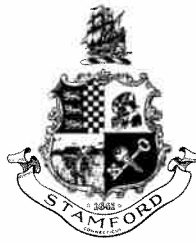


Mayor
MICHAEL A. PAVIA



DIRECTOR OF ADMINISTRATION
FREDERICK C. FLYNN, JR.

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CITY OF STAMFORD
OFFICE OF ADMINISTRATION
888 WASHINGTON BOULEVARD
P.O. BOX 10152
STAMFORD, CONNECTICUT 06904-2152

Date: June 15, 2010

To: Board of Representatives
Planning Board
Board of Finance

From: Frederick C. Flynn, Jr., Director of Administration

Re: **Public Hearing—Meeting Minutes: Proposed Discontinuance of a Portion of Henry Street (West End)**

As required under Section C8-60-4 of the Charter, I conducted a public hearing yesterday regarding the proposed discontinuance of a portion of Henry Street. The following minutes (including attachments) serve as a summary of that meeting.

Present: Frederick C. Flynn, Jr., Director of Administration
Laure Aubuchon, Director of Economic Development
Approximately 15 members of the public (speakers noted below)

Mr. Flynn, Director of Administration, called the hearing to order at approximately 12:05 p.m. Public notice and individual property owner notifications were previously distributed.

Nine people spoke at the public hearing, with the majority expressing opposition, primarily due to concerns about the potential adverse traffic implications. The following is a brief summary of each speaker's comments:

Mr. Jeffrey Newman, Executive Vice President of Malkin Properties, spoke in opposition to the proposed action, primarily citing questions and concerns about the actual need to abandon Henry Street and the implications of traffic planning alternatives, uncertainty regarding the availability and specified intended use of federal TIGER grant funding, and insufficient analysis by the City of the potential long term traffic and parking implications. A copy of the letter submitted by Mr. Newman, on behalf of Malkin Properties and related companies, (which addresses these and other objections in more detail) is attached. (Attachment A.)

Mr. Virgil de la Cruz, a local property owner and resident, although indicating general support for the Gateway project, spoke in opposition to the proposed street discontinuance, primarily due to concerns about its local traffic implications, its restrictive impact on future traffic improvement options, and the uncertainty of the promised improvements to Pulaski Bridge and Washington Boulevard. A copy of the written material he submitted is attached. (Attachment B.)

Mr. Maurice Nizzardo spoke in opposition on behalf of the Gillan family, local long term residents, who he indicated will incur a hardship impacting the use (including available parking) of their property as a result of the proposed discontinuance.

Mr. Roland Lesperance, a local resident, spoke in opposition due to concerns about the potential adverse traffic implications.

Mr. Jack Condlin, President of the Stamford Chamber of Commerce, spoke in support of the proposed discontinuance, citing both the opportunity it potentially affords to widen Pulaski Street and Washington Boulevard and the long term economic benefits to the City of the development of the South End.

Ms. Glenda Blume, President of the Waterside Coalition, representing the Southfield Point Association, spoke in opposition of the proposed street discontinuance due to traffic concerns and the absence of a clear plan to widen Pulaski Street.

Attorney Michael Cacace, representing Pitney Bowes, spoke in opposition to the proposed discontinuance, primarily due to concerns about the absence of a comprehensive plan addressing existing and future mobility in the South End, potential near term traffic implications, and whether the developer is paying a fair market value for the property. A copy of the letter submitted by Mr. Cacace (which addresses these and other objections in more detail) is attached. (Attachment C.)

Ms. Karen Murphy, a local citizen, spoke in opposition to the proposed street discontinuance, raising questions about the legality of the proposed street discontinuance process (based on her opinion that the “sale of municipal property” falls under Charter Section C6-30-13 not Section C8-60-1), and expressing concerns primarily about the valuation of the property, the lack of a comprehensive traffic study, and the City’s financial ability to afford potentially expensive street improvements. (Note: The legal question raised by Ms. Murphy is in the process of being reviewed by the Administration.)

Mr. Joseph Tarzia, a local citizen (who also serves as Chairman of the Board of Finance) discussed his long standing concerns about the status of the Pulaski Street Bridge while indicating he was reserving judgment on the proposed street discontinuance subject to further information and review.

Mr. John Freeman, General Counsel to the Harbor Point development, distributed a copy of the letter (attached) from the Harbor Management Commission which Mr. Condlin referred to during his remarks. (Attachment D.)

There being no other speakers, Mr. Flynn adjourned the hearing at approximately 1:10 p.m.

cc: Michael A. Pavia, Mayor
L. Aubuchon
M. Larobina
S. Richards

Attachments:

A: Malkin letter

B: de la Cruz handout

C: Cacace letter

D: Harbor Management letter

A



Via Hand Delivery
and E-Mail

June 14, 2010

Frederick C. Flynn, Jr.
Director of Administration
City of Stamford
888 Washington Boulevard
Stamford, CT 06904

RE: Comments concerning Application for Abandonment of West Henry Street, submitted by HP Gateway Land I, LLC and HP Gateway Land II, LLC (“Gateway”), Director of Administration Memo and Mayor’s Report with respect to the proposed discontinuance of West Henry Street, each dated June 3, 2010, and Director of Operations Report dated May 25, 2010, and Memo from Engineering Bureau dated November 23, 2009, further to the Board of Representatives’ Resolution No. 3310 dated August 3, 2009.

Dear Mr. Flynn:

This letter is written on behalf of Malkin Properties of Connecticut, Inc., One Station Place Limited Partnership (owner of Metro Center, located at One Station Place, on the corner of Station Place and Washington Boulevard), First Stamford Place SPE LLC, (owner of First Stamford Place, located at Greenwich Avenue adjacent to the Hilton Hotel), Stamford Metro Green Apartments LLC (owner of the 50 unit residential rental building at 84 Henry Street), and BBSF, LLC (owner of the balance of the 5+ acre Metro Green site, located between Station Place, Washington Boulevard, and Atlantic and Henry Streets). These entities collectively constitute the owners and operators of 1.1 million square feet of existing multi-tenanted office space, fifty (50) units of existing residential units, 325,000 square feet of approved future office space, and 188 future additional residential units (including a fifty-unit building on Atlantic Street now in the design and planning phase), located adjacent to the Stamford Transportation Center (STC) and Interstate 95 (I95), and accessed by state and local roadway network surrounding and servicing I95 and the STC.

This letter also advocates for the interests of the approximately 3,000 employees of major tenant companies currently housed within Metro Center and First Stamford Place, all of whom from time to time travel to and from work at those office buildings via the state and local roadway network surrounding and servicing I95 and the STC, and for whom mobility and tolerable commuting times are essential. This letter also advocates for the future, as yet undetermined employees who will be housed in Metro Tower, our 325,000 square feet office tower to be built directly at the STC.

Whatever happens on the Gateway Site's location will impact access-egress to the STC, the very lifeblood of Stamford, as well as access-egress to the entire South End. Given our decades-long presence as an owner and operator of property in Stamford, and our intention to continue as a long term owner/operator in Stamford, we have taken an active role to protect against an improper scope of development and inadequate traffic consideration of the Gateway site. Our involvement commenced long before acquisition of the Gateway site by the current applicant and includes conversations with predecessors Manger Estate, Royal Bank of Scotland, Advanced Realty, and Antares.

Aside from our own time, we have engaged outside experts to review existing and proposed development plans in and around the STC and the South End generally and their impacts on access to and circulation around the STC and the South End. We have engaged third party traffic experts and have delivered to the City the work product they have presented to us.

Without limiting our right to raise other, additional items or issues of concern, the following synthesizes our preliminary objections to the abandonment of West Henry Street, as contemplated by Gateway's application for total roadway discontinuance and the Director of Administration and Mayor's Reports with respect thereto:

- Development of the Gateway site to an appropriate scale and for an appropriate mix of uses does not require abandonment by the City or inclusion by Gateway of the existing public roadway known as West Henry Street. The Mayor's Report states that "[t]he proposed discontinuance will allow two parcels to be *joined to form the complete project* known as Gateway..." and that "without the discontinuance the development will not proceed *as planned.*" [emphases added]. Just because the developer has proposed that all of West Henry Street be incorporated into its preliminary overall project plan does not mean that such full abandonment is necessary in order for Gateway to effect development and construction of a right-sized, right-scoped mixed use, transit-oriented project which would generate the desired "creation of a sizeable number of new jobs to Stamford and significant additional property tax revenues", which objectives are referenced in the conclusion to the Mayor's Report;
- The applications for federal stimulus grant monies as referenced in the Mayor's Report include a number of private-City partners (including the undersigned and Harbor Point ownership exclusive of Gateway), and we do not agree that abandonment of West Henry Street for the Gateway site will in any way enhance the prospects for federal funding of TIGER grant applications, and very much doubt that the terms of a grant would permit funding to be used first to improve the Atlantic and Henry Street intersection (and disagree that such funding should be used first for such purpose rather than for the Atlantic Street underpass and other more pressing transportation infrastructure needs).

- Mani Poola's memo to Norman Cole of June 24, 2007 identifies Henry Street as a key east-west artery, and indicates that extending Henry Street across the west branch north of Pulaski Street with a new bridge across the river will significantly minimize adverse impacts from development of the Gateway site. Since this memo from City staff, and other planning studies, including the South End Transportation Committee ("SETC") study, have referenced significant benefits to be derived, and adverse impacts to be mitigated, from future extension of West Henry Street over the Mill River to Greenwich Ave, there are serious questions as to whether and why the City would ever foreclose its option to effect such an extension by moving forward on total abandonment of West Henry for the Gateway project as contemplated by the current application;
- Gateway has proposed "swapping" portions of property along Washington and Pulaski (in exchange for acquisition of title to and use of West Henry for project development) in order to facilitate road improvements to Washington and Pulaski. However, Gateway does not own all of the property bounding Washington and Pulaski, and the absence of such full ownership precludes full widening of those roadways (notwithstanding that any successful future widening would leave Washington Boulevard misaligned as explained below);
 - Gateway's proposed "swapping" of properties differs materially from the land swap effected in connection with the Metro Green project:
 - Rockland Court and Rockland place provided a duplicative connection between Henry and Atlantic, and the taking of those roadways still permitted direct access to and from Henry and Atlantic;
 - For Metro Green, the applicant owned all of the land alongside Atlantic and Henry being exchanged for roadway widening, thereby enabling full widening of the subject roadways alongside the Metro Green site;
- While Gateway's application transmittal indicates that its request for roadway discontinuance is part of proposal "which includes working with the City and the State of Connecticut Department of Transportation to improve parking and traffic circulation, in and around the [STC]", the City has not yet commissioned any independent traffic impact study of the area surrounding the STC (including, without limitation, east-west crossings for the area beyond directly west of the Urban Transit-way and the STC), nor does the pending City-Stantec-Beyer Blinder Belle study commissioned by the Board of Reps incorporate in its scope any assessment of, or recommendations relating to, traffic distribution/circulation or commuter parking at the STC or regarding optimal east-west crossings to and from the area directly west of the Urban Transit-way and the STC. The SETC study identified extending Henry Street over the West Branch as a better alternative because Henry Street would be a comprehensive east/west cross street through the entire South End peninsula;

- Consideration of an application for full abandonment of West Henry Street is premature and unnecessary, and any final disposition of such an application should certainly await completion by an independent traffic consultant of a study, commissioned on behalf of the City, of traffic impacts from new development around the STC and recommendations for optimal east-west crossings for the area directly west of the STC and the Stamford Urban Transit-Way, as well resolution of pending legislative “standoff” between the Governor and the Stamford delegation of the State legislature regarding replacement of the State commuter parking garage, and full and final approval and implementation by all necessary governmental agencies (including full funding by the State Bonding Commission) of an action plan for replacement of such State commuter parking garage (including final resolution of whether/where replacement and/or net additional commuter parking is to be sited);
- Gateway has advocated for roadway discontinuance on the basis that it has been working with the City and the State of Connecticut Department of Transportation to improve parking and traffic circulation, in and around the STC. But (a) no agreement has been reached with the State of Connecticut Department of Transportation for replacement of any of the State’s Station Place commuter parking garage spaces on applicant’s property, nor has the State of Connecticut Department of Transportation in any way committed itself to place replacement of commuter spaces on the Gateway site and (b) Stantec/Beyer Blinder Belle’s comprehensive master plan improvement study for the STC, as commissioned by the City Board of Reps, which has not yet been finalized and has not yet been approved by the City, does not make this recommendation either;
- Aside from the fact that the Pulaski Street Bridge is in deteriorating condition and of insufficient capacity to support any significant increase in traffic (such as will result from development of the Gateway site), Pulaski Street has as its eastern terminus (eastern side of Washington Boulevard) the Holy Name of Jesus Church, whereas Henry Street extends all the way east to Canal Street and may therefore constitute a more sensible long term “east-west” crossing point over the Rippowam River than Pulaski Street (again, it is our position that the City should, in advance of any action to abandon West Henry Street, commission an independent and reputable third-party traffic consultant’s analysis of aggregate future impacts on vehicular traffic circulation and access-egress to and from the STC resulting from (a) full use and occupancy of existing development sites, (b) full construction, use and occupancy of already approved but not yet built development sites, and (c) full approval, construction, use and occupancy of proposed new development sites (including recommendations for optimal east-west crossings between STC and points west across the Mill River and preservation/supplementation/abandonment of prospective sites for same).

- Given the direct and significant impacts on vehicular traffic circulation and access to and from the STC flowing from any development of the Gateway site for commercial office and/or public commuting uses, approval of an application for full abandonment of West Henry Street (thereby eliminating potential for its future use as an east-west crossing between Washington Boulevard to Greenwich Avenue) should be preceded or accompanied by (a) reconstruction and widening of the Atlantic Street Underpass portal, (b) reconstruction and widening of the Greenwich Avenue Underpass portal, (c) reconstruction and full widening of the Pulaski Street Bridge (memos from Ben Barnes, former Director of Operations, dated 11/13/09 and from Ed Gentile of Engineering both note the need for further discussion of several significant transportation issues including but “not limited to expansion/rehabilitation of Pulaski Street Bridge”, but neither the Mayor’s Report nor the Director of Administration’s Report make any reference to the Pulaski Street bridge or any contemplated expansion/widening/rehabilitation improvements for same or for a roundabout or other improvements to the intersection of Pulaski Street and Greenwich Avenue), (d) reconfiguration of the Pulaski and Greenwich Streets intersection, and (e) final resolution of replacement parking, including location(s) and number of total spaces, for the deteriorating State commuter parking garage on Station Place (of course, it has been acknowledged by City staff that public commuter parking in replacement of the 700-800 spaces at the existing STC garage should be dispersed amongst sites located alongside the Urban Transit-way, Henry Street, and Atlantic Street, which have better access and egress, rather than placed at Gateway with its constrained and limited vehicular access and egress by virtue of its virtual landlocked present condition).
- There should be additional consideration of an extended Henry Street for more general use for access to the South End and the STC and new STC parking. Such consideration is especially critical because of the following site-specific factors relative to Gateway:
 - The Gateway site is (a) bifurcated by Henry Street, (b) bounded to the north by the railroad tracks, (c) bounded to the west by the river, (d) bounded to the south by Pulaski Street (which crosses the Mill River at a deteriorating, deficient and under-capacity bridge) which feeds into a capacity-constrained Greenwich Avenue intersection which bottlenecks at the railroad underpass just south of the entrance to First Stamford Place and the Hilton Hotel, and (e) bounded to the east by Washington Boulevard. The site is effectively land locked except for Washington Boulevard;

- To enter the site will require a left turn across traffic or a right turn off Washington Boulevard or a left turn across traffic or a right turn off Pulaski Street. To exit the site will require a left turn across traffic or right turn onto Pulaski or a left turn across traffic or a right turn onto Washington Boulevard. All turns to enter or exit the site which move across traffic will materially disrupt existing traffic flows. All turns to enter or exit the site which do not move across traffic will necessitate additional movement which will cut across traffic and materially disrupt existing traffic flows;
- There can be no widening of the eastern side of Washington Boulevard as the perimeter of Metro Center's underground garage extends out to the street line. Any widening of the western side Washington Blvd will not align with the Washington Boulevard underpass;
- Given the foregoing site-constraints and physical conditions and limitations inherent to the Gateway site, traffic in and out of this site will immediately impact access to and from the STC and the South End;
- The FAR/density of proposed office use (475,000 square feet of office in two ten story office towers), and the number of permanent on-site parking spaces for peak-business day travel trips in and out of the Gateway site, as contemplated by the Gateway's current applications (1,900 spaces, of which 1,625 are for office/workday commuters) is many multiples in excess of what the site and adjacent roadway network serving I95 and the STC can now support;
- Failure to limit the number of vehicles which access and egress this site will not only adversely impact many thousands of Stamford residents and commuters and their access to/from the South End, but will also adversely impact exit flows off I95 and access and egress to and from Washington Boulevard north to RBS, UBS, Stamford Towers, and Stamford Government Center, and the Atlantic Street underpass to the east. There is a real risk that the density and number of cars for office-commutation as proposed by the Gateway's current development plan will cause total failure at the intersections around the Transportation Center on Washington Boulevard, the Washington Boulevard underpass, North and South State Street, and access ramps to I-95.

In summary, Gateway can provide property needed to access the site without discontinuance of West Henry Street, and such discontinuance would trade off foreclose and trade away the opportunity to effect comprehensive improvements for the potential benefit of the entire south end for additional/unnecessary and excessive FAR for a single egress-constrained project. Certainly, to the extent that West Henry Street is partially or fully abandoned, then:

Frederick C. Flynn, Jr.

June 14, 2010

Page 7 of 7

- as noted by Land Use Bureau Chief Robin Stein's Pre-App Report dated April 22, 2010, given that "[t]he massing and scale of buildings and elevated plaza deck [proposed by Gateway] create a "superblock" character that is contrary to current urban planning, disrupts the street grid and is abusive to the architectural character and scale of the surrounding neighborhood [,] [t]his [impact] can and should be mitigated by keeping open the Henry Street right of way to maintain pedestrian and visual access through the site to the waterfront park."
- Gateway should not only be required to pay for all improvements on its own site and make a fair share contribution for the improvements which fall off its site, but should also supplement such contribution with reasonable consideration for the fair market value of property abandoned by the City, separate from Gateway's fair share contribution towards the realignment of the Henry-Atlantic Streets intersection.

Thank you for having given us the opportunity to share these summary and preliminary comments.

Very truly yours,

One Station Place, Limited Partnership

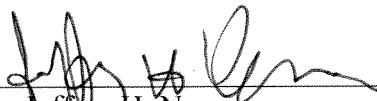
First Stamford Place SPE LLC

Stamford Metro Green Apartments LLC

BBSF, LLC

Malkin Properties of Connecticut, Inc. (as authorized agent for all above named entities)

By:



Jeffrey H. Newman

Executive Vice President

cc:

Robin Stein

Norman Cole

Laure Aubuchon

Members Planning Board

Members Board of Finance

Joshua Lecar

Anthony E. Malkin

Thomas P. Durels

Jeff/gateway letters/gtwywheny61410

GATEWAY PROJECT-HENRY STREET DISCONTINUANCE

B

SUPPORT PROJECT IN GENERAL

OPPOSE DISCONTINUANCE OF HENRY STREET:

NOT REQUIRED TO PROCEED WITH PROJECT ESSENTIALLY AS PLANNED.

only 4 parking spaces affected out of 1,899- General Development Plan, Exhibit 1.

DISCONTINUANCE OF HENRY WILL FOREVER FORFEIT SOME FUTURE NECESSARY TRAFFIC IMPROVEMENT OPTIONS.

PROMISED IMPROVEMENTS TO PULASKI STREET, BRIDGE, AND WASHINGTON BLVD. UNCERTAIN:

City relinquishes western end parcel of Henry Street (value \$900,000).

Developer pays \$500,000 for the parcel and agrees to:

enhance access to his site with partial road improvements to Pulaski Street and the Washington Blvd. corner.

dedicate land and easements for present and future widening of Pulaski Street and pedestrian access to the Mill River (note possible conflict on Exhibit 1.)

partner with the City to solicit a Federal grant for transit and other road improvements.

Subject to terms of such grant, if received, developer agrees that Federal funds are first to be used to improve the Atlantic and Henry Street intersection.

What about Pulaski Street and its bridge widening?

What about the Greenwich Avenue Corridor Improvement project?

(integral parts of the traffic problems)

What about the boardwalk connector to the Mill River corridor?

Developer does not control properties required to implement essential improvements, Exhibit 1.

Given the current traffic problems, essential traffic improvement projects must be fairly certain, not distant possibilities when and if something else materializes. Should these expectations not materialize, the ultimate cost to the City could be enormous.

Stantec, City's own traffic consultant, advised that the City "demand" traffic mitigation projects to address congestion around the train station, Exhibit 2.

NEED TO EXTEND (as previously proposed), NOT DISCONTINUE HENRY STREET:

Developments now in progress and proposed will lead to substantial increase over already congested vehicular traffic [Tighe & Bond (PB), Stantec (City), and Beta Group (Developer), traffic studies]

Such potential gridlock can propagate outward, impairing the viability of other potential development sites.

The Beta Group study (as other studies) show key intersections failing, at service levels "D", "E" and "F", the lowest possible levels of service (LOS). And that is with an arguable 30% transit credit, Exhibit 3.

Pulaski Street, the only crossing over the harbor channel south of I-95, is at best cumbersome, especially during rush hours. Further aggravating this condition, the Beta Group study proposes a driveway (not shown on the General Development Plan, Exhibit 1.) from the Gateway site to Pulaski Street, (at page 22, item 4, Exhibit 3).

Henry Street is the only realistic option for a needed second crossing over the channel, and to enhance the connection between Waterside and the South End.

Will relieve potential traffic overload on Pulaski Street.

Henry and Pulaski Streets would back up each other when one is closed due to accidents, road, or utility work.

Ensures availability of at least one crossing at all times for the public and, more importantly, for first responders. A public safety issue.

Viability of Gateway Project Doubtful Without A Second Point of Entry:

Imagine current traffic around the train station, already a recognized problem, add 1,899 additional vehicles plus ancillary traffic (taxis, car poolers, drops or picks, deliveries, etc.) all transiting only from Washington Blvd. during rush hours. Imagine massive gridlock propagating to other key roadways.

City's own traffic consultant, Stantec, advised that to reduce vehicular traffic congestion around the train station, the City "demand" mitigation projects, Exhibit 2.

City's and developer's partnership for soliciting a Federal grant should be redirected towards the extension of Henry Street, in addition to widening

Pulaski Street and its bridge, the Henry Street/Washington Blvd. intersection, and the Greenwich Avenue Corridor Improvement project.

LAST BUT NOT LEAST:

The potential monetary and civic costs to the City for abandoning this opportunity to extend Henry Street are truly incalculable.

Avenues, boulevards, and streets are the threads that stitch the fabric of a city together. There are no other realistic opportunities to enhance the physical connection between Waterside and the South End, and the connection of the residential and commercial inhabitants of the Gateway site to other sections of the City.

Abandoning a street, due to its impacts on the fabric of a city, is an action that merits extensive consideration. Due to such impacts, even New York City chose to restore parts of the street grid around the World Trade Center in the reconstruction of that site.

IN CONCLUSION:

Henry Street must not be discontinued, but extended as previously proposed. The Board's resolution to discontinue Henry Street should be reconsidered and rescinded.

Vehicular Traffic Congestion

Possible Solutions:

- Modify Station Place
- Traffic Mitigation Projects
- Demand Mitigation Projects

4.0 TRAFFIC CAPACITY ANALYSIS

Capacity analyses were conducted to assess the quality of traffic flow at each of the study intersections. Analysis was performed for the morning and afternoon peak hours under 2008 Existing, 2008 Background, 2013 Background, and 2013 Build conditions. These analyses were performed using the Synchro traffic analysis software (Version 6, Build 614), which is analysis software accepted by ConnDOT and the City of Stamford. The process involved modeling the network and future mitigations which allow the development of traffic performance measures.

Intersection performance is evaluated in terms of Level of Service. The following section discusses this evaluation and presents analysis results.

4.1 Level of Service Criteria

The capacity analysis was conducted in conformance with the procedures described in the *Highway Capacity Manual 2000 (HCM)*. The analysis utilizes traffic volumes, intersection geometry, and traffic controls at an intersection to develop a Level of Service (LOS) rating from A through F. The rating indicates how the intersection is expected to operate, or the quality of the driving conditions. LOS A represents the best operating conditions with little or no delay, while LOS F represents poor operating conditions with high delay.

Table 1 provides the level of service and the delay threshold criteria for both signalized and unsignalized intersections.

Table 1: Intersection Level of Service Criteria

Category	Average Vehicle Delay (seconds per vehicle)	
	Unsignalized Intersections	Signalized Intersection
A	0.0 - 10.0	0.0 - 10.0
B	10.1 - 15.0	10.1 - 20.0
C	15.1 - 25.0	20.1 - 35.0
D	25.1 - 35.0	35.1 - 55.0
E	35.1 - 50.0	55.1 - 80.0
F	> 50	> 80

source: Highway Capacity Manual, Transportation Research Board, Washington DC; 2000

4.2 Level of Service Analysis Results

Tables 2 and 3 summarize the results of the Level of Service analysis for the weekday morning and afternoon peak hours with 30% transit credit. A detailed discussion of the proposed development project is included in the discussion of results following the tables.

**Table 2: Intersection Capacity Analysis Summary – Weekday Morning Peak Hour
(30% Transit Credit)**

Intersection	Overall Intersection Level of Service			
	2008 Existing	2008 Background	2013 Background	2013 Build
Washington Boulevard at Richmond Hill Avenue	B	E	E	E
Washington Boulevard at North State Street	B	C	D	D
Washington Boulevard at South State Street	C	C	C	D
Washington Boulevard at Station Place	B	B	C	C
Washington Boulevard at Henry Street	C	B	B	B
Washington Boulevard at Pulaski Street	C	B	B	B
Atlantic Street at North State Street	C	E	F	F
Atlantic Street at South State Street	D	F	F	F
Atlantic Street at Station Place/Dock Street	C	C	C	C
Atlantic Street at Henry Street	B	D	C	D
Greenwich Avenue at Richmond Hill Avenue	B	B	B	B
Greenwich Avenue at South State Street	C	C	C	C

**Table 3: Intersection Capacity Analysis Summary – Weekday Afternoon Peak Hour
(30% Transit Credit)**

Intersection	Overall Intersection Level of Service			
	2008 Existing	2008 Background	2013 Background	2013 Build
Washington Boulevard at Richmond Hill Avenue	B	C	E	E
Washington Boulevard at North State Street	C	F	F	F
Washington Boulevard at South State Street	E	F	F	F
Washington Boulevard at Station Place	A	B	B	D
Washington Boulevard at Henry Street	C	B	C	D
Washington Boulevard at Pulaski Street	C	C	C	C
Atlantic Street at North State Street	C	D	D	D
Atlantic Street at South State Street	D	F	F	F
Atlantic Street at Station Place/Dock Street	C	C	D	D
Atlantic Street at Henry Street	D	F	F	F
Greenwich Avenue at Richmond Hill Avenue	B	B	B	B
Greenwich Avenue at South State Street	C	C	C	C

As indicated in *Tables 2 and 3*, the additional background traffic volume growth from the 2008 Background condition to the 2013-FullBuild results in degradation of Level of Service at some locations. However, these results also indicate that the mitigation proposed by The Gateway project address its impacts. The analysis also shows that there are continuing capacity deficiencies along Washington Boulevard at North and South State Streets, and Richmond Hill Avenue. These areas are due largely to traffic from other developments and the existing signal phasing. Atlantic Street and Henry Street shows LOS F conditions during the afternoon peak hour, which is due to offset intersection alignment (not traffic solely generated by this project). Further, capacity issues along Atlantic Street are due primarily to the restricted width of the Railroad Bridge at South State Street.

5.0 PROPOSED TRANSPORTATION IMPROVEMENTS

Several transportation improvements have been proposed as part of the Gateway development project. The proposed improvements will facilitate the flow of traffic from this as well as nearby development projects. The Improvements have been included in the 2013 Build Synchro capacity analysis; see *Tables 2 and 3*, for details.

Transportation Improvements

- Washington Boulevard
 1. Washington Boulevard will be widened from Station Place to Pulaski Street to provide two through lanes in each direction, as well as a southbound right turn lane from Washington Boulevard to Gateway in order to enter the new building parking facility.
 2. Washington Boulevard at Gateway; the access drive to the Gateway Project will be constructed with extensive throat length and two exiting lanes.
 3. Pulaski Street will be widened to provide for a two lane approach at Washington Boulevard. This widening will provide a left turn storage lane and right turn lane for traffic approaching Washington Boulevard.
 4. Access to the Gateway facility and Residential Units will be provided on Pulaski. This driveway will be 3 lanes wide and provide for alternating use of the center lane. In the AM two lanes in will be provided and this will be converted to two lanes exiting in the PM.
 5. To assist in addressing noted congestion at North and South State Streets, and Richmond Hill Avenue on Washington Boulevard. The Gateway project is designed to facilitate features which will allow direct pedestrian connection to the Stamford Transportation Center. Improvements to the STC are being planned by ConnDOT. Gateway has discussed its plans with the Office of the Commissioner and others to ensure that this project will not preclude these plans. This feature will facilitate pedestrian access to the STC without crossing

Washington Boulevard. This action will reduce pedestrian conflicts with traffic, and improve operations on Washington Boulevard.

6. Work with the City to correct signalization issues and implementation of a traffic management plan for the intersections of North and South State Streets at Washington Blvd designed to maintain traffic operations on Washington Blvd at equal to or better than projected no-build conditions. This program will involve adopting queue management techniques in the signal operation along with phasing modifications and revised Pedestrian Management features consistent with Number 5 above.
 7. Gateway is proposing reduced parking ratios for its office component. 1,400 spaces will be available to serve 200 residential units, and 474,168 SF of office. This rate of 2.25 spaces per 100,000 SF of office and 1.25 or 1.5 spaces/unit for residential is consistent with recognized TDM measures to reduce traffic impact. This concept was first introduced at Metro Center in the 1980's, and has worked well.
- Atlantic Street/Henry Street
 1. The results in *Tables 2 and 3* indicate that this intersection would continue to operate poorly due to the existing geometric deficiencies. Proposed changes include optimizing the signal time allocated to the Henry Street eastbound approach, which would offer improvements. This intersection will eventually require geometric improvements which were recognized as part of the Metro Green approval.

6.0 CONCLUSION

BETA Group, Inc. has reviewed the proposed Parking Facility relocation, 474,168 SF New Office Building and 200 Residential Units as parts of the Gateway development project located in South Stamford. The project site is located on the west side of Washington Boulevard, between South State and Pulaski Street. This report includes an evaluation of existing traffic conditions in 2008 and future projection to 2013 with the proposed development project.

Based on the capacity analysis results, transportation improvements have been identified and are proposed as part of this development project. The following transportation improvements are proposed:

Washington Boulevard

- Washington Boulevard widening in order to provide five-lane cross-section, with two through lanes northbound, and two through lanes southbound between Station Place and Pulaski Street and southbound right-turn lane from Washington Boulevard to Henry Street.

- (Exit/Entrance to the new Parking Facility) will have two lanes, one left-turn and one shared through and right-turn lane. The traffic signal phasing and timing will be adjusted accordingly to optimize Washington Boulevard coordinated traffic signal system. For improved lane configuration see Figure 14 below.
- Improvements in traffic signal operations to improve traffic flow on Washington Boulevard in the area of North and South State Streets are recommended to maintain traffic levels at pre-build conditions.

Atlantic Street/Henry Street

- Traffic signal timing will be optimized in order to allocate more time to the Henry Street eastbound approach.

Pulaski Street

- Pulaski Street will be widened to provide operational lanes as discussed previously.

The above summarized improvements will facilitate the flow of traffic generated by this as well as other background development projects. With these improvements in place most of the intersections analyzed in this report are expected to operate at the same level of service (LOS) in the 2013 Build Scenario.

In summary, the local roadway network is expected to be able to accommodate the proposed development project after the transportation improvements proposed by this project are in place.

Gateway is located to facilitate connection to the Metro North Rail and foster needed improvements to the Stamford Transportation Center. The Study does indicate that Washington Boulevard at Richmond Hill Avenue and Washington Boulevard at South State Street have traffic signals that have been recently revised to include EXCLUSIVE Pedestrian Crossing Signal Periods. This feature does impact vehicle level of service at these locations. The improvements which will be implemented to pedestrian access as part of the Gateway project will likely allow the opportunity to revisit this type of signal crossing signal phase. We have recommended to HP Gateway, Land I, LLC that these opportunities be explored with all parties involved to provide a comprehensive improvement to traffic flow along Washington Boulevard. In implementing operational improvements on Washington Boulevard the opportunity to enhance Pedestrian Safety and connection to the STC is important. Proposals for future connections being suggested by Harbor Point will assist in this connection.



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June 14, 2010

VIA HAND DELIVERY

Mr. Frederick C. Flynn, Jr.
Director of Administration
City of Stamford
Government Center
888 Washington Boulevard
Stamford, CT 06901

Re: Proposed Discontinuance of Henry Street (west end)

Dear Mr. Flynn,

We are submitting comments on the proposed discontinuance of the west end of Henry Street on behalf of our client Pitney Bowes, Inc. Pitney Bowes has over 900 employees traveling to its world headquarters in the South End each weekday. Therefore, it has a significant interest in the proposed discontinuance of Henry Street which may significantly and adversely impact mobility in the South End.

DISCONTINUANCE AT THIS STAGE IS PREMATURE

In the absence of a comprehensive plan which addresses existing and future mobility problems in the South End, the proposed discontinuance of Henry Street is premature. As noted by Robin Stein, Land Use Bureau Director, in his April 22, 21010 Pre-Application Report on the Gateway project “[a] coordinated strategy for funding, land acquisition and construction of traffic improvements needs to be developed between the City and affected stake holders.” Such a coordinated strategy is sorely lacking at this time and the discontinuance of Henry Street would initiate a piecemeal approach to what clearly requires a comprehensive and coordinated plan.

Mr. Frederick C. Flynn, Jr.
June 14, 2010
Page 2

The most feasible and prudent location for a future west branch crossing replacing the Pulaski Street Bridge, is at the westerly terminus of Henry Street. This crossing option would be eliminated by the proposed Henry Street discontinuance. Gateway's plans neither propose improvements to or replacement of the Pulaski Street Bridge across the west branch, nor provide any other alternative for traffic to exit the peninsula to the west. In 2007, the City's own Traffic Engineer emphasized that an east-west artery providing egress from the peninsula on the west is needed to provide mobility in the South End and that Henry Street is a prime location for the bridge.

In addition, the number and distribution of parking spaces in future South End projects continues to fluctuate; the location and funding of infrastructure improvements continues to be a moving target; and intersection capacity studies fail to fully and adequately explain how the South End roadway network can accommodate the increased trips from Gateway and other developments. Other projects that will improve South End mobility, such as the Atlantic Street Underpass and the Atlantic Street/Henry Street realignment, are not funded. The Atlantic Street Underpass will take years to construct and the failure to complete this improvement before there are significant traffic increases on the South End roadway network will contribute to congestion on the peninsula.

Further, the proposed discontinuance of Henry Street is not essential for the Gateway project. The inclusion of the west end of Henry Street in the project's development area simply increases the developable commercial square footage by 66,000 +/- square feet. Thus, the development plan would still be viable even without the proposed discontinuance, albeit with a slightly reduced floor area ratio.

In sum, in the absence of a comprehensive plan to address parking issues, infrastructure improvements, roadway network capacity and a viable location for a west branch crossing, future mobility on the peninsula is not assured and the proposed discontinuance is premature.

DISCONTINUANCE SHOULD BE DENIED WHERE THE GATEWAY DEVELOPER IS NOT PAYING FAIR MARKET VALUE FOR CITY PROPERTY

The Mayor's Report on the Proposed Discontinuance of Henry Street (West End) indicates that the appraised value of the west end of Henry Street, to be discontinued and thereafter conveyed to Gateway, is \$900,000. The Mayor recommends that Gateway dedicate land and easements along Washington Boulevard and Pulaski Street for present and future widening and dedicate a pedestrian easement through the site for a river overlook "as *an offset* to the appraised value of the discontinued Henry Street parcel" (emphasis added). In addition, the Mayor recommends that Gateway "[p]ay the City a sum of \$500,00 to be applied to the Henry

Mr. Frederick C. Flynn, Jr.
June 14, 2010
Page 3

Street and Atlantic Street intersection or to other public infrastructure improvements related to this proposed development projects if these funds are not needed for this intersection.”

It is clear from the Mayor’s report (referring to an “*offset* to the appraised value”) that Gateway is neither paying for nor contributing property equal to the appraised value of Henry Street’s west end. The sale of municipal property for private development, at less than its fair market value, is inconsistent with the City’s past practices. It is also ill advised, given the amount of infrastructure work required to ensure mobility in the South End, the current economic turndown and the City’s severe budget constraints. If the City eliminates the Henry Street option for a bridge, but agrees that Pulaski Street should be widened to mitigate the impacts of increased traffic, then it should require the developer to pay fair market value for the west end of Henry Street and to pay additional amounts towards future Pulaski Street improvements.

Further, the City could secure from Gateway a \$500,000 payment for Henry Street/Atlantic Street intersection improvements, the widening of Washington Boulevard and Pulaski Street and the conveyance of a pedestrian easement, through the land use approval process. It is both customary and legally permissible for land use agencies to require developers’ easements for waterfront access; road widening for traffic mitigation; and monetary contributions for off site infrastructure improvements. Therefore, Gateway’s proposed contributions do not furnish adequate or additional consideration for the City’s conveyance of Henry Street to Gateway.

Finally, there are presently two parcels along Washington Boulevard and Pulaski Street which have not been purchased by Gateway. Therefore, Gateway’s offer to contribute land and easements along Washington Boulevard and Pulaski Street is of dubious value unless and until either Gateway or the City has firm commitments for easements from both of these property owners.

CONCLUSION

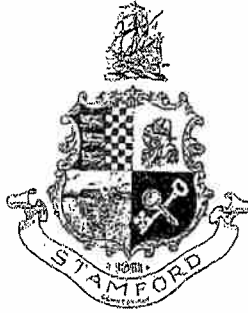
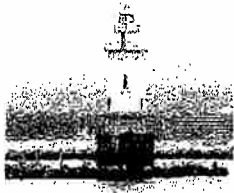
We submit that the any discontinuance of the west end of Henry Street is premature unless and until there is a comprehensive plan to address existing and future mobility problems in the South End. In addition, the City would establish dangerous precedent by conveying City property for private development, at less that its fair market value.

Sincerely,


Michael J. Cacace

MJC/jwf

MAYOR
DANNEL P. MALLOY



**CITY OF STAMFORD, CONNECTICUT
HARBOR MANAGEMENT COMMISSION**

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November 19, 2009

Mr. Benjamin Barnes
Director of Operations
Stamford Government Center
888 Washington Blvd.
P.O. Box 10152
Stamford, CT 06901

Subject: Request to the Board of Representatives by "Gateway" for discontinuance of a portion of Henry Street

Dear Mr. Barnes:

Pursuant to Sec. 22a-113p of the Connecticut General Statutes and Sec. 6-62, Art. XII, Chapter 6 of the Stamford Code, the Harbor Management Commission has reviewed the above-referenced request (proposal), submitted to the Board of Representatives by Gateway Land I, LLC and HP Gateway Land II, LLC (the applicant) for discontinuance of a portion of Henry Street. The applicant's proposal would affect the real property on, in, or contiguous to the Stamford Harbor Management Area and therefore is subject to review for consistency with the Stamford Harbor Management Plan.

The applicant proposes discontinuance of Henry Street from its western terminus approximately 65 feet from the eastern bank of the Mill River to the street's intersection with Washington Boulevard. This proposal is being made in conjunction with the applicant's plans to redevelop the applicant's property adjoining the Mill River that was formerly known as the Manger site and is now known as the Gateway site.

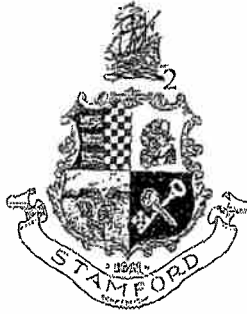
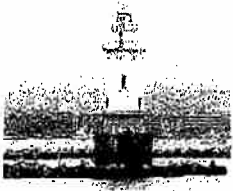
During the Commission's meeting of November 17, 2009, the Commission discussed the proposal for discontinuance of a portion of Henry Street with a representative of the applicant and approved a motion to find the proposal is not inconsistent with the Harbor Management Plan. The Commission also moved to provide the following comments and recommendation concerning the proposal to the Board of Representatives.

Comments:

1. It is a provision of the Harbor Management Plan that well-designed and beneficial facilities for pedestrian access to and along the west branch of Stamford Harbor and the Mill River extending upstream to the site of the Mill River dam should be provided to link ex

MAYOR

DANNEL P. MALLOY



**CITY OF STAMFORD, CONNECTICUT
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isting and any future public water-access facilities with other public waterfront areas, downtown Stamford, and other commercial areas of the city.

2. It is the Commission's understanding that the proposed discontinuance of Henry Street will not limit or otherwise adversely affect future opportunities for providing permanent and beneficial public access to and along the west branch and the Mill River.

Recommendation:

1. The city should require the applicant to provide well-designed facilities and opportunities for public access to the west branch and/or Mill River in coordination with redevelopment of the applicant's property.

If you have any questions, I can be reached at (203) 356-8742.

Sincerely,

Roger Fox
Chairman

cc:

Mr. Jack Condlin, Chairman, Harbor Management Commission Application Review Committee
Mr. Frank Fedeli, Office of Operations
Mr. John Freeman, Representative of the Applicant