some  
15 intermediate columns in addition to the structural columns for  
16 the garage in order to create the geometry for those arches. So  
17 the result is a fairly enclosed structure. It looks rather heavy  
18 particularly from the street level. If you're near side on Union  
19 Avenue, in front walking along in front of the garage, you notice  
20 the gaps in between those columns that create the arches are  
21 fairly close together. So there's a substantial structure next to  
22 you as you walk down Union Avenue. You can see there's a canopy  
23 proposed along the full length of the structure, it cantilevers  
24 out over the sidewalk. It provides that weather protected area  
25 for bus patrons. Now that's a flat.. in Scheme A that's a flat  
26 canopy. It's very similar to the canopy that you see out front  
27 of the existing station.

28 Now Scheme B incorporates a variation on the arch  
29 theme and it proposes an arched canopy to create that, as opposed  
30 to using brick work to create the arch effect. So there's the  
31 canopy along the street, over the street level, that would be a  
32 precast concrete. And there's also a similar feature that's not...

1 doesn't cantilever out as far, but it just recreates that arching  
2 pattern up on the fifth level. Because we're not relying on the  
3 brick to create those arches, we don't need to provide those  
4 intermediate columns. So you can see there are basically half the  
5 columns as you see in Scheme A. It's far less brick work. It's  
6 a much lighter appearing structure. More open. And it still  
7 plays off of the arch theme that you see in the historic station  
8 and along the existing garage frontage, but it doesn't try to  
9 replicate or duplicate those features. Because there's much less  
10 brick work with Scheme B, it's notably cheaper or less costly than  
11 Scheme A.

12                   Now looking at the total project cost during the  
13 conceptual or schematic phase, here we provided a range for the  
14 the total project on the order of \$40 to 60 million, all with  
15 state funds. In terms of the project schedule, we're looking to  
16 complete design, final design, in the spring of next year, begin  
17 construction next fall, with the new garage coming online in late  
18 2018.

19                   So with that I will turn it over to Laurel to  
20 talk about the environmental process.

21                   MS. STEGINA: So because this project will be  
22 financed with state funds and because of the nature of the  
23 project - a new parking facility with over 200 spaces, it's  
24 subject to the Connecticut Environmental Policy Act or CEPA. The  
25 Environmental Impact Evaluation or EIE has been prepared for the  
26 project in accordance with CEPA requirements. The EIE presents  
27 the purpose and need for the project and contains an analysis of  
28 existing conditions, assesses alternatives and evaluates  
29 potential impacts - direct, indirect and cumulative and includes  
30 a discussion of how adverse impacts were avoided and where  
31 avoidance of impacts was not practicable, it presents how these  
32 impacts were minimized or mitigated for.

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1                   There's no federal funding and no federal  
2 activity, therefore NEPA, The National Environmental Policy Act,  
3 was not triggered for this project. For transparency CEPA calls  
4 for opportunities for public review and comment. Tonight's  
5 public hearing is part of that. Furthermore, a public scoping  
6 meeting was held early on in the process to solicit input from  
7 the public and identify issues about the project. And you can  
8 see from the graphic right here, we're right here. So we've done  
9 the public scoping. We've conducted a public scoping meeting.  
10 We've prepared the EIE and now we're holding a public meeting,  
11 public hearing. We'll talk about the next steps later in the  
12 presentation tonight.

13                   The EIE document is currently available for  
14 public review as our moderator mentioned and we're currently  
15 within the 45 day comment period on it which ends on June 20<sup>th</sup>.

16                   As required by CEPA, the team evaluated potential  
17 impacts for a broad range of community and natural resources and  
18 the build environment. They are as follows: under transportation  
19 we looked at traffic and parking, pedestrian and bike facilities,  
20 transit services. Under natural resources we looked at water  
21 quality, threatened and endangered species, wetlands, air  
22 quality, noise, flood plains. Under community we looked at land  
23 use and zoning, neighborhoods, cultural and historic resources,  
24 socioeconomics, public health and safety and public utilities.

25                   And then there's other considerations that are  
26 required that we take a look at through CEPA. These include  
27 aesthetic and visual effects as well as controlled materials.  
28 Those include things like pesticides, solid waste, hazardous  
29 risks and also temporary construction impacts.

30                   So here's what we found. Through our analysis we  
31 were able to discern that there would be no direct indirect or  
32 cumulative impacts for many resources including those listed

1 here: transit services, wetlands, air quality, noise, land use  
2 and zoning, neighborhoods, socioeconomics, cultural and historic  
3 resources, safety and security and visual resources. We found  
4 that the project would have beneficial impacts to transportation,  
5 specifically expanded station parking, new local bus  
6 accommodations, enhanced pedestrian accommodations and access.

7                   And the proposed project was found consistent  
8 with the City of New Haven's Plan of Conservation and Development  
9 as well as the plans of conservation and development of the South  
10 Central Region and The State of Connecticut. Specifically New  
11 Haven Vision 2025, the city's plan of conservation and  
12 development, articulates a desire to keep the site remaining a  
13 transportation land use. South Central Region's Plan of  
14 Conservation and Development supports the expansion of parking at  
15 Union Station. And the State Plan of Conservation and  
16 Development identifies the site as falling within a regional  
17 center where development of parking facilities around rail  
18 stations is supported as a land use.

19                   For other resources we found the project as  
20 proposed could have adverse impacts. In most cases however, with  
21 minor project modifications, we were able to avoid adverse  
22 impacts. Or where we could not avoid the adverse impact we  
23 looked to minimize or mitigate for it.

24                   For example, the removal of a single row of  
25 sycamore trees on Union Avenue is proposed as part of the  
26 project. Because these trees contain small cavities with the  
27 potential for providing wild life habitat for some species, tree  
28 removal is proposed for fall and winter, outside the sensitive  
29 reproductive period for most species.

30                   Because storm water flow if untreated prior to  
31 discharge from the site could impact water quality a series of  
32 storm water pollution control measures have been proposed as part

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1 of the project, consistent with current requirements for  
2 multilevel parking structures. For example storm water from the  
3 site will be treated for medium and coarse grain sediment as well  
4 as oil and grease in an appropriate treatment system such as a  
5 hydrodynamic separator and then treated storm water will then be  
6 discharged to the city storm water drainage system. Run off from  
7 interior levels of the proposed parking garage will be collected  
8 separately, treated and discharged to the sanitary sewer system.  
9 And also new catch basins are proposed in drive.. access driveways  
10 and in any low points on the site to convey storm water through  
11 pipes and ultimately discharging to New Haven Harbor through  
12 existing outfalls. Because there's no increase in impervious  
13 surface areas, the volume of storm water is not anticipated to  
14 increase.

15 The proposed project would encroach on the  
16 hundred year flood plain, also referred to as the coastal flood  
17 hazard area. However, the site is currently a paved surface  
18 parking lot with minimal natural flood plain functions such as  
19 flood storage capacity. To safeguard the parking garage from  
20 flooding the elevation of the ground floor of the parking garage  
21 will be raised, as Jeff mentioned. Because the site lies within  
22 the hundred year flood plain and coastal flood hazard area and  
23 the proposed new garage would have an adverse impact on it, the  
24 volume of proposed new material required on the project site has  
25 been minimized while still achieving the required design  
26 elevation.

27 I'm going to turn it back over to Jeff now to  
28 talk about the transportation impacts.

29 MR. PARKER: Thank you. The Environmental Impact  
30 Evaluation included a detailed traffic impact study that looked  
31 at the potential transportation impacts. The traffic impact  
32 studied ten intersections in the immediate project area - on

1 Union Avenue, Church Street South and on the Frontage Road  
2 intersections. What we found in terms of the new trips generated  
3 from the proposed garage, with 740 new parking spaces, there'll be  
4 additional trips generated during the morning and the P.M. peaks.  
5 With those new trips there are some additional delays at several  
6 intersections in the project area. With those delays.. we're able  
7 to address those delays by improving the signal timing and the  
8 signal phasing at the existing signals. We don't need to include  
9 capacity improvements at any intersections, such as turn lanes.  
10 So we can mitigate any of the new delays from the new traffic  
11 with simple signal modifications. Now that's not to say that any  
12 intersections that are currently operating poorly with long  
13 delays, we're not resolving those issues. We're just addressing  
14 the issues associated with new trips from the proposed garage.

15 As I mentioned before, the existing bicycle  
16 parking and bicycle storage will be directly impacted by the  
17 driveway modifications. So we're looking at some areas where  
18 that bike parking and storage can be relocated. Those will be  
19 further evaluated during final design but we do see a number of  
20 opportunities for where we can fully relocate all the parking  
21 that's out there now.

22 In terms of some of the short term construction  
23 related impacts that will occur during the approximate 15 month  
24 construction window. The most prominent certainly is the  
25 displacement of the 260 parking spaces from the surface parking  
26 lot. As part of the project we're looking at a temporary parking  
27 assessment. So evaluating opportunities to relocate those spaces  
28 to either adjacent rail stations, such as West Haven, Branford, or  
29 other parking facilities in downtown. We're looking at one or  
30 more locations where we can find at least 300 spaces that will be  
31 available for patrons that are displaced during construction.  
32 There will be a public information program during the

1 construction phase to alert people and advise patrons to where  
2 the parking will be provided during construction.

3                   Certainly along Union Avenue, and some of the  
4 adjacent streets, the normal vehicular and pedestrian and bicycle  
5 travel patterns will be impacted. From time to time as  
6 construction equipment is moved in and out, certainly along Union  
7 Avenue right in front of the proposed garage, sidewalks will be  
8 closed, but there will be detours that will be appropriately  
9 signed as part of the traffic management plan that'll be  
10 implemented during construction.

11                   In terms of air quality and water quality - those  
12 potential impacts during construction. Certainly construction  
13 equipment, diesel construction equipment, the exhaust from that  
14 equipment as well as dust that's kicked up from the site, from  
15 the construction site...those have potential air quality impacts,  
16 all of which can be mitigated. Excessive equipment idling -  
17 that'll be minimized and dust control can include adding water to  
18 the surface of the ground where there's exposed soil to minimize  
19 dust impacts.

20                   Certainly storm water runoff during major rain  
21 events. If we're exposing soil on the construction site, there's  
22 a potential there for that soil to migrate off site. But there  
23 will be appropriate measures in place to contain all of the  
24 potential run off and maintain the water quality  
25 on the site.

26                   There have been environmental studies of the  
27 subsurface materials on the parking lot, in the parking lot. We  
28 know there are contaminants in those soils. They're not  
29 hazardous materials but they are contaminated soils. There will  
30 be provisions in the project to, for the contractor to,  
31 appropriately handle material that's excavated off the site, to

1 handle that, to stockpile that offsite and appropriately dispose  
2 of it in an approved facility.

3 In terms of some of the noise impacts during  
4 construction, certainly there will be construction equipment that  
5 will use muffler devices to cut down on the noise and we're going  
6 to, as much as possible, minimize the nighttime activities. And  
7 during the daytime is when we would want to be doing pile driving  
8 and things that might, that might impact some of the noise levels  
9 around the site.

10 So that is all for the summary of the potential  
11 impacts for the garage. As Mr. Ike mentioned, the document is  
12 available at a number of places. We do have a couple of hard  
13 copies tonight if anybody wants to review the document. In terms  
14 of next steps, we are receiving public comments through the 20<sup>th</sup>.  
15 We will develop responses to the comments received during the  
16 comment period. We'll prepare a record of decision for review by  
17 the Office of Policy and Management. That document will be  
18 completed and submitted in the summer. We'll proceed with final  
19 design beginning in the summer and continuing through the spring  
20 of 2017. So with that...

21 MR. IKE: Thank you, Mr. Parker. Since New Haven  
22 is a host community, I'd like to give the opportunity for the  
23 Mayor or a representative to speak. There was an Alderwoman who  
24 wanted to speak but I think she had to rush off to a meeting.  
25 Are there any elected or appointed officials who would like to  
26 speak? Okay? Seeing none, we will move to the speaker sign up  
27 sheet. The first speaker we have is Dolores Colon. Oh, she's  
28 the Alderperson. Okay. Our second speaker is Josh Erlanger.  
29 Just give your name and address for the public record.

30 MR. ERLANGER: Josh Erlanger, 85 Church Street. I  
31 know there are a lot people here who are a lot more eloquent than  
32 me so I'll be brief with [inaudible] no bus transportation.

1 [inaudible]. There's nothing in this for the people of New  
2 Haven. There are people in [inaudible] but there's nothing here  
3 for us, nobody here [inaudible].

4 MR. IKE: Win Davis. Just come to the microphone  
5 and give your name and address for the record please.

6 MR. DAVIS: Good evening. My name is Win Davis.  
7 I'm at 900 Chapel Street, Suite 703. I'm representing the Town  
8 Green Special Services District which is the business improvement  
9 district funded by a surtax on property in downtown New Haven for  
10 the purpose of providing such services as public space  
11 improvements, cleaning, maintenance services, safety,  
12 hospitality, visitor center services and advocacy. We represent  
13 over 275 downtown New Haven property owners and the core purpose  
14 of the Town Green District is to improve ownership values. I  
15 speak tonight for the purpose of giving more feedback to the  
16 state on the Union Avenue Garage Project, as I have at previous  
17 hearings about this project on behalf of the Town Green District.  
18 Town Green would like to be considered a stakeholder and long  
19 time supporter of Union Station. To the extent that the district  
20 has worked to promote increased usage of Union Station as  
21 evidenced by our way-finding directional signage which is  
22 actually pictured on Page 89 or Exhibit 3.7.1 of the EIE.

23 The district is excited to see efforts being made  
24 to increase parking capacity at the historic Union Station. New  
25 Haven has asked for many years for a second garage at the train  
26 station so this is... this is great. The district has concerns  
27 though about the current plan for this garage and infrastructure  
28 improvements to Union Avenue. Our biggest concern is this garage  
29 plan is just a garage plan and doesn't take the larger vision of  
30 the hill to downtown community plan and the Union Station TOD  
31 plan into consideration. If the state is interested in providing  
32 a safe and efficient intermodal transportation network that

**I-1**

1 improves the quality of life and promotes economic vitality, as  
2 the DOT's mission states, they already have a lot of community  
3 input on what this garage could do to improve the quality of life  
4 and promote economic vitality.

5           The state's current garage plan incorporates very  
6 little of what the New Haven Community has stated as our  
7 priorities. The State of Connecticut and New Haven both have  
8 clearly stated goals to increase walkability and create complete  
9 streets that are accessible to cars, transit riders, bicycles and  
10 pedestrians alike. This garage provides really no pedestrian  
11 improvements, no upgraded links for bus to rail and very little  
12 increased bike infrastructure. As it is proposed this is not a  
13 progressive transit oriented development. In fact it follows in  
14 a lot of the same thinking that the... that New Haven exhibited in  
15 the 1950s during redevelopment. How can we move cars in and out  
16 of New Haven as fast as possible without any regard to the fact  
17 that Union Avenue is an evolving and growing neighborhood with  
18 increasing connections to downtown and the hill.

A-1  
B-1  
C-1  
D-1  
H-2

19           I participated in the Hill to Downtown planning  
20 meetings and they took place over the course of a full year and  
21 the final plan produced from those meetings is both impressive  
22 and important for the State DOT to take into consideration  
23 because the first three stated goals of this plan are to A.  
24 Encourage development of commercial, residential and retail space  
25 in the areas around Union Station and within the medical district  
26 areas, providing a stronger gateway to the city and promoting  
27 expanded transit use; B. Strengthen the existing neighborhood  
28 through creation of a safer, more attractive, more walkable place  
29 that includes new shopping and entertainment venues and C.  
30 Improve Connectivity within the district and to downtown through  
31 improvements to the street grid and expanded transit access.

I-1

1 These are the stated goals of the New Haven community for the  
2 area around the train station.

3 The second garage does almost nothing to push New  
4 Haven closer to realizing the goals of the Hill to Downtown plan  
5 and largely ignores the future development potential of Union  
6 Avenue. If the State Department of Transportation is serious  
7 about its vision to lead, inspire and motivate a progressive,  
8 responsive team striving to exceed customer expectations, it's  
9 time to go back to the drawing board and work with local  
10 community to incorporate changes that will help realize the Hill  
11 to Downtown plan goals. It's really time to rethink this project  
12 as more than just a garage. We really need to think about this  
13 project as an economic development opportunity to work with this  
14 community to help us realize more complete streets, strengthen  
15 our transit system and the Hill neighborhood simultaneously.  
16 Thank you very much.

17 MR. IKE: Thank you. [applause]. Our next  
18 speaker is Kryisia Solheim. Please. I apologize if I. Just give  
19 your name and address for the record please.

20 MS. SOLHEIM: Sure. I'm Kryisia Solheim. I live  
21 at 45 Livingston. I'm also a volunteer for Go New Haven, Go. So  
22 presumably, well first of all I want to probably follow up with a  
23 lot of the things that Win just said but presumably you're all  
24 aware that New Haven doesn't have great air quality and how air  
25 quality is related to transportation. I also assume that you  
26 know that 40% of green house gas emissions from Connecticut are  
27 due to transportation and that the state has committed to  
28 reducing green house gas emissions by 80% below 2005 levels by  
29 2015. I also assume that you know that we have higher rates of  
30 asthma, obesity and cardiovascular disease here in this region  
31 and that not everybody owns a car. I think it's around 30% of  
32 New Haveners do not own a car because either they can't afford it

Response Key

1 or they chose not to own a car. I also assume that you know that  
2 traffic is a huge economic drain on this region.

3 So given all of that, how are those, are these  
4 social and environmental factors taken into consideration in this  
5 proposal because it really seems like millions of dollars were  
6 spent or you're proposing that millions of dollars be spent on  
7 infrastructure that's going to last for the next 50 years but  
8 that's basically planning for the past 50 years of car centric  
9 design instead of planning for the future 50 years that really  
10 prioritizes nonmotorized transportation, which would also help  
11 promote you know health, equity, the environment and all these  
12 problems that we have here.

J-1, J-3, J-4

J-5

13 Also just want to make a quick note that you  
14 didn't mention anything about either green infrastructure or  
15 sustainability features. Thank you.

16 MR. IKE: Thank you. [applause] Our next speaker,  
17 Rob Roche.

18 MR. ROCKE: Roche.

19 MR. IKE: Roche. Just give your name and address  
20 for the record please.

21 MR. ROCKE: My name is Rob Roche. I live at 94  
22 Linden Street in New Haven. When I look at your double sided,  
23 single piece handout here, I don't think I see the word bicycle  
24 on here once. I may have missed it. I see a thousand parking  
25 spaces, \$40 to 60 million of my taxpayer money but nothing about  
26 bicycle infrastructure. It sort of feels like you've tacked it  
27 on to the end as little as possible. Maybe not have committed as  
28 much thought as you should. WE should be disincentivizing single  
29 occupancy vehicles, driving into New Haven and I would encourage  
30 you to use that kind of money for some world class bicycle  
31 infrastructure. More bicycle parking spaces. Not at least as  
32 many as are there now. State of the art bike maintenance or

A-1

1 repair facilities, possibly showers, lockers. We'd love to see a  
2 bike share program in New Haven. I think it should be built with  
3 that in mind. This was really disappointing as far as the bike  
4 infrastructure goes and I really feel like we should not be  
5 incentivizing the single occupancy vehicle in 2016. We should be  
6 looking towards the future. Thank you.

A-3

7 MR. IKE: Thank you. [applause]. William Kurtz.  
8 Just give your name and address for the record please.

9 MR. KURTZ: Sure. My name's William Kurtz. I  
10 live at 109 Wakefield in Hamden and I feel like we're going to  
11 play a little game of you know Twelve Days of Christmas here.  
12 You can just add a little checkmark next to everything that Win  
13 Davis, Rob Rocke and Krysia Solheim just said to you. I agree  
14 with everything. I won't belabor their points again except to say  
15 that I have serious concerns that this project has presented. I  
16 mean I understand that we're adding 760 parking spaces but like  
17 Krysia said, we're planning for like the last 50 years, right,  
18 not the next 50. Like you know we're not going to build our way  
19 out of this unmet parking demand and this you know demand is  
20 forecast to increase by another 300 spaces in 2025. I mean the  
21 kind of like planning for everybody driving themselves in from  
22 the suburbs to the train station is not going to work anymore,  
23 right? I mean that's not... that's not future oriented  
24 development. It's not sustainable. We're going to spend  
25 millions and millions of dollars of state money again. It's  
26 money that I pay in taxes, that we all pay in taxes, to build  
27 parking spaces for people to park cars there. And I don't see a  
28 strong commitment to expanding the facilities for bicycle parking  
29 to make them world class. I mean it's... it was a little bit  
30 unclear to me whether the existing bicycle parking, which we were  
31 actually very happy with when it was finally installed several  
32 years ago, it was unclear to me whether that, the amount of that..

K-2

A-1

1 that amount of parking, which is already I think at capacity, is  
2 going to be maintained during the construction. It was unclear  
3 to me whether... it looks from the diagram, and I understand that  
4 this is kind of a rough sketch but it looks like there's actually  
5 a smaller area set aside here now in the existing garage in the  
6 future. So we're going to lose some spaces. And I do like that  
7 it's inside. I will give you that. But we can't build our way  
8 out of this with... by adding car parking spaces. We've got to  
9 think about the future.

A-1

10 I mean the world that I want to leave for future  
11 generations is one where we don't have to worry about what this  
12 project is going to do to the air quality because we're not going  
13 to be having idling cars and construction equipment. That area,  
14 Union Ave., I don't know if you're familiar with it, already  
15 can't handle the traffic that goes through now at times of heavy  
16 demand and it's not going to get any better in the immediate  
17 future. So I'll submit a more developed and expanded and  
18 coherent public comment that's not based on my scribbled notes  
19 through email but I want to thank you for the time.

J-1, J-5

20 MR. IKE: Thank you very much. [applause] Brian  
21 Tang. Please give your name and address for the public record.

22 MR. TANG: My name is Brian Tang. I reside at  
23 455 Orange Street. I wanted to start by recognizing that I do  
24 think you all have done a reasonable job for viewing this as what  
25 is required by the law and what is I suppose standard practice  
26 over the past few decades and I think what we're hearing tonight  
27 reflects, in a sense, a disappointment given our expectations of  
28 the direction that we want our community to head in and what we  
29 want to see for the next generation in the next 50 years as  
30 Krysia said.

31 The design of the garage is indeed consistent  
32 with the current surroundings of Union Avenue. I think what

1 we're looking for is a design that is... an approach that is  
2 consistent with how we envision the future of the neighborhood in  
3 the future context. For example the traffic impact analysis -  
4 it's one thing to examine the effects on traffic with the  
5 existing roadway layout where really the movement of automobiles  
6 is prioritized and I would not describe Union Avenue as currently  
7 being designed with what we now employ as complete streets  
8 standards.

9 The bicycle access to Union Station while our  
10 existing parking we love and we fought very hard to achieve and  
11 we're very grateful for our existing parking, the actual access  
12 to the station has a lot of room for improvement and knowing  
13 that, we expect that at some point in the future that we will  
14 have a more suitable bicycle connection to the station and that  
15 that might involve a reconfiguration of the lanes and allocation  
16 of space on Union Avenue. And so I offer that simply as an  
17 example of how the context in which this garage will exist  
18 throughout its lifetime will be different than the context of the  
19 site as it exists currently.

A-1, A-2  
C-1

20 Beyond that the main points I wanted to make is I  
21 do appreciate that the proposed bicycle... relocated bicycle  
22 parking area would be nearer to the station entrance. I would  
23 encourage you to in considering the design, be sure to consider  
24 how bicyclists coming from the street will access the bicycle  
25 parking. Right now we can enter the main driveway and the  
26 bicycle parking is right there and it's very convenient. And  
27 having taken some classes here at Gateway Community College, we  
28 have a beautiful indoor bicycle parking area in the parking  
29 garage here but they do not allow you to ride your bike into the  
30 driveway entrance and so the only way in is to simultaneously  
31 open a door, hold it open and lift your bike up a stair, which  
32 requires a few more hands than I have. So think about things

A-2

1 like that and of course I... I do trust that the capacity will  
2 increase rather than decrease in the bicycle parking. And I do  
3 trust that the relocated new bicycle parking will be in place  
4 before the existing bike parking is impacted so that we're not  
5 left without options. Thank you.

A-1

6 MR. IKE: Thank you sir. [applause] Is it  
7 Duchess Farwell? Give your name and address for the record  
8 please, ma'am.

9 MS. FORWELL: Yes. I'm Anstress Forwell and I'm  
10 with the New Haven Urban Design League. I am also going to  
11 second all of the comments that you've already heard and that  
12 means that I don't have to repeat other people's comments. I  
13 have very major concerns about the EIE. IT seems that as you've  
14 said you're trying to do the largest possible parking garage that  
15 you can do on the site but I do feel that the EIE is kind of a  
16 minimalist approach to the actual impacts of this parking garage on  
17 the visual environment, our air quality, our water quality and  
18 the future economy of the city. This isn't the direction of the  
19 future. Many cities that have temporary parking problems like  
20 this because they have not invested enough in transit  
21 development, have put in temporary parking structures that can  
22 last five to ten to 20 years so that you don't build a hard  
23 building like this that's hard to remove. And so the way you've  
24 engineered this building it would be hard to ever convert the  
25 lower floor to let's say a bus terminal, to stores or even  
26 housing, offices in the future. This isn't the future to load  
27 parking at the train station, especially when we have such a  
28 deficit in this area of transit options.

J-5

H-1

29 The real transportation deficit here is how many  
30 busses, particularly public busses come here. We used to have  
31 both the M and the J come here, Connecticut Transit. Connecticut  
32 Transit eliminated the M line quite a few years ago. Now it's

H-2

1 only the J and then we have many private shuttles from Yale New  
2 Haven, Yale University and other companies that come. But people  
3 who live in this area or people that just want to go to the train  
4 station, for instance I, there is hardly anything available for  
5 public transportation to get here. I walk to the train station  
6 very frequently and when I look at that plan and I see, for  
7 instance this is a good example of how the EIE is really  
8 diminimus. You say remove the sycamore trees at a time when it  
9 won't disturb birds but people need those trees all year long.  
10 We need them in the summer for shade when we're walking on the  
11 street. And the trees perform an air quality service. So simply  
12 saying that you'll remove them at a time of year that won't  
13 affect wildlife doesn't even recognize how important the trees  
14 are to even water quality and storm water control. There's an  
15 awful lot of things like this in the EIE that are terribly  
16 incomplete and not thought out.

J-2

17 In light of that, what I'm asking to do, you to  
18 do is to continue this public hearing. Although you published  
19 this I guess in early May, I didn't get notice of this until  
20 Thursday, when the City of New Haven notified many people in the  
21 community. And the end of this month is not at all adequate time  
22 for a project of this size and scope for public and volunteers  
23 like me to really look through the EIE and comment on it.

24 So to further that goal, to keep the hearing open  
25 and have enough time so we can bring in expert witnesses to offer  
26 both comments on the EIE and solutions, alternatives that could  
27 work better in this area, I'm also submitted tonight a petition  
28 to be an intervener under the Connecticut Environmental  
29 Protection Act. I'm also going to give you the latest figures  
30 done by the Connecticut Department of Health on New Haven's  
31 asthma rates and hospitalization rates. We are by far  
32 unfortunately the leader in Connecticut with hospitalizations

See page C- for  
"Letter Response to  
UDL Intervenor  
Request"

1 from asthma. My petition goes primarily to air and water quality  
2 issues but as you recognize, CEPA deals with historic  
3 preservation and the environment in general. So.

4 MR. IKE: Thank you ma'am. [applause]. Victoria  
5 McEvoy. Just give your name and address for the record please.

6 MS. MCEVOY: Hi. Good evening. My name is  
7 Victoria McEvoy. I live at 400 Whitney Avenue in New Haven.  
8 Been in New Haven about three decades and by New England  
9 standards I'm a newbie but by human standards I've been around  
10 long enough to get to know New Haven pretty well. I'm a voter,  
11 I'm a taxpayer. I participate in community events and community  
12 organizing and I am a cyclist, first and foremost. I use my  
13 feet, I use my two wheels whenever I can. I have never parked at  
14 Union Station except for a minute or two here or there waiting  
15 for somebody to come out and pick them up. So I really can't  
16 speak a whole lot to parking cars.

17 I can speak a lot to other things like the trees,  
18 the wholesale slaughter of trees that's already underway by the  
19 utility company to protect their interests is bad enough. But to  
20 take down more trees to accommodate more parking at Union  
21 Station. Probably not a good idea. Bicycling - from what I've  
22 read, from what I've seen, it's the wave of the future. And as  
23 it should be. Walking, cycling, public transportation like  
24 busses. I mean I know we're trying to get people on the trains.  
25 That's good. That's good. But I'm experiencing a little déjà vu  
26 at this hearing from what's it been now 20 year? When I went to  
27 hearing after hearing after hearing to say we need more space for  
28 bicycles on the trains. Hello. You encourage people to cycle  
29 and then take their bicycles with them wherever they're trying to  
30 go. We were not particularly successful with that. To some  
31 degree we were. But I can't tell you how many trips I've taken  
32 standing in the vestibule trying to keep my bicycle and myself

J-2

1 from falling over because of the shortsightedness of that  
2 particular plan.

3 So not sure where the bicycle parking would be  
4 accommodated. It is a little unclear and I've heard up to half a  
5 mile away is being considered. Really? Don't think that's going  
6 to work. In terms of the neighbors and the neighborhood already  
7 existing. I think they deserve way, way, way better than more  
8 accommodation for individual cars, as has been said by some of  
9 the previous speakers.

A-1

10 So those are some of my thoughts and I just want  
11 to leave you with this. I know I don't look like somebody who  
12 has operated diesel powered heavy equipment. Right? Okay. So  
13 much for stereotypes. But I have. It has to idle a lot. It has  
14 to idle a lot in order to be operational. So just one of the  
15 things to take into consideration that maybe hasn't really been  
16 thought through. Thank you for time and please, as was just  
17 previously requested, extend the public hearing and the public  
18 comment time because this is critically important to us and we  
19 did not find out about it until just now. Thanks.

J-5

20 MR. IKE: Thank you. [applause]. Michael Pinto.  
21 Please give your name and address for the record please.

22 MR. PINTO: Good evening. Michael Pinto.. Michael  
23 Pinto, 449 Central Avenue here in New Haven. This is a terrible  
24 design. It is a bad, bad piece of urban design and frankly the  
25 CEPA findings don't appear to actually be in keeping with the  
26 zoning.. New Haven zoning ordinance, the Hill to Downtown  
27 Planning, the Vision 2025. It also ignores ten years of  
28 negotiations with the city to create a.. an integrated, mixed use  
29 and transit oriented development project starting with a smaller,  
30 south garage or smaller garage south of the.. of the existing  
31 Union Station, remerchandising the retail options at Union  
32 Station and then building a mixed use, lined and wrapped building

I-1

1 on the north, on the proposed site here north of the existing  
2 garage.

3 The... all of the documents, the Hill to Downtown,  
4 Union Station Transit Oriented Development, Vision 2025, do call  
5 for this to be a transit HUB, but a HUB, and part of a mixed use,  
6 transit oriented development district. This project ignores all  
7 of that and actually, and frankly seems to reject it or simply  
8 missed all of that planning. The finding that it is in keeping  
9 with the comprehensive plan of the City of New Haven is simply  
10 not correct. The.. this project also ignores the city's complete,  
11 as we've heard before, ignores the city's complete streets policy  
12 and, more importantly, it actually ignores the State of  
13 Connecticut Department of Transportation's own complete streets  
14 policy because it does not provide access, additional access and  
15 safety access to the site for pedestrians or bicycles. Thank you  
16 very much. I really hope you would include some redesign which  
17 would include the negotiations for some form of first floor  
18 retail, mixed use on the site. If you need to use, to build a  
19 garage only, do it on the south side of the project. Preserve  
20 this site for future development. Thank you very much.

C-1, C-2

A-1

B-1

21 MR. IKE: Thank you sir. Now, I have some  
22 individuals who didn't give their address but they signed up. I  
23 don't know whether they want to speak or not. Matthew Nemerson.  
24 Just give your name and address for the record please.

25 MR. NEMERSON: I will. My name is Matthew  
26 Nemerson. 35 Huntington Street in New Haven, Connecticut. But I  
27 come here tonight as the development administrator for the City  
28 of New Haven and along with some of my colleagues will be giving  
29 you sort of an official response from the city. I'm sorry we  
30 didn't get up earlier when we had the chance. And I don't really  
31 want to repeat what's been said but let me just say you know we  
32 do a lot of public hearings and I certainly know what it's like

1 to be a public official when the room is going in a different  
2 direction so in a sense I feel your pain and I appreciate all of  
3 the hard work that you've done to get us here. But, I, without  
4 repeating what we've already heard, I do think that it's time to  
5 slow down and think a little bit about where we are.

6 Officially I want to talk about the Hill to  
7 Downtown Community Plan which is four years in the making. It  
8 involved tens and tens of meetings and thousands of people who  
9 came together to really represent where the community wanted to  
10 go in this area. And I should also point out that this is not  
11 only a plan but it's about to become reality. We're seeing  
12 probably hundreds of millions of dollars or projects across the  
13 street and down the street about to sort of blossom into  
14 fruition. And so this parking garage, as I think you're hearing  
15 in some of the anxiety in the room, really represents a piece of  
16 a very complex puzzle and one that has to blend in and one that  
17 has to work with all of this.

**I-1**

18 You know were we some metro center out in the  
19 middle of New Jersey or suburban Massachusetts, I could see where  
20 a project like this might make sense. But in this case we really  
21 need a project and a building that will fit in you know very  
22 contextually with what's going on. And as you've heard, a  
23 smaller garage is probably something that makes more sense. Do  
24 we need this many spaces? What is the context of the surface of  
25 the building? How does it blend in? Is it offices? Is it  
26 apartments? You know how does that really work? And we've had  
27 some great plans which actually we've done with you interestingly  
28 with the state, with the city. Wonderful partnerships you know  
29 going back to the ancient tradition of the city and the state  
30 working together in this area. And we really think there's some  
31 great examples to pull from.

**F-2**

1                   You've heard transit oriented development and so  
2 we think that every part of this Union Avenue really needs to be  
3 sort of participating in that and you know particularly making  
4 sure that curb cuts line up. Thinking about what's going to be  
5 across the street? What's going to be down the street? What's  
6 going to replace perhaps the police station some day? What's  
7 under the bridge to one side? What's on the other side of the  
8 tracks to the other? And we really don't think as an  
9 environmental impact statement or evaluation that this really  
10 sort of is where it needs to be right now. We just don't think  
11 we're ready to move forward. So I hope you'll be open to working  
12 with us in that sort of great tradition of the city and the state  
13 really going back a hundred years if not more around here working  
14 together.

D-1

15                   You know and specifically we still believe for a  
16 number of reasons, including your own sister division in terms of  
17 Connecticut Transit, we really need to think about a bus depot  
18 here. We have them in Hartford. We have them in Bridgeport. We  
19 have them in Stamford. All with state money. All bringing  
20 together regional bus systems, statewide bus systems, inter..  
21 interstate bus systems with the transit that's offered through  
22 the trains. And we just feel that this is a.. the best place for  
23 it. Yes, we still have some planning to do but we think we  
24 should be building facilities that can sort of be adapted for  
25 that. So buses, very, very important coordinating with trains.  
26 You know and quite frankly we think there's some civil rights  
27 issues here. Right now we're the only place in the state where  
28 people have to stand outside in the winter time, where they have  
29 to be baking in the sun in the summer time, where there's no  
30 place to go to the bathroom. There's no place to eat. And for a  
31 variety of reasons, ancient reasons going back to the turn of the  
32 last century, we still follow the trolley lines. And so what

H-1, H-2



1 not the beginning of the end and lets begin to move forward to  
2 really figure out how we can have this very, very vital  
3 component, which we realize you're putting a lot of money into  
4 it, become a vital part of this emerging statewide center of  
5 transit oriented development. And let's do that openly and  
6 together, planning as partners, and not just sort of reacting  
7 back and forth to plan sort of thrown across the transom. We  
8 think there's great opportunity here and we look forward to  
9 working with you. Thank you.

10 MR. IKE: Thank you. [applause]. Steve Fontana.  
11 Just give your name and address for the record please.

12 MR. FONTANA: Yes indeed sir. Good evening  
13 ladies and gentlemen. I am Steven Fontana. I reside at 23 Angel  
14 Place, North Haven but I'm appearing tonight in my capacity as  
15 Deputy Economic Development Director for the City of New Haven.  
16 I'd like to thank you for taking the time to present this project  
17 to our community and for recognizing Union Station's significance  
18 to the state, our region and more importantly New Haven's Hill to  
19 Downtown community. Our city will be organizing and providing to  
20 you written testimony for your record. But based on our initial  
21 review of the EIE, I would like to offer you some comments from  
22 my perspective based on the work my department is doing in and  
23 around Union Station's particular neighborhood.

24 First, on behalf of Mayor Toni Ann Harp and her  
25 administration, I would like to reiterate that while we support  
26 the creation of additional parking at Union Station and applaud  
27 the many positive aspects of the state's plan, we don't believe  
28 that it fully addresses the issues that the city raised in its  
29 letter to the state of December 31, 2015. We hope that the state  
30 will take a second look at these issues and incorporate our  
31 recommendations before it proceeds to a final EIE. To restate  
32 these issues, the city believes that traffic management,

*Appendix C  
Public Review Comments and Response*

**Response Key**

1 including complete streets and bicycle/pedestrian mobility, are  
2 extremely important. Our transportation, traffic and parking  
3 department will review the EIE's traffic model, but I believe  
4 that doing so is premature because it will need to account both  
5 for the pending Church Street South redevelopment and new Union  
6 Avenue layout plan.

**C-1  
A-1  
B-1**

7                   Second, the plans intermodal circulation does not  
8 account for either a bus depot or a Long Wharf pedestrian bridge.  
9 While these are challenging concepts, they simply make sense for  
10 the city and for Union Station itself. Especially given that  
11 Hartford, Bridgeport and Stamford all have linked bus and rail  
12 facilities. Since CT Transit only serves Union Station with the  
13 downtown shuttle and the J line, the vast majority of our public  
14 bus riders have to transfer three times if they take the rail to  
15 work.

**B-2  
H-1, H-2**

16                   Finally, from an architectural perspective and  
17 contra something you may have heard this evening, the new garage,  
18 in our opinion is not in keeping with the original Cass Gilbert  
19 design of the train station, nor the existing parking garage. In  
20 fact, it is not only significantly larger than the current  
21 garage, it is dramatically different in color, detail and rhythm.

**F-2**

22                   If nothing else, please remedy these deficiencies  
23 in the new garage's façade to make it a similar place of design  
24 distinction. Thank you again for your consideration of and  
25 attention to these important matters. I respectfully request  
26 that you address these issues within the state's final EIE.  
27 Thank you.

28                   MR. IKE: Thank you. [applause]. Doug  
29 Hausladen. Just give your name and address for the record  
30 please. That's fine. That's fine.

31                   MR. HAUSLADEN: Good evening. My name is Doug  
32 Hausladen. Address is 161 Park Street in New Haven, Connecticut.

**Response Key**

1 I work as the Director of Transportation, Traffic and Parking for  
2 the City of New Haven and reiterate my colleague's compliments to  
3 the progress we've made together over the last few years on this  
4 design, especially the funding and the commitment to doing it and  
5 to doing it right. And I think from where we sit in New Haven,  
6 we have some more comments on how to make it even better. The  
7 Transportation, Traffic and Parking Department is responsible for  
8 the safe and efficient flow of people throughout the city, not  
9 just vehicles but people. Although Union Avenue is a state road,  
10 we operate and maintain the parking meters, operate the traffic  
11 signals and coordinate the interface of the city streets. I  
12 would suggest to you that the traffic analysis underestimates the  
13 impact of a new, additional 700 parking spaces, or a thousand  
14 space facility, on the traffic operations.

**G-2**

15 The recommended mitigation strategy is mainly  
16 relying on the retiming of signals. As we all know that that's a  
17 good checkbox to put on a EIE we also know that there are  
18 capacity issues with signals and we are at capacity with our  
19 signals in downtown New Haven. We hope to undertake a detailed  
20 review of your assumptions and traffic model in order to better  
21 understand and validate this approach. I am concerned, however,  
22 about how this will work in practice given the age of the  
23 signals, the degree of required signal coordination and peak flow  
24 challenges, meaning of course A.M. and P.M. rush hours and how  
25 much congestion we.. we see. I personally receive about three  
26 phone calls a week during the A.M. rush hour, regarding the  
27 coordination and mitigation of private shuttles, public shuttles  
28 and single occupant vehicles as well as pedestrians crossing the  
29 street. I trust we can work with your team to learn more about  
30 how you have come up with your traffic analysis.

**G-1**

31 More importantly I am concerned that we are not  
32 properly accounting for nor planning for other modes of

1 transportation, namely bike, ped and transit. Section 3.7.2  
2 understates the impacts of the flow of cyclists and pedestrians  
3 to Union Station and section 3.7.3 does not provide any detail as  
4 to how bike parking will be replaced after the existing and  
5 recently constructed shelter is demolished. As has been  
6 mentioned numerous times, our bike parking is at capacity. We're  
7 at a hundred percent capacity almost every day in our bike  
8 parking and it's a covered shelter as well as our bike lockers  
9 and the more temporary U locks. In fact the team at Park New  
10 Haven and Connecticut DOT, the rail division, are working on  
11 additional bike parking and trying to mitigate and work on  
12 handling more bikes that are coming.

A-1, A-2

13 In 2009 we provided the Connecticut DOT with a  
14 proposal for a full service bike station to provide bike rentals,  
15 bike shares, showers and other needed facilities. We did this in  
16 part due to Metro North and Amtrak restrictions which hinder  
17 intercity travel by cyclists who need a bike on one or both ends  
18 of the trip. I am hopeful that you will incorporate the bike  
19 station into this proposal as it's very important.

A-3

20 I'm also looking forward, as someone mentioned,  
21 to bike share systems. One that actually inter... correlates well  
22 with our transit lines up and down the Hartford Metro North and  
23 Shoreline East lines. I would point out that the shuttle and bus  
24 accommodations are primarily for the benefit of existing  
25 services. As has been mentioned the J service is the only  
26 service left. It is our intent as a city to provide more CT  
27 Transit service to our residents and to our Union Station  
28 customers and increase access from inner city neighborhoods to  
29 the rail services.

H-2

30 With the forecast job growth closely tied to rail  
31 stations, this is also important and I encourage you to plan for  
32 extra space onsite for Connecticut Transit bus service. As has

1 been mentioned before, we have 40% of our greenhouse gas emission  
2 in the State of Connecticut is related to transportation mode  
3 shifts. That's 50% greater than the national average of 28%.  
4 Almost 50% greater. That's unconscionable and we have the  
5 greatest performing commuter rail line in the country in Metro  
6 North and we're building one of the best commuter rail lines in  
7 the Hartford line. If we want to plan for people, we must build  
8 to plan for people. If we want to plan for single occupant  
9 vehicles, we must keep building garages and expanding highways.

K-2

10 So I'd ask you to look at the Transform CT  
11 planning for the, especially the New Haven region. A lot of  
12 folks had a lot of input in Transform CT and there was a lot of  
13 distinct voices asking for multimodalism, asking for planning of  
14 all modes of transit, not just single occupant vehicles. Thank  
15 you very much and I'm, as mentioned before, I'll provide more  
16 written testimony for your record, but I think you again for your  
17 time and attention.

18 MR. IKE: Thank you. Giovanni Zinn. Just come  
19 to the microphone, give your name and address for the record.

20 MR. ZINN: Good evening. I'm Giovanni Zinn, 95  
21 Soundview Terrace in New Haven, Connecticut. I'm also the City  
22 Engineer for the City of New Haven. As I think Matthew said  
23 earlier, definitely been in your shoes plenty of times. So we  
24 certainly know what it's like. We want to thank you again, for  
25 all of the work that we do with the department on this and many  
26 other projects. I will not reiterate everything that my  
27 colleagues have said and all of the wonderful people here tonight  
28 have talked about.

29 I want to just talk really quickly about two  
30 different things. The first is resiliency. You know we really  
31 worry about resiliency in this area, the Hill to Downtown area,  
32 Long Wharf. I believe you're in the, at least part of the site's

1 in the hundred year flood plain. We have a lot of storm water  
2 challenges in this part of New Haven. A lot of drainage lines,  
3 both city and state, from both city and state infrastructure come  
4 to this area. The, as you see with climate change and other  
5 things, the high intensity, short duration rain fall events that  
6 cause localized flooding in this area are predicted to increase  
7 and it's a very large problem for us. In looking through the EIE  
8 and our other discussions, we haven't seen sort of in depth  
9 thought into the storm water issues, not only of the garage but  
10 of Union Avenue, which is a state road, and the area in general.  
11 So we definitely want to see some more dialogue and thinking on  
12 that.

F-1

13 The second is complete streets. You know one of  
14 the biggest requests that I get all the time is how do we make  
15 that walk from the train station to downtown better? All right?  
16 Well what can you do for lighting? This is one of the things I  
17 work on is street lighting. What can you do for the sidewalks?  
18 What can you do for all this sort of stuff? And the design that  
19 we see doesn't enhance that. I think Mr. Tang earlier made the  
20 point that you know you hit all, you ticked off all the boxes and  
21 you did a very nice job of that. But, you know, when we see site  
22 plans and things like that, we want people to go beyond the boxes  
23 and think about the context of the neighborhood. You know a  
24 wider sidewalk you know maybe pedestrian level lighting. That's  
25 one of the biggest things we have. It's a state road. I can't  
26 just go in there as a city engineer and rip it up and start doing  
27 stuff. If it was a city road I think it would look a lot  
28 different. And we'd like your help as part of this \$40 to 60  
29 million investment into the garage itself, a little bit of  
30 investment into the street I think will go a long way as well in  
31 addition to all the other comments that we've heard tonight.

B-1

C-1

1                   So really our ask is please you know continue to  
2 have dialogue with us, talk to us, think about the context of the  
3 state road that you're on. All of the users of the space in  
4 front of the garage. I mean the garage you just show us just  
5 there's cars going into it you know but there are a lot of other  
6 people that use the frontage of the garage in particular. And  
7 you know all of the comments about bike parking. I won't go into  
8 that. I'd certainly agree with them. Really help us to create  
9 this street into a friendly street where that walk to downtown  
10 is, it's well lit, it's safe, it's enjoyable, it's the gateway  
11 into New Haven, not the mad dash past a bunch of concrete in  
12 order to get to downtown. Thank you very much.

C-1

13                   MR. IKE: Thank you. [applause]. Juan  
14 Candeira. Okay and our last speaker on the sign up sheet is  
15 Hugh Manke. Just give your name and address for the record  
16 place.

17                   MR. MANKE: Good evening. Hugh Manke. 265  
18 Church Street is the location of my business. I'm here  
19 representing the Greater New Haven Chamber of Commerce. I'm past  
20 chairman of the board and I would like you to understand that the  
21 chamber of commerce is very much interested in business expansion  
22 and we see the rail transportation in the State of Connecticut as  
23 absolutely crucial to business expansion and certainly in New  
24 Haven, which is the focal point of our rail system in the state.  
25 The Chamber of Commerce for at least ten years has had the garage  
26 project as one of its top two priorities. And Tweed New Haven  
27 Airport is one of them, and you've heard lots about Tweed at the  
28 department. Well you also have heard a lot from the chamber in  
29 the past about the importance of the garage at the railroad  
30 station. And we, as Matthew Nemerson said, you know you're to be  
31 praised for moving this project forward. It's taken a long time

1 getting it off the starting blocks and we're just delighted that  
2 you're moving forward.

3 You obviously have a major challenge ahead of you  
4 with regards to the integration of this project into the City of  
5 New Haven and its community fabric. I am not here to really  
6 comment on the details of the proposal. I am here mainly to  
7 encourage you to stick with it. It's not going to be easy and we  
8 hope that you will come up with a plan that everyone in the City  
9 of New Haven is pleased with.

10 I might mention that many, many years ago, I was  
11 in your position as Executive Assistant to the Commissioner of  
12 Transportation and I was Special Counsel for railroad station  
13 projects in particular. Very involved with the New Haven  
14 project. And I know how difficult it can be to try to integrate  
15 a transportation project into a community plan. And I just  
16 encourage you to stick with it and listen to the folks down here  
17 because this is their community. It's your transportation system  
18 but you've got to integrate the two. So on behalf of the chamber  
19 I would just like to conclude by saying that chamber's priority  
20 is that this project goes forward and it be done as quickly as  
21 possible. Thank you.

22 MR. IKE: Thank you. [applause]. Do we have any  
23 other first time speakers? Yes ma'am. Just come to the  
24 microphone and give your name and address for the record.

25 MS. DAWSON: My name is Helen Martin Dawson and I  
26 live at Liberty Square Homes.

27 MR. IKE: How do you spell your last name ma'am?

28 MS. DAWSON: D-A-W-S-O-N.

29 MR. IKE: Dawson. And your address?

30 MS. DAWSON: 31D Liberty Street.

31 MR. IKE: Okay. Thank you ma'am.

1 MS. DAWSON: Okay. Now I haven't heard too much  
2 about the health. I live I say about three blocks away from  
3 Union, the railroad station. You come over in our area, you will  
4 see the soot in our windows from the trains, the diesel. We  
5 smell that each and every day and also, we have a lot of people  
6 over in that area that have COPD. We have seniors that live in  
7 the towers, with all the traffic, and now you're talking about  
8 more garages. We're surrounded with them. We really don't need  
9 any more garages. We need something to make the air better than  
10 what the quality of the air is now. And I can understand that we  
11 have to move forward but as everyone had mentioned, we've been  
12 working on a plan not only to make the place better but also to  
13 have where a community is also involved with the transportation  
14 part of it. I'm not a biker. I'm not a driver. I'm a walker.  
15 I love to walk. Now I'll walk but I pass buildings that are  
16 boarded up. There's nothing that's walkable that you want to be  
17 on the street by yourself, especially at night. All right?

J-1

18 So you like.. now you're talking about a seven  
19 story garage. With nothing else. Once the garage closes where  
20 does everybody. That building now becomes pitch black. Like the  
21 train station. After a certain hour you don't see anybody there.  
22 It's pitch black. So there is no interaction at all. You have  
23 communities around there. You have the towers which has over 300  
24 senior citizens. We don't need any more cars running up and down  
25 the street at all hours. That's all I have to say.

B-1

26 MR. IKE: Thank you. [applause]. Do we have any  
27 other first time speakers? Yes sir. Just come to the microphone  
28 and give your name and address for the public record.

29 LT. BROWN: Good evening. I'm Lieutenant Brown.  
30 I am the Deputy Commander patrol and I, one of my hats is the  
31 traffic commander for New Haven PD.

32 MR. IKE: What is your address Lieutenant?

1 LT. BROWN: 1 Union Avenue.  
2 MR. IKE: Excuse me?  
3 LT. BROWN: 1 Union Avenue.  
4 MR. IKE: 1 Union Avenue.  
5 LT. BROWN: So you see my concern already.  
6 [laughter]. But just to reiterate, and you've heard it before,  
7 but I really have to drive the point home. Traffic management  
8 and your traffic impact analysis. We really need to know, when I  
9 say we, myself and my superiors, what the plan is. Traffic can  
10 be already overwhelming. It already is overwhelming in that  
11 area. Almost tripling the amount of cars if going to make it you  
12 know unimaginable. I think your plans to mitigate the congestion  
13 sound, at this point, to be inadequate. Any street widenings or  
14 even the timing signals I think just won't do it. I'm really  
15 interested to know what other plans you have to mitigate the  
16 congestion because you also have to consider or ingress and  
17 egress both come right out to the front of the building, your new  
18 building. That's going to cause an issue for all of the  
19 employees of the New Haven Police Department. Peak times - in  
20 the morning and the afternoon. We come in and go out the same  
21 time everyone else is coming in and going out. So we just really  
22 want to know what the plan is and how you really plan to  
23 mitigate, in detail, because we see it every day. We're really  
24 interested to find out what your plan is and we hope it works.  
25 So if you can address those issues we'd be appreciative.  
26 MR. IKE: Thank you Lieutenant Brown.  
27 [applause]. Any other first time speakers? Do we have any other  
28 first time speakers? Do we have any second time speakers? Do we  
29 have any second time speakers? Any other second time speakers?  
30 If there are no further comments I will now close tonight's  
31 hearing on behalf of Commissioner James Redeker. I would like to  
32 thank you for coming and expressing your views tonight. Please

G-1, G-3

**Response Key**

- 1 remember that you have until June 20, 2016 to submit any written,
- 2 postmarked comments to the Connecticut Department of
- 3 Transportation. Thank you. Have a good evening.



# APPENDIX D

*Office of Policy and Management, City of New Haven,  
CTDOT Correspondence*

**Union Station Parking Garage**  
New Haven, Connecticut

*State Project No. 301-114*



*Prepared for:*  
**Connecticut Department of Transportation**

**October 2017**



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June 5, 2017

Mayor Toni Harp  
City of New Haven Mayor's Office  
165 Church Street  
New Haven, CT 06510

Dear Mayor Harp,

As you know, the City of New Haven and Governor Malloy's administration have a strong record of working together to advance significant projects that benefit the city and the State. From incentivizing major corporations to relocate to the city, to investing in major housing and community development projects, to funding recreational facilities and bicycle infrastructure improvements, we have jointly recognized the importance of investing in our urban centers, including and especially New Haven.

I want to thank you for working with me the past two weeks to discuss Union Station and the parking garage that is planned to be built and our concerns about the proposed conveyance of the train station and nearby property. Our discussions revealed common ground on many matters and identified an approach which will address our respective concerns. This letter will memorialize the results of our discussions and a path forward for each item.

**Immediate Action by CTDOT**

- **Withdraw repayment request**  
Upon formal agreement between the City of New Haven (the City) and the Office of Policy and Management (OPM), the Department of Transportation (CTDOT) will send a letter withdrawing the May 2 request for the New Haven Parking Authority to pay the 50 percent share of excess net revenues for fiscal years 2013, 2014 and 2015 that were required to be transferred to the State of Connecticut according to the Lease and Funding Agreement.
- **Job Commitment for future RFP on Union Station Operations**  
CTDOT will provide a letter to the City committing that any RFP process intended to identify a successor to PARK New Haven's current contract will include reasonable requirements to continue employment of existing Park New Haven staff who work in affected roles, and to commit to appropriate and commensurate wage and benefit packages for staff involved in the operation of the station and parking facilities.
- **Commitment to two option years in existing contract**  
CTDOT will exercise its two option years under the agreement with Park New Haven. In the event an RFP is issued, it shall not be issued until year three.
- **Express Trains**  
CTDOT has recently retained a consultant to evaluate various modifications to schedules on the New Haven Line that will result in faster and more convenient service. CTDOT agrees to include consideration of limited-stop express trains between New Haven and Grand Central Terminal as part of this evaluation, and to discuss draft findings of the study with the City prior to finalization of the report and implementation of schedule changes.

**Actions by CTDOT as part of Final Design for new garage**

- **Agree to increase bike parking to 240 spaces**  
CTDOT will increase bike parking at New Haven Station facility to a total of 240 spaces. The bike parking spaces and access provisions will be incorporated into the conceptual plans prepared for the retail opportunities in the existing garage. The conceptual plans will be reviewed in a collaborative meeting with the City in September 2017, prior to advancing to final design.
- **Activate street in front of both garages**  
CTDOT is pursuing design alternatives for activating the street in front of both garages to improve walkability and to enhance the Union Station campus. This design activity is currently underway and will be shared with the City during the September 2017 collaborative review meeting prior to inclusion in the final design and construction of the garage project.
- **Build upon the existing collaboration on design for the new garage**  
CTDOT will refine the aesthetic design of the proposed garage to further respond to previous City comments on the alternative architectural schemes. CTDOT will prepare architectural elevations and sketches to be reviewed with the City in September 2017, prior to advancing to final design. This collaboration will also be included as part of the standing monthly meetings with CTDOT and the City.

**Actions by CTDOT to be initiated within the next 3 months**

- **Agree to include space in the existing garage for potential retail uses**  
CTDOT and the City will collaborate to prepare conceptual plans illustrating opportunities for retail space in the existing garage. These conceptual plans will be reviewed and refined in a collaborative meeting with the City, and then advanced to final design. It is anticipated that the conceptual plans will be reviewed with the City in September 2017.  
  
CTDOT and the City will simultaneously pursue a request for expressions of interest for retail establishments, followed by a Request for Proposals as indicated by the responses to the RFEI. The RFEI and RFP process will be used to inform the final design and construction of the potential retail space. Action to construct retail space will not take place until the second garage is complete, given the loss of parking spaces and negative customer impacts that eliminating existing parking spaces would have.
- **Agree to resolve the Vision Trail realignment**  
CTDOT will collaborate with the City and Vision Trail advocates to relocate the Vision Trail from the existing unsafe path through the rail yard. CTDOT will design and construct a safe Vision Trail alternative and provide appropriate signage for the trail.

**Action to be initiated by New Haven, with tasks and roles to be determined**

- **Commit to design and fund, and work with the city, to complete existing gaps in the pedestrian/bicycle network on the east and west sides of Union Station**  
CTDOT agrees to work with the City to pursue alternative concepts, and then to fund and construct the ultimate feasible projects to address existing gaps in the pedestrian/bicycle network on the east

and west sides of Union Station.

- **Improve walkability from State Street station**

CTDOT and the City will collaborate on identifying opportunities for improving the walkability between Union Station and State Street station. The City and CTDOT will conduct a walking tour to define the existing walkability issues. Once defined, the City and CTDOT will jointly determine how to best address these deficiencies. The City will coordinate the walking tour to be scheduled for the summer of 2017.

**Actions by OPM**

- **Funding for two "Urban Mobility" projects**

OPM will recommend the inclusion on a future Bond Commission Agenda of two "Urban mobility" projects that the city is seeking funding for: East Shore project (\$1.49 million) and Long Wharf and Fair Haven project (\$877,260)

- **Local Bridge Program support**

OPM will support the City's efforts to seek legislative approval for inclusion in the bond package of increased funding for the Local Bridge Program in FY18.

**Actions by the City of New Haven**

- **Withdrawal of Conveyance Items**

The City will immediately withdraw its support for the conveyance items of CTDOT property, and will notify its delegation of such withdrawal.

- **Continued Collaboration on Station-related Development**

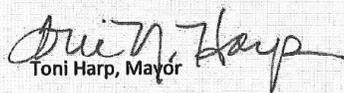
The State and City shall make every effort to maintain a collaborative approach to ongoing development planning and implementation with CTDOT and other state agencies.

Kind Regards,



Benjamin Barnes, Secretary

Accepted



Toni Harp, Mayor





**STATE OF CONNECTICUT**  
DEPARTMENT OF TRANSPORTATION



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

Phone: 860-594-3298

June 16, 2017

The Honorable Toni N. Harp  
Mayor  
City of New Haven  
165 Church Street  
New Haven, Connecticut 06510

Dear Mayor Harp:

Subject: State Project No. 301-114  
Union Station Parking Garage  
New Haven, Connecticut

The purpose of this letter is for the Department of Transportation (Department) to confirm commitments made to the City of New Haven (City) regarding the design of the subject project, which were transmitted to you by letter dated June 5, 2017 from Mr. Benjamin Barnes, Secretary, State of Connecticut Office of Policy and Management.

As part of the design effort for the subject project, the Department is pursuing design alternatives for activating the street in front of both garages to improve walkability and enhance the Union Station campus. Also, the Department will increase bike parking at the station to a total of 240 spaces. The Department will continue its collaboration with the City on the design for the new garage in order to refine the aesthetics and architectural elements.

In addition, the Department will undertake the effort to prepare conceptual plans illustrating opportunities for retail space in the existing garage. This effort will be separate from the design and construction of the new garage. Any action to construct retail space will not occur until the new garage is complete, in order to avoid negative customer impacts due to the resulting elimination of parking spaces in the existing garage.

The Department is proposing to host a workshop near the end of September of this year in order to provide the opportunity for City officials to review and discuss the design plans for this project. The plans would be forwarded to the City in advance of the workshop. Please have a staff member contact me in order to schedule this workshop.

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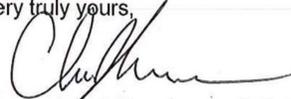
The Honorable Toni N. Harp

-2-

June 16, 2017

The Department looks forward to the continued opportunity to work with the City to develop a design for the new parking garage at Union Station. If you have any questions, please contact me at 860-594-3298 or [Christopher.Bonsignore@ct.gov](mailto:Christopher.Bonsignore@ct.gov).

Very truly yours,



Christopher J. Bonsignore, P.E.  
Transportation Principal Engineer  
Bureau of Engineering and  
Construction

# APPENDIX E

*EIE Executive Summary  
for Record of Decision*

**Union Station Parking Garage**  
New Haven, Connecticut

*State Project No. 301-114*



*Prepared for:*  
**Connecticut Department of Transportation**

**October 2017**



# ENVIRONMENTAL IMPACT EVALUATION

## Union Station Parking Garage New Haven, Connecticut

*State Project No. 301-114*

*Prepared in accordance with the  
Connecticut Environmental Policy Act  
Connecticut General Statute 22a-1a to 1h*

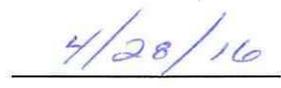


*Prepared for:*  
**Connecticut Department of Transportation**

**April 2016**

*Approved for Circulation:*

  
For Connecticut Department of Transportation

  
Date



## **EXECUTIVE SUMMARY**

### **Introduction**

The Connecticut Department of Transportation (CTDOT) is proposing the construction of a new parking garage, with approximately 1,000 spaces and seven levels, for Union Station in the City of New Haven, Connecticut. The new garage will be constructed north of Union Station on State of Connecticut property that is currently occupied by a 260-space surface parking lot. The existing parking lot and adjacent parking garage are currently operated by New Haven Parking Authority (NHPA), doing business as Park New Haven (PNH), under a lease agreement with CTDOT.

Because this project will involve the construction of new parking facilities for more than 200 vehicles, and will be financed either in whole or in part with State funds, it is subject to the Connecticut Environmental Policy Act (CEPA). This document is an Environmental Impact Evaluation (EIE) that has been prepared in accordance with the requirements of CEPA, as amended by Public Act 02-121, and where applicable, Sections 22a-1a-1 to 22a-1a-12, inclusive, of the Regulations of Connecticut State Agencies.

The EIE describes the Purpose and Need for the construction of a new parking garage (the *Proposed Action*), along with the alternatives being considered, and evaluates the direct, indirect, and cumulative impacts associated with the Proposed Action, as well as any adverse environmental effects and proposed mitigation measures.

CTDOT is the sponsoring agency for the Proposed Action and this EIE.

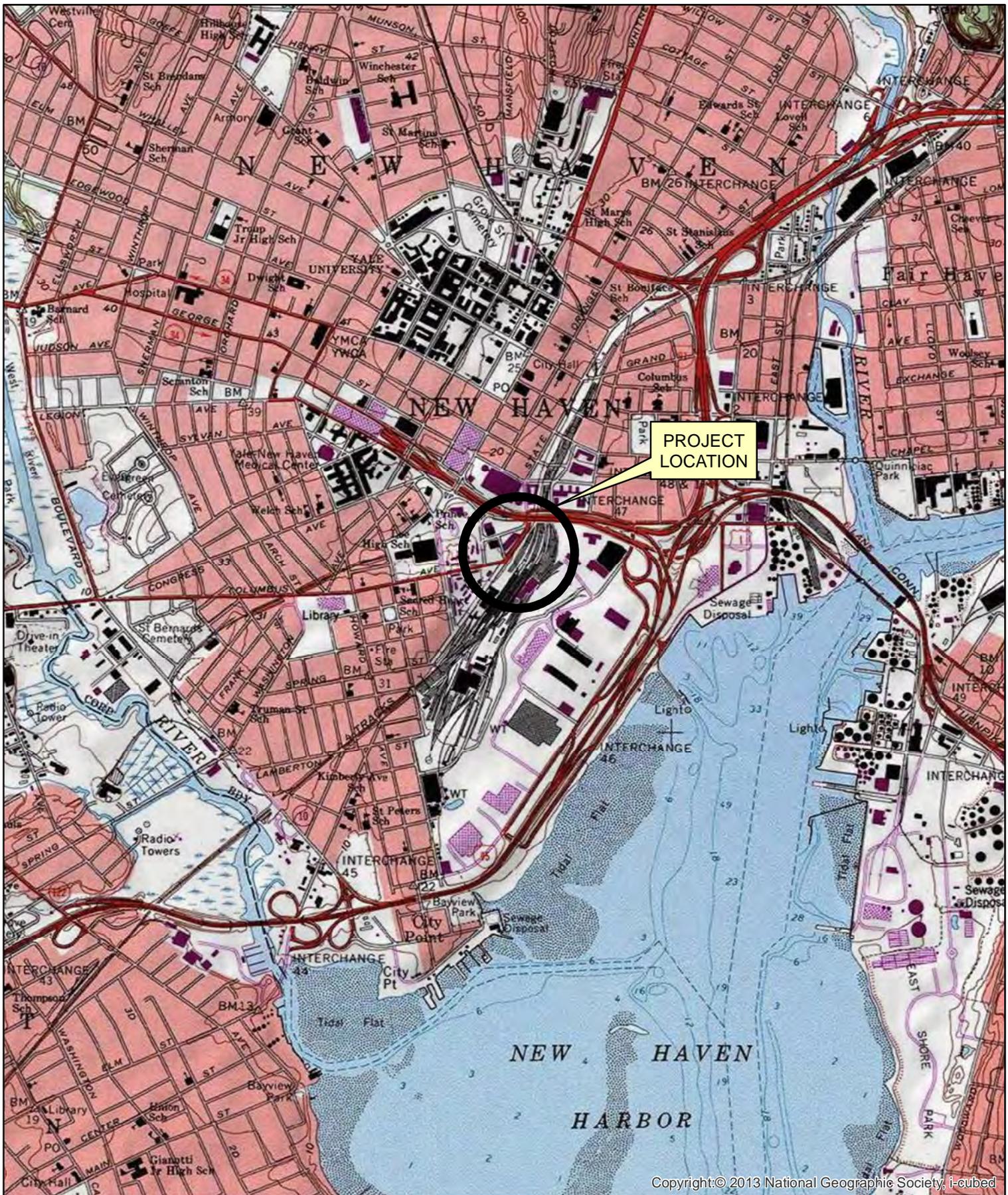
### **Project Description**

The Proposed Action (or *project*) involves the construction of a new multi-level parking garage for Union Station in the City of New Haven, CT. See Figure ES-1 for a Project Location Map. The proposed garage will accommodate approximately 1,000 parking spaces on seven parking levels. The proposed garage site is located north of Union Station on State of Connecticut property currently occupied by a 260-space surface parking lot. The project will effectively increase parking supply at Union Station by approximately 740 parking spaces.

The proposed garage site is bounded on the south by the existing Union Station parking garage, on the east by the New Haven railyard, on the west by Union Avenue, and on the north by a United Illuminating power substation. The broader project area also includes the existing Union Station parking garage and Union Avenue between Church Street South and Water Street.

Vehicular access to the proposed parking garage will be provided from Union Avenue from the south via the driveway serving the existing garage and parking lot, and from the north via a new driveway connection. The proposed project will link the new parking garage to the existing garage with a pedestrian connection on each level, and with a vehicular bridge connection on two levels. Elevators and stairs will provide pedestrian connectivity between levels and to the ground level where a new accessible pedestrian pathway through the existing garage will enhance connectivity between the new garage and the station building.





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0 1,000 2,000 Feet

Source: The University of Connecticut Libraries' Map and Geographic Information Center (MAGIC), USGS

New Haven

**Project Location Map**  
 UNION STATION PARKING GARAGE EIE  
 Connecticut Department of Transportation  
 State Project No. 301-114  
 New Haven, Connecticut

FIGURE:  
 ES-1



The proposed project will also be designed with consideration to:

- Enhancing intermodal connectivity to/from Union Avenue, and to/from the existing station facilities.
- Incorporating new central management office space.
- Renovating existing space(s) in the original garage if feasible within the overall budget of the project, or as possible future project(s).
- Providing architectural and aesthetic treatments that respect the historic significance, scale, and aesthetic quality of the existing station building.
- Minimizing flood potential in the new garage and new office space. The project area is located within the 100-year floodplain and will require elevating the ground level of the proposed facilities above the design flood elevation.
- Accommodating a connection to a future pedestrian bridge to be implemented under a separate State project. The pedestrian bridge will ultimately link the station parking complex (comprised of the new parking garage and existing parking garage) to four existing train platforms and a second pedestrian bridge connecting to the new Component Change-out (CCO) facility on the east (south) side of the New Haven railyard.

## **Background**

Union Station in New Haven is a regional intermodal transportation hub for passenger rail, intercity bus, local bus, and local shuttle and livery services. Specific services operating from Union Station include:

- Amtrak regional rail service operating between New Haven and New York City, Hartford and Boston
- CTDOT's Shore Line East commuter rail service operating from New London to New Haven and points south/west.
- Metro-North Railroad commuter train service operating along the New Haven Line between New Haven and points south/west to Grand Central Terminal in New York City
- Greyhound and Peter Pan intercity bus services
- CTTransit local bus service
- CTTransit Downtown shuttle service circulating around satellite parking locations, New Haven Green, and Union Station.

Also planned for early 2018, Amtrak's service to and from Union Station will include the New Haven-Hartford-Springfield commuter rail improvements.

As a regional transportation hub, Union Station is central to commuter, business, and recreational trips into and out of Greater New Haven and the south central region. For outbound patrons arriving by automobile, parking facilities at Union Station include an 884-space parking garage that was constructed immediately north of the station in 1985; and a 260-space surface parking lot located immediately north of the garage. These parking facilities are currently operated by NHPA, doing business as PNH, under a lease agreement with CTDOT. The current lease will expire in June 30, 2017.

Parking occupancy at Union Station is near or at 100% during the typical weekday commuter periods. Overflow parking is currently directed to Temple Street Garage, also operated by Park New Haven. Other private parking facilities promoted as satellite parking for Union Station include Gateway Garage at 54 Meadow Street operated by LAZ Parking, the Coliseum Lot at 275 South Orange Street operated by Propark America, and Lot O located at George Street and State Street operated by Propark America.

Since the late 1990s, both CTDOT and the City of New Haven have undertaken several initiatives to study, plan for, or implement new parking facilities at Union Station to address growing rail ridership and associated parking demands. Additionally, the City of New Haven and PNH have also undertaken several initiatives to study and plan for other transportation enhancements and economic development opportunities in and around Union Station.

CTDOT's latest effort (the Union Station Parking Garage Design and Environmental Assessment) contemplated the construction of a new parking garage located immediately south of Union Station. This effort was in progress when work was stopped in 2012 due in part to concerns about conflicts between the proposed garage operations and the adjacent taxi staging, intercity bus and passenger pick-up/drop-off activities in front of the station.

### **Purpose and Need (Justification for the Action)**

The purpose of the Proposed Action is to expand the availability of parking at Union Station while addressing the future parking needs for the station to the greatest extent practicable. By providing for expanded parking within the limits of an existing surface parking lot on State of Connecticut property at Union Station, CTDOT's Proposed Action will also:

- Minimize new impacts to natural, cultural, and other community resources in the Union Station area.
- Help maintain and enhance convenient access to commuter and regional rail services for both local and regional customers.
- Require no significant investment by the City of New Haven to implement; at the same time will not preclude City plans for expanded retail and service opportunities within Union Station and private TOD investment in the Union Station district.

The primary need for the Proposed Action is insufficient parking supply at Union Station to address parking demand for Union Station. Specifically:

- The current typical weekday parking utilization at Union Station is 100% of the total parking supply of 1,144 spaces (884-space parking garage and 260-space parking lot).
- The current demand for Union Station parking permits is 166 people (as of November 2015), based on the waiting list maintained by PNH.
- The satellite parking supply for Union Station is diminishing and this supply is not controlled by the State of Connecticut.
- Parking analyses (Walker Parking Consultants, 2010) for the Union Station TOD study documented that new parking demand associated with ridership growth at Union Station is approximately 294 spaces or more by 2025.

If it is assumed the parking need at Union Station includes current parking demand in the existing garage and surface parking lot, wait-listed monthly permit requests, to-be displaced Coliseum Lot parkers, and forecasted growth, then the need for parking spaces is 1,804 spaces or more. If it is assumed that 90% parking utilization is desirable for efficient parking operations, then the needed parking supply is approximately 2,000 spaces.

The Proposed Action will yield a total parking supply of approximately 1,884 spaces (1,000 new spaces with 884 existing spaces) at Union Station to address the anticipated parking need.

Although the total parking supply yielded by the Proposed Action does not completely meet the anticipated need, 1,000 spaces provided in the new garage is the practical maximum number of spaces that can be accommodated on the proposed project site. Additionally, it is anticipated the future unmet parking demand at Union Station in New Haven could be offset in part by:

- Increased bicycling, walking, and transit trips to the station
- Increased commuter use of rideshare/carpool/vanpool services and incentive programs
- Enhanced rail service, parking, and access at nearby commuter rail stations

## **Alternatives Considered**

### *No-Action*

The No-Action Alternative generally involves maintaining the existing parking garage and surface parking lot at Union Station in New Haven. This alternative provides no new parking structures and no customer-based improvements to increase the capacity and functionality of the existing parking garage.

Additionally, the No-Action Alternative does not satisfy the stated purpose of the project which is to expand the availability of parking at Union Station to address future parking demands to the greatest extent practicable.

The No-Action Alternative is included in the EIE as a baseline comparison for the Build Alternative, as required by CEPA regulations.

### *Build Alternative (Proposed Action)*

The Build Alternative generally involves the construction of a new multi-level parking garage for approximately 1,000 parking spaces on State of Connecticut property located immediately north of the existing parking garage and currently occupied by a 260-space surface parking lot for Union Station. The Build Alternative will create approximately 740 new parking spaces for the station.

Details of the Proposed Action, which will be subject to refinement and modification during subsequent design phases of the project, currently include the following:

- The proposed parking garage superstructure will be constructed of precast concrete and will be confined to the footprint of the existing surface parking lot.
- Approximately 1,000 parking spaces will be provided on seven parking levels (the ground floor level and six supported levels or stories). Of these spaces, a minimum of 20 spaces will be handicap-accessible. Additional spaces will be equipped for electric vehicle (EV) charging, or will be designed for conversion to EV charging as needed in the future.

- The parking layout includes three parking bays. The center bay will be ramped between levels. The drive aisles will be bi-directional on the ramps and in the outer bays on the ground floor level much like the existing garage operated when first opened.
- The ground floor will be raised to an elevation of 12 feet (relative to the NAVD 88 vertical datum). This elevation is approximately three feet or more above the existing ground elevations on the site.
- The shared access driveway to the existing garage and parking lot will be reconstructed to achieve the required site elevations for the new garage and to provide an additional lane/gate to accommodate increased volumes of exiting and/or entering traffic.
- A new access driveway will be constructed from Union Avenue to the north end of the proposed garage. The driveway will include a spur for an access drive to the rear property line where relocated gate access to the railyard will be provided.
- Snow storage will be provided off the north end of the proposed garage.
- Vehicular bridge connections between the proposed and existing garages will be provided on the third and fifth levels. These bridge connections can be sufficiently sized for bi-directional traffic with adequate space for perpendicular parking on both sides of the drive aisle.
- A large elevator/stair core will span the entire gap between the proposed and existing garages in order to: provide pedestrian connections between the garages on all levels; provide access to stairs and elevators from all levels in both garages; and provide access to the future pedestrian bridge (under a separate project) that will ultimately provide access to the train platforms from both garages on the fourth level.
- There will be three elevators in the core to provide access between all levels. One of these will be a front-to-back elevator to accommodate the accessible route between the fourth level and an elevated landing to the future pedestrian bridge that will lead to existing train platforms and the CCO facility.
- The stairs and elevators will be situated north of the future pedestrian bridge location to facilitate phased construction of the core and to accommodate construction of the separately contracted bridge from the Union Avenue side of the railyard, if necessary.
- Parking in the existing garage will be modified to accommodate an accessible pedestrian pathway that enhances connectivity between the new garage, the proposed elevator/stair core, and the station building.
- Access stair towers will be provided in the corners of the proposed garage fronting Union Avenue.
- New central management office space will be provided just south of the proposed garage and beneath the bridge connections between the garages. Existing management, security, and storage spaces located in the existing garage may also be renovated.
- A bus pull-off will be provided on Union Avenue along the frontage of the proposed garage with adequate space for up to three typical 40-ft buses. A passenger waiting area with full-length canopy, direct stair access to the proposed garage, and amenities is being considered along the frontage of the proposed garage to complement the bus pull-off.

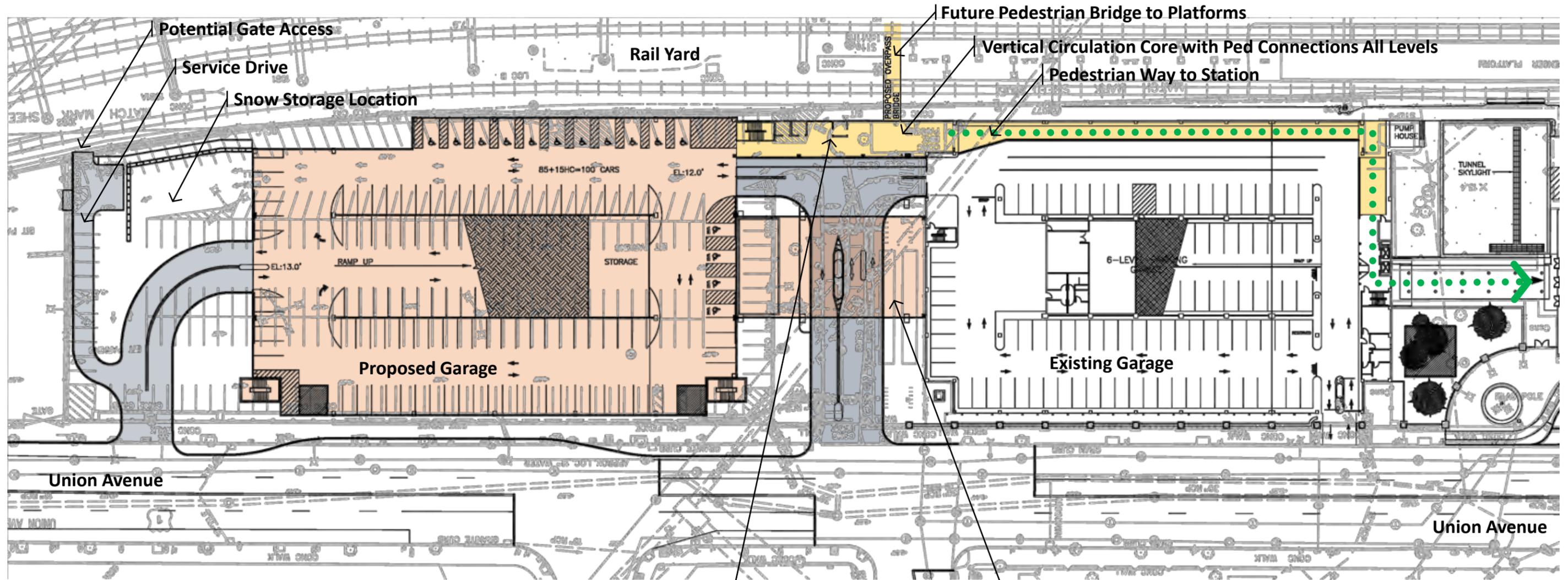
- The structural façades visible from Union Avenue will incorporate brick, glass, and architectural concrete finishes designed to balance the structural and architectural composition of the historic Union Station building.
- Lighting improvements along the frontage of the existing garage/Union Avenue sidewalk in conjunction with new lighting for the proposed garage; this would enhance the pedestrian accommodations along the entire parking/station complex.

Other potential design and program opportunities of the Proposed Action that CTDOT considered during development of the alternative design concepts, and which may ultimately be incorporated in the proposed project pending further investigation, include:

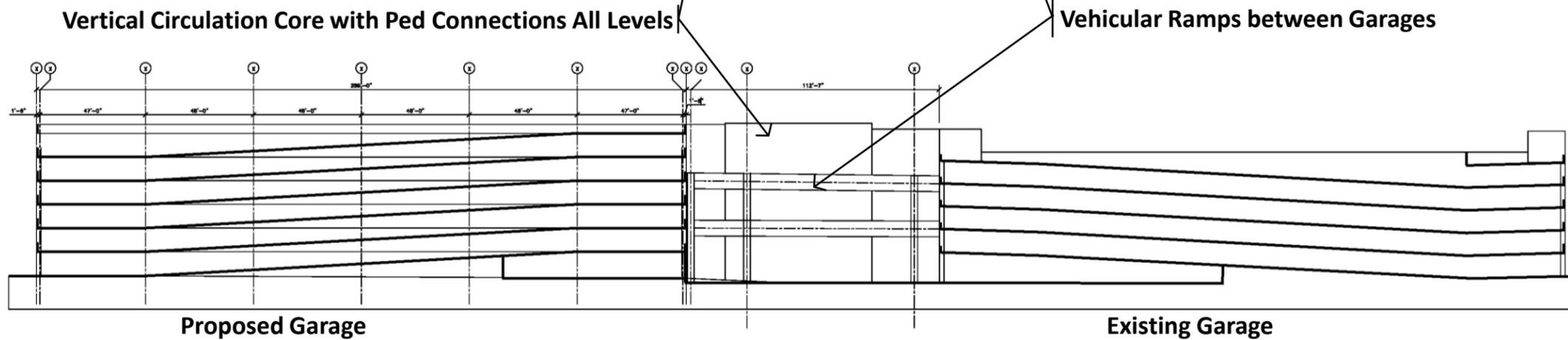
- A new taxi staging area provided within the existing garage and adjacent to the proposed pedestrian walkway. This staging area would not replace taxi service in front of the station, but could help distribute the taxi activity and reduce some of the conflict among uses in front of the station.
- A second bus pull-off area along the frontage of the existing garage to accommodate additional buses proximate to the station.

A plan view of the Proposed Action is provided on Figure ES-2.





- SEVENTH LEVEL  
EL. 77'-6"
- SIXTH LEVEL  
EL. 67'-0"
- FIFTH LEVEL  
EL. 56'-6"
- FOURTH LEVEL  
EL. 46'-0"
- THIRD LEVEL  
EL. 35'-6"
- SECOND LEVEL  
EL. 24'-9"
- GROUND LEVEL  
EL. 13'-0"



- SIXTH LEVEL  
EL. 64'-9"
- FOURTH LEVEL  
EL. 54'-9"
- FOURTH LEVEL  
EL. 44'-9"
- THIRD LEVEL  
EL. 34'-9"
- SECOND LEVEL  
EL. 24'-9"
- GROUND LEVEL  
EL. 14'-0"



### Summary Of Mitigation Measures

The Proposed Action is anticipated to have some adverse impacts as compared to the No-Action Alternative. The impacts will be mitigated using the measures as described in this document and summarized in Table ES-1.

**Table ES-1: Summary of Impacts and Potential Mitigation Measures**

<b>Resource Category</b>	<b>Impacts</b>	<b>Mitigation</b>
<i>Section Reference</i>		
<b>Land Use, Zoning and Local &amp; Regional Development Plans</b>	<ul style="list-style-type: none"> <li>• No adverse Land Use impacts. Modest beneficial impacts anticipated from improved conditions for development.</li> <li>• No Zoning impacts.</li> <li>• Consistent with Local &amp; Regional Development Plans.</li> </ul>	<ul style="list-style-type: none"> <li>• No mitigation warranted or proposed.</li> </ul>
<i>Section 3.1.3</i>		
<b>Consistency with State Plan</b>	<ul style="list-style-type: none"> <li>• Consistent with State Plan of Conservation and Development.</li> </ul>	<ul style="list-style-type: none"> <li>• No mitigation warranted or proposed.</li> </ul>
<i>Section 3.2.3</i>		
<b>Air Quality</b>	<ul style="list-style-type: none"> <li>• No adverse Air Quality impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• No mitigation warranted or proposed.</li> </ul>
<i>Section 3.3.3</i>		
<b>Noise</b>	<ul style="list-style-type: none"> <li>• No Noise impacts, except during the construction period (see below).</li> </ul>	<ul style="list-style-type: none"> <li>• No mitigation warranted or proposed.</li> </ul>
<i>Section 3.4.3</i>		
<b>Local Transit Considerations</b>	<ul style="list-style-type: none"> <li>• No adverse Transit impacts. Modest beneficial impacts anticipated from improved conditions for transit.</li> </ul>	<ul style="list-style-type: none"> <li>• No mitigation warranted or proposed.</li> </ul>
<i>Section 3.5.3</i>		

**Table ES-1: Summary of Impacts and Potential Mitigation Measures**

<b>Resource Category</b>	<b>Impacts</b>	<b>Mitigation</b>
<i>Section Reference</i>		
<b>Traffic and Parking</b>	<ul style="list-style-type: none"> <li>• Vehicular delay is anticipated to increase at some study intersections. However, no additional locations are anticipated to operate at overall LOS F.</li> <li>• Beneficial impacts on parking with overall increased number of spaces.</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed mitigation consists of signal timing/phasing improvements at the following intersections: <ul style="list-style-type: none"> <li>○ Church Street South &amp; Columbus Avenue</li> <li>○ Church Street South &amp; Union Avenue</li> <li>○ Union Avenue &amp; Columbus Avenue/Meadow Street</li> <li>○ Union Avenue/State Street and Water Street</li> </ul> </li> </ul>
<i>Section 3.6.3</i>		
<b>Pedestrian and Bicycle Considerations</b>	<ul style="list-style-type: none"> <li>• Modest beneficial impacts for pedestrians anticipated from overall improved access. Existing bike parking, storage &amp; amenities will be impacted.</li> </ul>	<ul style="list-style-type: none"> <li>• Bicycle parking, storage &amp; amenities will be replaced. Proposed Action will be designed in consideration of future plans for the area.</li> </ul>
<i>Section 3.7.3</i>		
<b>Cultural Resources</b>	<ul style="list-style-type: none"> <li>• No Cultural Resource Impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• As design plans advance, they will be provided to SHPO for review. If construction activities uncover the remains of a structure and/or archaeological resource that has the potential to be historically significant, CTDOT's archaeologist will be called and the resource will be evaluated. Consultation with SHPO will be initiated as deemed appropriate by the qualified archaeologist.</li> </ul>
<i>Section 3.8.3</i>		
<b>Visual Resources</b>	<ul style="list-style-type: none"> <li>• No Visual Resource Impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• CTDOT will seek to reuse a portion of the decorative metal fencing currently located along Union Avenue in the site design of the Proposed Action.</li> </ul>
<i>Section 3.9.3</i>		

**Table ES-1: Summary of Impacts and Potential Mitigation Measures**

<b>Resource Category</b>	<b>Impacts</b>	<b>Mitigation</b>
<i>Section Reference</i>		
<b>Socioeconomic Resources</b>	<ul style="list-style-type: none"> <li>No adverse impacts on population, housing trends, housing choice, or EJ populations. Beneficial impacts from increase in commuter parking.</li> </ul>	<ul style="list-style-type: none"> <li>Due to the presence of a substantive percentage of Hispanic and LEP populations in the study area, CTDOT will provide meeting materials in Spanish and translation in Spanish, if requested, for the public involvement activities</li> </ul>
<i>Section 3.10.3</i>		
<b>Safety and Security</b>	<ul style="list-style-type: none"> <li>No Safety and Security impacts.</li> </ul>	<ul style="list-style-type: none"> <li>No mitigation warranted or proposed.</li> </ul>
<i>Section 3.11.3</i>		
<b>Agricultural Land and Soils</b>	<ul style="list-style-type: none"> <li>No Agricultural Land and Soils impacts.</li> </ul>	<ul style="list-style-type: none"> <li>No mitigation warranted or proposed.</li> </ul>
<i>Section 3.12.3</i>		
<b>Endangered, Threatened, or Special Concern Species or Habitats</b>	<ul style="list-style-type: none"> <li>Clearing of several sycamore trees containing cavities, which may provide suitable breeding/nesting habitat for rare avian species.</li> </ul>	<ul style="list-style-type: none"> <li>Implementation of time-of-year restriction on construction. Clear trees in winter-fall months.</li> </ul>
<i>Section 3.13.3</i>		
<b>Water Resources and Water Quality</b>	<ul style="list-style-type: none"> <li>Potential adverse impacts to water quality from stormwater discharge.</li> </ul>	<ul style="list-style-type: none"> <li>Stormwater pollution control plan and flood management certification will be completed. Runoff will be collected and treated in appropriate systems.</li> </ul>
<i>Section 3.14.3</i>		
<b>Wetlands</b>	<ul style="list-style-type: none"> <li>No Wetlands Impacts.</li> </ul>	<ul style="list-style-type: none"> <li>No mitigation warranted or proposed.</li> </ul>
<i>Section 3.15.3</i>		
<b>Hydrology &amp; Floodplains</b>	<ul style="list-style-type: none"> <li>Minor adverse impacts anticipated to the 100-year floodplain/Coastal Flood Hazard Area.</li> </ul>	<ul style="list-style-type: none"> <li>Minimize the volume of fill required on-site to achieve the design flood elevation.</li> </ul>
<i>Section 3.16.3</i>		
<b>Wild &amp; Scenic Rivers, Navigable Waters, and Coastal Resources</b>	<ul style="list-style-type: none"> <li>No Wild &amp; Scenic River or Navigable Waters Impacts.</li> <li>Minor adverse impacts anticipated to the coastal floodplain (CFHA).</li> </ul>	<ul style="list-style-type: none"> <li>Minimize the volume of fill required on-site to achieve the design flood elevation.</li> </ul>
<i>Section 3.17.3</i>		

**Table ES-1: Summary of Impacts and Potential Mitigation Measures**

<b>Resource Category</b>	<b>Impacts</b>	<b>Mitigation</b>
<i>Section Reference</i>		
<b>Public Utilities and Services</b>	<ul style="list-style-type: none"> <li>Increased demand (relative to existing) on public utilities.</li> </ul>	<ul style="list-style-type: none"> <li>New utility service connections for electric, water, sewer and telephone. Potential new connection for gas.</li> </ul>
<i>Section 3.18.3</i>		
<b>Energy Requirements</b>	<ul style="list-style-type: none"> <li>No Energy Impacts.</li> </ul>	<ul style="list-style-type: none"> <li>CTDOT will incorporate energy-efficient lighting and equipment into the design of the Proposed Action to help reduce the net increase in energy consumption associated with the new parking structure and systems.</li> </ul>
<i>Section 3.19.3</i>		
<b>Pesticides, Toxic or Hazardous Materials</b>	<ul style="list-style-type: none"> <li>No adverse impacts from solid waste, pesticides or toxic materials.</li> <li>Potentially contaminated soils on-site. Temporary handling of toxic &amp; hazardous waste during the construction period (see below).</li> </ul>	<ul style="list-style-type: none"> <li>Sampling, analysis and proper disposal of potentially contaminated soil.</li> <li>Excavated soils will be managed consistent with <i>General Permit for Contaminated Soil and/or Sediment Management (Staging &amp; Transfer)</i>.</li> </ul>
<i>Section 3.20.3</i>		
<b>Soils and Geology</b>	<ul style="list-style-type: none"> <li>No Soils and Geology Impacts.</li> </ul>	<ul style="list-style-type: none"> <li>No mitigation warranted or proposed.</li> </ul>
<i>Section 3.21.3</i>		
<b>Construction-Related</b>		
<i>Section 3.23</i>		
<b>Traffic</b>	<ul style="list-style-type: none"> <li>Disruption in normal traffic flow and circulation patterns, resulting in minor travel delays.</li> </ul>	<ul style="list-style-type: none"> <li>Implement traffic management plan including construction phasing and parking (see below).</li> <li>Establish haul routes and staging areas.</li> <li>Define permissible hours of work and detour routes.</li> <li>Post detour wayfinding signage.</li> <li>Direct traffic with uniformed traffic-persons or other traffic controls.</li> </ul>

**Table ES-1: Summary of Impacts and Potential Mitigation Measures**

<b>Resource Category</b>	<b>Impacts</b>	<b>Mitigation</b>
<i>Section Reference</i>		
<b>Parking</b>	<ul style="list-style-type: none"> <li>• Impacts from loss of 260-space parking lot.</li> <li>• Parking in existing garage impacted on limited basis for construction of garage connections.</li> <li>• On-street parking impacted for short durations due to lane closures, construction vehicle staging, and utility work.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide temporary parking accommodations.</li> <li>• Implement a public information program to notify public about major project progress and changes to parking availability.</li> </ul>
<b>Pedestrians &amp; Bicyclists</b>	<ul style="list-style-type: none"> <li>• Temporary closures of existing sidewalks on Union Avenue.</li> <li>• Displacement of bicycle parking facilities at Union Station.</li> </ul>	<ul style="list-style-type: none"> <li>• Re-route pedestrian traffic, with wayfinding signage.</li> <li>• Provide temporary bicycle parking facilities.</li> </ul>
<b>Transit</b>	<ul style="list-style-type: none"> <li>• Temporary disruptions to bus service.</li> </ul>	<ul style="list-style-type: none"> <li>• Coordinate with transit service providers to minimize impacts.</li> </ul>
<b>Air Quality</b>	<ul style="list-style-type: none"> <li>• Localized impacts from diesel-powered construction vehicle exhaust, motor vehicle exhaust from traffic congestion, and fugitive dust emissions.</li> </ul>	<ul style="list-style-type: none"> <li>• Manage emissions through proper operation and maintenance of construction equipment.</li> <li>• Prohibit excessive idling of engines.</li> <li>• Manage fugitive dust control through best management practices.</li> </ul>
<b>Noise</b>	<ul style="list-style-type: none"> <li>• Minor adverse impacts from construction noise are anticipated.</li> </ul>	<ul style="list-style-type: none"> <li>• Limit duration and intensity of noise by using mufflers. Daytime construction will be maximized and nighttime construction activities will be limited to the greatest extent practicable.</li> </ul>

**Table ES-1: Summary of Impacts and Potential Mitigation Measures**

<b>Resource Category</b>	<b>Impacts</b>	<b>Mitigation</b>
<i>Section Reference</i>		
<b>Stormwater and Water Quality</b>	<ul style="list-style-type: none"> <li>• Potential water quality degradation from stormwater discharge.</li> </ul>	<ul style="list-style-type: none"> <li>• Implement stormwater pollution control plan developed in accordance with 2002 Connecticut Guidelines for Erosion and Sedimentation Control (CTDEEP, 2002).</li> <li>• Prevent and minimize sedimentation, siltation, and/or pollution of nearby surface water bodies and off-site wetlands.</li> <li>• Design in conformance with the Connecticut Stormwater Quality Manual (CTDEEP, 2004).</li> </ul>
<b>Hazardous Materials</b>	<ul style="list-style-type: none"> <li>• Potential impacts from construction machinery fuels, maintenance fluids, paints, solvents, and other hazardous/toxic materials.</li> <li>• Project area is considered an “Area of Environmental Concern”</li> </ul>	<ul style="list-style-type: none"> <li>• Task 310 Plans, Specifications and Estimate will be required to assess the construction-related activities associated with the project and to ensure compliance with all applicable local, state, and federal laws, regulations, and guidance.</li> <li>• Potentially contaminated soils will be managed consistent with <i>General Permit for Contaminated Soil and/or Sediment Management (Staging &amp; Transfer)</i>.</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>• Avoid and minimize impacts to construction workers and the public.</li> </ul>	<ul style="list-style-type: none"> <li>• Adhere to CTDOT’s policy on work zone safety.</li> </ul>
<b>Utilities</b>	<ul style="list-style-type: none"> <li>• Temporary utility outages anticipated to connect new services, install new or relocate infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• Coordinate outages with utility providers and communicate plans with the City and affected public.</li> </ul>

**Conclusion**

The Proposed Action will meet the purpose and need of the project by providing additional parking supply available at Union Station. The Proposed Action has the potential to result in adverse environmental impacts. However, with mitigation measures in place as identified in Table ES-1, no significant impacts are anticipated to remain as a result of the Proposed Action.

Comments received during the public review period for the EIE will be considered in making a record of decision on the Proposed Action.

### **Public Involvement**

A Notice of Scoping for the Proposed Action was published in the Council on Environmental Quality (CEQ) Environmental Monitor on November 17, 2015 (presented in Appendix A), and a Public Scoping meeting was held at the Union Station Balcony, Union Avenue, New Haven on December 15, 2015. Public comments received during the 45-day comment period generally included concerns about creating intermodal opportunities at Union Station by including a bus depot in the Proposed Action.

A summary of the Public Scoping meeting and agency comment review letters are included in Appendix A.

A Public Hearing is scheduled for 6:00 pm on June 6, 2016 at Gateway Community College, 20 Church Street, New Haven, CT 06510. The public is encouraged to submit any comments on the EIE on or before July 5, 2016 to the attention of:

Mr. Mark W. Alexander  
Transportation Assistant Planning Director  
Bureau of Policy and Planning  
Connecticut Department of Transportation  
2800 Berlin Turnpike  
Newington, CT 06131  
dot.environmentalplanning@ct.gov



# APPENDIX F

*EIE Errata Sheet*

**Union Station Parking Garage**  
New Haven, Connecticut

*State Project No. 301-114*



*Prepared for:*  
**Connecticut Department of Transportation**

**October 2017**



### Errata to the EIE dated April 2016

<b>EIE Section</b>	<b>Page</b>	<b>Revision</b>
1.1	1-1	Project Description. Revise last sentence of first paragraph to read: The project will effectively increase parking supply at Union Station by approximately 673 parking spaces after accounting for parking adjustments in the existing garage.
1.1	1-1	Project Description. Revise the first sentence of the fourth paragraph to read: The proposed project will link the new parking garage to the existing garage with a pedestrian connection on each level, and with a vehicular bridge connection on up to two levels.
1.1	1-5	Project Description. Revise the second sentence of the last bullet to read: The pedestrian bridge will ultimately link the station parking complex (comprised of the new parking garage and existing parking garage) to four existing train platforms.
1.2	1-5	Background. Revise the last sentence of the third paragraph to read: The current lease expires June 30, 2017 at which time a three-year lease extension takes effect.
1.3	1-7	Purpose and Need. The first sentence of the last paragraph should read: The Proposed Action will yield a total parking supply of approximately 1,817 spaces (approximately 1,000 spaces in the proposed garage, plus 884 spaces in the existing garage, less parking adjustments in the existing garage).
2.2	2-1	Build Alternative. The second sentence of the first paragraph should read: The Build Alternative will create approximately 673 new parking spaces for the station.
2.2	2-2	Build Alternative. The first sentence of the third bullet on this page should read: Vehicular bridge connections between the proposed and existing garages will be provided on the third and/or fifth levels.
2.2	2-2	Build Alternative. The fifth bullet on this page should read: There will be three elevators in the core to provide access between all levels.
2.2	2-2	Build Alternative. The tenth bullet on this page should read: A transit stop or transit lane will be provided on Union Avenue along the frontage of the proposed garage with adequate space for up to three typical 40-ft buses. A passenger waiting area with full-length canopy, direct stair access to the proposed garage, and amenities is being considered along the frontage of the proposed garage to complement the transit provisions.
2.2	2-3	Build Alternative, other potential design opportunities. The second bullet from the top of this page should read: A transit lane along the frontage of the existing garage to accommodate additional transit operations proximate to the station.

<b>EIE Section</b>	<b>Page</b>	<b>Revision</b>
3.5.2	3-28	Impact Evaluation. The fourth and fifth sentences of the second paragraph should read: The proposed transit stop/transit lane in front of the proposed garage will expand accommodations for intra-city buses and other transit services. There is also an opportunity to coordinate this improvement with a transit lane currently being considered by the City of New Haven in front of the existing garage; this opportunity will be further explored with the City during design.
3.6.2.3	3-41	Parking. The third sentence should read: The Proposed Action also includes provisions for a transit stop/transit lane in front of the proposed garage.
3.7.2	3-47	Impact Evaluation. The fourth sentence is to be deleted.
3.7.3	3-47	Mitigation. This paragraph should be replaced with the following: CTDOT will provide the same proportion of bicycle-to-vehicle parking spaces in the proposed parking garage complex as currently exists at the existing parking garage. The resultant number of bicycle parking/storage spaces will be approximately 240, or an increase of approximately 100 spaces over the existing condition. The plans for the project designate a single area on the ground floor of the existing garage for the bicycle parking/storage facility. The details of the facility (such as amenities, type of racks, security measures) will be further defined during subsequent final design phases.
3.8.3	3-50	Mitigation. The following should be added to the first paragraph: Additionally, CTDOT is committed to collaborating with City of New Haven representatives during the design stages of the project to reach agreement on the proposed garage aesthetic.

