



Committee of the Whole - Board of Representatives

Randy Skigen, Co-Chair

Gabe DeLuca, Co-Chair

Committee Report

Date: Tuesday, April 29, 2014

Time: 7:00 p.m.

Place: Legislative Chambers, 4th Floor Government Center, 888 Washington Boulevard, Stamford, CT 06905-2098

The Board of Representative met as a Committee of the Whole at the above time and place. In attendance were Co-Chair Skigen, Co-Chair Deluca and Reps. Adams, Coppola, Di Costanzo, Fedeli, Figueroa, Fountain, Giordano, Heaphy, Kolenberg, Mahoney, McGarry, McMullen, McNeil, Mitchell, Moore, Okun, Reeder, Ryan, Savage, Velishka, Wallace and Zelinsky. Also present were Michael Pollard, Chief of Staff; Commissioner James Redeker; Deputy Commissioner Anna Barry, Keith Hall, Transportation Supervising Planner, Bruce Olmstead and Scott Hill of the CT State DOT; John McClutchy, Todd McClutchy and Dan Montenero of JHM Group and several members of the public.

President Skigen called the meeting to order at 7:15 p.m.

| Item No. | Description | Invitee(s) |
|-----------------|--|-------------------|
| 1. S29.001 | REVIEW; status of State of CT Transit Oriented Development Project (Stamford Train Station) 03/28/14 – Submitted by Mayor Martin | |

Commissioner Redeker explained that the State is in a process to replace the parking garage and add spaces and transit-oriented development at the Stamford Transportation Center. This project is part of a vision of the future for Stamford and the transportation corridor. The goals are improving the customer experience in terms of facility and safety, flow for pedestrian traffic, and circulation patterns for buses and taxis. Stamford Manhattan Development Ventures (“SMDV”) has been chosen as the proposed developer.

John McClutchy, president of JHM Group, the managing partner of SMDV, explained that:

- They view themselves as guests in any city they work in and must work collaboratively with City officials
- This Transit Oriented Development is the result of an RFP process; their response contemplated a full TOD, with space for retail, residential, commercial, and hotel space
- They have received interest from end users in the commercial, retail and hotel space

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Mr. McClutchy reviewed the attached [presentation](#).

- They are intending to develop Manhattan Street Development, which they own, at the same time as the Station Place Development
- The 2004 garage will remain; the 1987 garage will be replaced
- There will be a new garage built on State Street to replace the 1987 garage and 1000 new spaces will replace 727 spaces, giving 273 additional spaces
- This is a Transit Oriented Development, with the goal of building transit oriented hub near existing transit centers in order to reduce drive time and give people easier access to public transportation
- The Baby Boomers and Generation Y members are interested in moving to urban areas near transit facilities; this development will fill those needs
- During construction there will never be less parking than there is now; the 1987 garage will remain open during construction over the next 3 years
- The 146 cars parking at State Street will be moved to Manhattan Street
- There will be new pedestrian bridges
- There will be traffic directing systems to direct commuters to open spaces
- Upon completion, the new garage and the 2004 garage will have other means of payment and signage directing drivers to open spaces
- There will also be a pedestrian bridge from the Manhattan Street Development to the platform and may have additional commuter spaces
- Wayfinding signs for spaces will be multiple locations in the area of the City around the Transportation Center to direct people to the garages with spaces and the floors within the garages
- The project will:
 - improve traffic circulation on Station Place
 - enhance bicycle & pedestrian access
 - increase Kiss & Ride to 32 Spaces & Enhance Kiss & Ride/Taxi Pickup
 - add 50 new bicycle spaces and have bikes for rent
 - provide at least 10 electric vehicle charging stations
 - add 16 new waiting spaces (where employee parking currently located)
 - add new taxi waiting area
- South State Street will have access through the garage and will remain a thoroughfare
- Station Place will become two lane, one way westbound
- OSTA will have to approve new traffic patterns and believe there will be intersection upgrade requirements
- State Street parking will have direct access to the North platform
- Station place will be more pedestrian friendly
- They will connect to the Mill River Trail for bicycle access

Deputy Commissioner Barry reviewed the RFP process and the selection of SMDV, including an environmental impact review.

In response to questions from the Committee, the panel stated that:

- He does not believe that the real estate taxes will not be comparable to other properties in Stamford
- The property will be in excess of \$500,000,000
- The new garage will have 975 spaces and will be less than ¼ mile from the station

- They will pay building permit fees, and the State has certain sovereign rights to approve the uses of its own property; but they will work through the City processes
- The RFP criteria were voluminous
- The developer expects to pay taxes on this
- Their research suggests that this hotel is needed
- The Atlantic Street bridge restoration is due as a railroad bridge upgrade and will be begun this year and they are hoping to have minimal traffic disruption
- They have talked to the residents in the area, particularly since they bought the property for the Manhattan Street project
- They will take steps to mitigate conflict between pedestrians and auto traffic
- There is still traffic review to be done
- The City has been involved in the RFP and environmental impact process and will remain involved
- Commuter parking will be separate from the commercial parking; the RFP required that it will not be shared parking
- The State's contribution to this project is \$35,000,000
- The new parking is to be completed in about 3 years, and there will be 3 years of development going on from there
- There will be many local people hired for this project
- The housing will be market rate units; he does not know if there will be affordable units included
- They own the land for the Manhattan Street project and will have to pay taxes on the land and building
- The taking of South State Street permits a widening of the street to two lanes and improving the exit ramp
- The DOT Garage will be the first thing constructed

President Skigen adjourned the meeting at 9:00 p.m.

Respectfully submitted,

Randy Skigen, Co-Chair

This meeting is available on [video](#).