

# FEDERAL HIGHWAY ADMINISTRATION

## FINDING OF NO SIGNIFICANT IMPACT

### Seaview Avenue Corridor Bridgeport, Connecticut

### State Project No. 15-371 Federal Project No. H072(001)

The Connecticut Department of Transportation (CTDOT) is undertaking the Seaview Avenue Corridor Project; utilizing federal funds provided by the Federal Highway Administration (FHWA).

Seaview Avenue serves an important local transportation function and is one of the few roadways in Bridgeport connecting I-95 with US Route 1 (Boston Avenue). The existing two-lane roadway is in poor condition and does not safely, efficiently, and adequately accommodate the type and volume of traffic currently using this route. Any development or expansion of businesses in the Seaview Avenue area, are expected to further exacerbate the existing traffic and safety problems. The purpose of this project is to improve traffic circulation patterns; improve operation of the Boston Avenue intersection for vehicular traffic, bicyclists, and pedestrians; provide aesthetic and pedestrian safety improvements along the entire corridor; and provide access to underutilized properties while preserving neighborhood integrity.

#### **Project Description**

The project includes reconstruction and streetscape improvements centered on portions of the Seaview Avenue and Bond Street corridors. The project includes two distinct sections: 1) Section 1, which begins at Barnum Avenue extending north to Boston Avenue (US Route 1); and 2) Section 2, from the Seaview Avenue/ Boston Avenue intersection north to the Bond Street / Steward Street intersection. The total length of the project corridor is approximately 4,750 feet.

#### **Section 1 – Seaview Avenue from Barnum Avenue to Boston Avenue (US Route 1)**

Improvements will include pavement rehabilitation, replacement and/or upgrade of traffic signal equipment, new sidewalks and curbs, streetscape enhancements, and relocation of above ground utilities. The intersection at Boston Avenue (US Route 1) will be realigned to accommodate a “normalized” four-way intersection with Seaview Avenue and relocated Bond Street. In addition, a new storm drainage system will be constructed along Seaview Avenue and the existing combined sewer system that currently extends from approximately Huron Street to Boston Avenue will be separated.

#### **Section 2 – Bond Street from Boston Avenue (US Route 1) to Stewart Street**

Improvements in this section will include the construction of a new three-lane roadway and relocation of Bond Street slightly to the west. Configuration of this road will be one lane in each

direction and will include left turning lanes along the corridor to facilitate access to current and future potential development (including the new Harding High School) along Bond Street between Boston Avenue and Stewart Street. No additional left turn lanes are proposed at the intersection of Stewart Street and Bond Street, and the intersection will remain as an all way stop sign controlled intersection. Work will include the incorporation of streetscape improvements; and the existing Bond Street footprint will be rehabilitated and modified to become a frontage road with additional on-street parking. Additionally, new drainage trunk lines and stormwater drainage structures will be constructed along the relocated Bond Street.

Construction for the project is anticipated to begin in the Spring of 2019 and the current approximate total project cost is estimated at approximately \$14 million.

### **Alternatives Considered**

Through a separate earlier project, the Seaview Avenue corridor was evaluated as part of a larger effort for developing transportation improvements between I-95 and Boston Avenue (EA/EIE, March 2006). In that document, a number of alternatives were reviewed including those listed below:

Alternative 1 – Two-lane upgrade to conform to current roadway standards

Alternative 2 – Four-lane widening, maintaining existing Seaview Avenue centerline

Alternative 3 – Four-lane widening, shifting the Seaview Avenue centerline west

Alternative 4 – Three-lane widening, shifting the Seaview Avenue centerline west

Alternative 5 – Combined Seaview Avenue upgrade and construction of two-lane arterial

Alternative 6 - New limited-access arterial west of Seaview Avenue

Alternative 6a-6d – Alignment variations focused on the approach to the US Route 1 intersection with Seaview Avenue

At that time Alternative 6 was the chosen as the preferred alternative. However, the old project did not advance to construction due to funding constraints and potential environmental impacts. It was since determined that the current project would be targeted to improving existing infrastructure to safely handle existing and expected traffic volumes while adhering to available levels of funding. Therefore, none of the previously studied alternatives were carried forward, as this project is intended to have a much smaller footprint, and fewer impacts than the previously studied alternatives.

### **Alternatives Considered in Addition to the Proposed Design**

This current project is proposed to include limited widening and improvements between Barnum Avenue and Boston Avenue where there are ROW restrictions and/or adjacent resources, and more extensive widening where there are potentially less restrictive areas north of Boston Avenue. The current proposal will have a much smaller project footprint, and fewer impacts than the previously studied alternatives.

During preliminary design, the City of Bridgeport, CTDOT and the design team met on several occasions with representatives from General Electric (GE) to discuss potential alternatives given

GE's concerns about property acquisition with the proposed intersection alignment of Seaview Avenue, Bond Street and US Route 1. The design team prepared two (2) additional alternatives to assess whether there were alternate designs that could minimize impacts to the GE property, optimize safety and traffic flow through the intersection and avoid extensive impacts to existing businesses and residences in the area. Full descriptions and schematics of each can be found in Appendix A of this FONSI; however the following provides a summary of these alternatives:

#### Intersection Configuration "A" – Boston Avenue (US Route 1)/ Seaview Avenue/ Bond Street

The initial alternative that was prepared and discussed with GE sought to minimize impacts to GE property (1285 Parcel) and shift the new Bond Street roadway (and intersection) to the east, away from GE property. This results in reductions to impacts to the GE property; however, the alternative creates a number of undesirable impacts including:

- This alternative creates a skewed intersection of 72 degrees; while this is minimally acceptable for geometry, it is not optimal for maximizing safety and sight lines.
- Total acquisition of four (4) properties is required (3 multi-family residential buildings and a minority-owned commercial muffler shop).
- Given the multi-family residential relocations needed and the current socioeconomic demographics of the local population, Environmental Justice (EJ) concerns are introduced.
- Additional costs associated with the increased ROW are estimated at approximately \$1.45 million.

#### Intersection Configuration "B" – Boston Avenue (US Route 1)/ Seaview Avenue/ Bond Street

The design team presented a modified alternate concept that was a 'middle ground' in alignment between the selected alternative and Intersection Configuration 'A'. This alternative sought to lessen impacts to the GE property while at the same time maintaining limited skew angle and minimizing other property impacts. The expected impacts include:

- Maintains the same skewed intersection as "Configuration A".
- Eliminates impacts to the 3 multi-family residential buildings; however, this alignment would require the acquisition of approximately half of the existing parking on the Yankee Muffler site (1290 Boston Avenue), thereby negatively impacting the business and/or potentially rendering the site as non-conforming for parking. Assuming there is a need to acquire the entire minority owned business to limit partial acquisition of GE property, this would raise considerable concerns as the project lies within an EJ community.
- Shifting the intersection to the east would cause additional operational issues.
- Cost associated with a potential total acquisition of the Yankee Muffler business (if required), estimated at approximately \$540,000 (including demolition and miscellaneous costs, such as relocation assistance).

GE submitted a further refinement to the Intersection Configuration 'B' concepts (see FONSI Appendix A, figure 5) however, many of the concerns with Intersection Configuration 'B'

remain, namely:

- Creates an even larger skew (66 degrees) for the Bond Street leg of the intersection. This represents a worsening of potential sightlines, safety and turning movements, as well as longer pedestrian crossings on Boston Avenue (US Route 1).
- Given the further shifting of the intersection alignment to the east, not only do the potential operational concerns identified with Intersection Configuration 'B' for the Yankee Muffler driveway location (Boston Avenue) increase but with this refinement, the driveway would enter the intersection proper and is no longer at or behind a stop bar (Boston Avenue, eastern approach) which is a safety concern for business users and traffic within the intersection. Given the skew of the intersection and access point to the property on Boston Avenue, it is likely there would be further safety concerns introduced related to visibility of signal heads from the egress at Yankee Muffler.
- The alignment results in similar impacts to the Yankee Muffler shop outlined above (Intersection Configuration 'B'), negatively impacting the business and potentially rendering that property non-conforming for parking as well as safety concerns of ingress and egress on Boston Avenue.

## **Outreach**

A scoping notice was published in the *Environmental Monitor* under the Connecticut Environmental Policy Act (CEPA) to inform the public of the proposed project on April 7, 2015. The notice included a project description and solicited written comments from the public and state regulatory agencies. The comment period closed on May 7, 2015, and although several comments were received there were no requests to hold a public scoping meeting. A list of comments received during scoping are available in Appendix B of the EA. A full list of public outreach efforts and agency coordination that took place prior to the publication of the EA is available within the Public Involvement section of the EA.

A public hearing for the EA was held on Thursday, February 8, 2018 in the Hollander Auditorium at Bridgeport Hospital. Per 23 CFR 771.119, a notice of availability of the EA/ notice of the public hearing was published in the *Connecticut Post* on January 24, 2018 and February 6, 2018, as well as *La Voz*, a Spanish periodical, on Friday, January 26<sup>th</sup>. These notices can be found in the attached Appendix C. The 30-day public review period closed on February 23, 2018. Hardcopies of the EA were made available for public inspection at the Connecticut Department of Transportation, FHWA's Glastonbury Connecticut Division Office, the Bridgeport Public Library (Main Branch), the Bridgeport Public Library (Old Mill Green Branch), and the Connecticut State Library (Hartford). The EA was also available online at [www.ct.gov/environmentaldocuments](http://www.ct.gov/environmentaldocuments).

Additionally, the following various units of Federal, State, and local government received a notice of availability of the EA/ notice of the public hearing: CT Department of Energy and Environmental Protection (CTDEEP), CT Department of Economic and Community Development (DECD), CT Department of Public Health (DPH), CT Office of Policy and Management (OPM), CT State Historic Preservation Office (SHPO), US Army Corps of Engineers (USACOE), US Environmental Protection Agency (USEPA), US Fish and Wildlife

Service (USFWS), Office of the Governor, the Bridgeport Mayor's Office, and the relevant US Senators, State Senators and State Representatives.

Seventeen (17) members of the public signed the attendance list at the hearing. Additionally, a Spanish translator was available at the hearing; however their services were ultimately not needed.

One individual provided oral comments at the hearing; and throughout the 30-day public comment period, CTDOT received comments from five (5) organizations/ businesses, and two (2) members of the public. The organizations/businesses that submitted comments include East Side Neighborhood Revitalization Zone, Greater Bridgeport Transit, Optimus Health Care, DuPont Corporation/Sporting Goods Properties Inc., and General Electric. Comments and responses are located in Appendix A; and a transcript of the public hearing is available as Appendix B. No response was required for the comment received during the public hearing.

### **Environmental Impacts and Analysis**

The various environmental impacts and analysis associated with this project are described in detail in the EA. Since circulation of the EA, no new impacts have been identified; and a list of environmental commitments is located in the EA. No significant adverse impacts are anticipated from the proposed action; and the following brief summary of impacts supports decision to issue a FONSI:

Right of Way (ROW) – The ROW impacts along Seaview Avenue should generally be marginal, and would only entail minor sliver acquisitions. A total of ten (10) commercial and one (1) residential property will likely be impacted. These are necessary to accommodate the additional roadway widths. All sliver acquisitions are expected to occur along the western side of Seaview Avenue. The largest acquisition will occur on the property owned by General Electric on the western side of Bond Street between US Route 1 (Boston Avenue) and Stewart Street. General Electric submitted comments regarding the impacts to their property, and these comments along with responses are located in Appendix A of this FONSI. In addition, minor easements to accommodate proposed slopes and drainage system improvements may be required; however this will be determined at a later date as the design process progresses.

No acquisitions are expected along the eastern side of Seaview Avenue or Bond Street.

Surface Water Resources – The project site is located in an urbanized area, and is not in proximity to Wild and Scenic Rivers, or surface waters on the Nationwide River Inventory list. The project is also not anticipated to impact reservoirs, lakes, detention basins, or stormwater management facilities. The modifications to the existing roadway drainage systems may result in minor direct impacts to Yellow Mill Channel. New drainage trunk lines and drainage structures will be installed along the relocated Bond Street and the majority of Seaview Avenue. Additionally, any combined sewers will be separated within the project limits.

The roadway improvements associated with this project that could potentially contribute to the degradation of water quality are temporary in nature and minor in scope; and will be avoided or minimized by following Best Management Practices (BMPs) during construction. The project is

not likely to adversely affect water quality.

Wetlands – Installation of new or improved drainage system structures within wetlands may be required. This may result in minor impacts on jurisdictional wetlands requiring approval from both the ACOE and CTDEEP. A determination of the need and appropriate permit review process will be determined once detailed drainage design information is available.

Drinking Water Sources – Impacts to drinking water sources are not anticipated. The project is not located within a public drinking water supply source. However, the project is located within the public water supply service area for the Aquarion Water Company (AWC) main system. CTDOT will coordinate with AWC regarding any proposed water distribution main relocations or replacements as design progresses.

Floodplains – Installation of new or improved drainage structures within the 100-year floodplain may be required. A Flood Management Certification will be required, but any impacts will be minor. A final determination of impacts and any required permitting will be made following completion of a detailed drainage design. No impacts on the floodway for Yellow Mill Channel are anticipated.

Terrestrial Habitat - There are no unique or high-quality habitats present within the project area, nor will the project require CTDEEP fisheries coordination.

Threatened and Endangered Species - No impacts to threatened and endangered species are anticipated for this project.

Historic/Cultural Resources – The Section 106 process has been completed and it was determined that the project will have “No Adverse Effect” on historic/cultural resources.

Parks and Recreation Impacts – This project will not impact or use any parks, recreation areas, or wildlife/waterfowl refuges.

Air Quality - An Air Quality Assessment was performed and the project is in conformity with the Clean Air Act.

Noise – A noise analysis was performed using the FHWA-approved traffic noise prediction model; and it was determined that substantial noise increases are not predicted as a result of the project. Noise abatement will therefore not be implemented. The noise analysis is included in the EA as Appendix G.

Hazardous Materials – The project vicinity includes sites with known contamination issues. This includes the former General Electric facility located on the west of Bond Street and to the north of US Route 1, a hazardous waste management facility under Connecticut law and a federal Resource Conservation and Recovery Act (RCRA) site. Buildings have been removed and hazardous waste areas have been investigated and remediated in recent years. GE is currently performing corrective action pursuant to RCRA. Any acquisition of the GE property will require the City of Bridgeport and/or the State to coordinate with GE and appropriate regulatory

agencies to complete any remaining remediation.

A Corridor Land Use Evaluation was performed by CTDOT in October 2016. Based on the results, it was determined that additional study should be performed in areas of anticipated intrusive activities along the roadway and/or ROW that are on or adjacent to parcels identified as moderate or high-risk. This more detailed investigation will be completed as design progresses and more detailed information is available. Should there be any contaminated soils or groundwater present in areas proposed for construction, remediation measures will be put in place to mitigate any potential impacts. As a consequence, significant impacts associated with hazardous materials or waste sites are not anticipated.

Community Impacts - The project does not result in any significant adverse impacts to the communities in the project area. The project will likely provide improved economic activity and safety enhancements for the surrounding community.

Environmental Justice - The project takes place in an area that is home to an EJ population; however, there are no foreseeable adverse social, economic, or environmental effects on minority and low-income populations as defined by the DOT and FHWA environmental orders. Any impacts associated with the project are minor, largely limited to the construction period, and will be sufficiently minimized and mitigated.

The residents and neighborhood will benefit from traffic improvements, visual and aesthetic improvements and prospects for improved long-term employment opportunities. Additionally, no businesses or residents will be displaced due to the project.

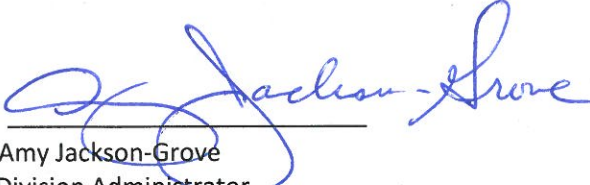
Indirect and Cumulative Impacts - No significant negative indirect or cumulative impacts are anticipated as a result of the project.

### National Environmental Policy Act (NEPA) Finding

The EA has been independently evaluated by FHWA and determined to adequately and accurately discuss the purpose and need, environmental impacts of the project and appropriate mitigation measures. Furthermore, FHWA has reviewed all comments received during the public comment period and provided responses to substantive comments. Pursuant to 23 CFR 771.121, FHWA finds that the Seaview Avenue Corridor Project, as proposed, will result in no significant impact on the environment. The record provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the EA, which is incorporated by reference to this FONSI.

7/24/2018

Date

  
\_\_\_\_\_  
Amy Jackson-Grove  
Division Administrator  
Federal Highway Administration

# APPENDIX A

## *Public Review Comments and Responses*

### Seaview Avenue Corridor Bridgeport, Connecticut

*State Project No. 15-371  
Finding of No Significant Impact*

*Prepared for:*

Connecticut Department of Transportation



*Prepared by:*

Stantec Consulting Services Inc.



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# East Side

Neighborhood Revitalization Zone

February 21, 2018

Ms. Kimberly Lesay  
Transportation Assistant Planning Director  
Connecticut Department of Transportation  
2800 Berlin Turnpike  
Newington, CT 06131

**Response Key**

Re: Seaview Avenue Corridor Improvement Project

Dear Ms. Lesay,

On behalf of the East Side NRZ, this letter comes in support of the Seaview Avenue Corridor Improvement Project. We recognize well laid out roads, infrastructures, and utilities are important to our neighborhood vitality. The Grant Street intersection is currently seen as a serious bottle neck for the employees and emergency vehicles going to Bridgeport Hospital which has one of the region's best Emergency Departments. Additionally, the environmental assessment notes these roadway improvements will help reduce motor vehicle idling at congested intersections and help reduce pollution. Finally, the improvements provided by the proposed roadway alignments will make the intersections on US Rt 1 / Boston Ave safer for both pedestrians and vehicles.

**No response required.**

We, therefore, strongly endorse the Seaview Avenue Corridor Improvements Project, from Barnum Ave. to Stewart St., which will improve roadway safety along this key transit corridor for cars, buses and pedestrians.

Regards,

East Side NRZ



Kim Bianca Williams  
President

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Meeting Location: Hall Neighborhood House | 52 George E Pipkins Way, Bridgeport, CT 06608 | Meeting Date: 2nd Tuesday of each month at 6:00 PM



February 23, 2018

Ms. Kimberly Lesay  
Transportation Assistant Planning Director  
Connecticut Department of Transportation  
2800 Berlin Turnpike  
Newington, Connecticut

**Subject: Seaview Avenue Corridor Roadway Improvement Project - NEPA**

Dear Ms. Lesay:

By way of this letter, I am writing to express GBT's support for the *ongoing Seaview Avenue Corridor Roadway Improvements Project*. GBT provides bus service in the Bridgeport region with several routes serving the area of this project.

The new configuration of this roadway and intersection with Boston Avenue will improve safety and accessibility for bus service in the vicinity. The improvements will allow for improved traffic flow and provide protected turn lanes - important for bus service. The current configuration with the off-set intersection is less than ideal for bus service.

As the main access to the newly located High Scholl, the configuration and improvements will make it more convenient for students and buses (school and transit), and the installation of new sidewalks will be an improvement for both pedestrians and cyclists - important to bus transit.

Thank you for the opportunity to comment on this important project.

Best Regards,

Douglas C. Holcomb, AICP  
GM/CEO  
Greater Bridgeport Transit

**No response  
required.**



**Response Key**

Administrative Offices  
982 East Main Street  
Bridgeport, CT 06608-1913  
Phone: (203) 696-3260  
Fax: (203) 339-7677  
www.optimushealthcare.org

February 16, 2018

471 Barnum Avenue  
Bridgeport, CT 06608-2409  
Patient Care:  
Phone: (203) 333-3030  
Fax: (203) 696-3261  
Administration:  
Phone: (203) 576-3885  
Fax: (203) 683-3620

Ms. Kimberly Lesay  
Transportation Assistant Planning Director  
Connecticut Department of Transportation  
2800 Berlin Turnpike  
Newington, CT. 06131

Re: State Project No.15-371

Dear Ms. Lesay:

I am writing as the CEO of a major employer in the region. I fully support the project and the improvements to the Seaview Avenue Corridor.

This project will improve access to the new Harding High School, where Optimus is a provider of health services there through operation of a school based health center. The improvements will make trips there easier and safer with the addition of a right turn lane. It will also open access to other economic development projects in the area.

As a member of the East Side Neighborhood Revitalization Zone, I endorse the effort and look forward to its prompt completion.

Sincerely,

Ludwig Spinelli  
CEO

**No response required.**



10 Penfield Place  
Bridgeport Ct 06605

February 22, 2018

**Response Key**

Ms. Kimberly Lesay  
Transportation Assistant Planning Director  
Connecticut Department of Transportation  
2800 Berlin Turnpike  
Newington, Connecticut 06131

Re: Seaview Avenue Corridor Roadway Improvement Project  
NEPA Comments

Dear Ms. Lesay,

I am writing to express my support for the ongoing Seaview Avenue Corridor Roadway Improvements project.

This corridor program was begun over a decade ago with the intent of providing access to the underutilized antiquated properties that exist adjacent to the Yellow Mill.

Since the time that Bridgeport was the Arsenal of Democracy, our waterways were the primary modes of transportation, which was then followed by rail and roadways. This corridor is pretty much the same configuration it has been since the early 20<sup>th</sup> Century, with narrow roadways, inadequate parking, and underpasses that are not conducive to truck or bus traffic.

Due to low bridges and flooding, even Bridgeport Hospital, located ¼ miles from this roadway, will not let emergency vehicles utilize Seaview Avenue due to the possibility of flooded underpasses or vehicles that have gotten stuck under the bridges.

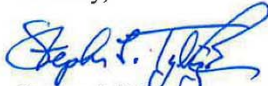
Although this project will not address all the needs of this corridor, it will begin to address some of the deficiencies in this roadway. In particular, the intersection improvements at Grant St. as well as Boston Ave. / US Rt 1 will allow for a standard intersection configuration with turn lanes. This improvement will allow traffic flowing in all directions to move smoother, and provide safer dedicated turn lanes.

As the main artery to the new Harding High Scholl, these roadways improvements will make it more convenient for student and buses, and the installation of new sidewalks will provide a better surface for both pedestrians and bicycles.

Environmentally, the separation of the storm and sanitary lines will help improve water quality flowing into the Long Island Sound.

Thank you very much for helping to modernize the aging infrastructure of the state's largest city.

Sincerely,



Stephen J. Tyllszozak  
Resident of Bridgeport

**No response  
required.**

**From:** Fleming, Kevin  
**To:** [Lesay, Kimberly C](#); [Dean, Jonathan M](#); [Roberts, Scott A.](#); [Simmons, Jeff](#); [Eberle, John](#); [Zimveski, Melanie S](#)  
**Subject:** FW: State Project #15-371 comments  
**Date:** Monday, February 26, 2018 7:36:35 AM

Response Key

Comment....

**From:** Stuart Sachs [mailto:s2preview@gmail.com]  
**Sent:** Friday, February 23, 2018 11:40 PM  
**To:** DOT Environmental Planning  
**Subject:** State Project #15-371 comments

Gentlemen:

Two particular points:

- 1) This is an overall excellent improvement for transportation access throughout the Seaview Avenue & Bond Street area;
- 2) Please make sure your documentation for the parking & resident access lane along Bond Street is well documented for safety evaluations.

In reviewing the plans for the Bond Street - Seaview Avenue extension portion, it appears that the parking for residents is across an inside or curblane access lane. This poses a problem for residents loading and unloading vehicles. Carrying material to & from a vehicle means there will be a high probability of residents needing to set material down in the street, as opposed to the roadway/sidewalk. Furthermore, children entering & exiting the parked cars are likely to display a lack of care crossing the access lane - a high potential for conflicts. Lastly, in an age of increased bicycle ridership, especially adjacent to the new school, the right angle parking poses an increased risk of conflicts. Many cities are starting to encourage back in angle parking that provides much better visibility for drivers and riders alike.

SS-1

My parking suggestion (backing-in along the house side curb) reduces three areas of hazard and roadway-use-conflicts or incident points. The obvious drawback to my suggestion is a reduced number of parking spaces. However, a quick review of the existing curbside parking (granted it is not a long term predictor) shows that angle parking would provide at least 4 additional spaces (making room for driveways) on the street. Clearly not as many as you've indicated with "across the access lane" parking.

SS-2

Food for thought.

Sincerely

--

Stuart H. Sachs, PLA, ASLA, CWHLP  
**PRE**/view Landscape Architects  
120 Quinlan Avenue  
Bridgeport CT 06605  
203-332-0053

**SS-1** There are existing driveways and access points to residential properties along the curb line identified which will not be removed by the project. Residents will continue to be able to use their driveways for access and loading and unloading vehicles so will not need to cross the access lane to do so or use the street to set down materials.

The comment also refers to right angle parking. The proposed parking is 60-degree angled parking. While safety of children and all users is always a concern, the layout of parking and access is in accordance with standard design practice in the City of Bridgeport.

See SS-2 for response to back-in parking.

**SS-2** There are a significant number of existing driveways and curb cuts along the entire curbside frontage (eastside) of Bond Street. Placing parking on this curb side as suggested would either significantly reduce the number of parking spaces proposed to replace existing parking spaces (and add additional spaces for flexibility) and/or reduce and eliminate existing access to driveways. While backing-in parking is one method to reduce potential roadway use conflicts, there is some concern, given the unfamiliarity with this by local residents, that there may actually be additional conflicts generated as residents (or visitors) continue to attempt to access parking spots head in, regardless of angled striping. To address any potential conflicts with children etc., the City will review the potential for incorporating additional warning signage in the area to mitigate any potential issues.



Sporting Goods  
Properties, Inc. 615  
Asylum Street  
Bridgeport, CT 06610  
203-576-1829 Tel 203-330-0000 Fax

**Response Key**

February 23, 2018

Ms. Kimberly Lesay  
Transportation Assistant Planning Director  
Connecticut Department of Transportation  
2800 Berlin Turnpike  
Newington, CT 06131

Re: Seaview Avenue Corridor Project

Dear Ms. Lesay:

I am writing to express support for the ongoing Seaview Avenue / Bond Street Corridor Improvements project. Sporting Goods Properties, Inc., and its parent company DuPont, are actively moving forward with remediation activities at the 422-acre Lake Success property located in the northeast section of the City of Bridgeport and the northwestern corner of Stratford. Included in our plans is a future public road that will connect Bond Street in Bridgeport to Broadbridge Avenue in Stratford which will provide a strategic regional traffic corridor for both vehicular and bus traffic.

This corridor improvement will establish a strategic transportation connection from Interstate 95, Route 1 and the train station through the proposed 422-acre Lake Success Eco Business Park connecting with the Route 8/25 traffic corridor into the Naugatuck Valley. The future LSEBP proposes approximately 950,000 S.F. of commercial, institutional and hospitality uses, a portion of which is being considered as a site for a new regional transit hub. The Seaview Avenue Corridor Improvements project is critical to the future development of LSEBP, the largest economic and redevelopment opportunity in the City of Bridgeport, providing both local job development and increasing the City's tax base, while providing congestion mitigation to the already overused Route 8/I-95 interchange.

While expressing support for the Seaview Avenue Corridor Improvements project, I am concerned that the plans, as presented at the environmental assessment hearing on February 8, 2018, will not adequately accommodate the need for public transportation to the site to connect the east side of Bridgeport to northern Stratford and the Naugatuck Valley.

The intersection of Bond Street and Stewart Street is a key connection to the planned regional connector

road and proposed business park and must be appropriately designed to support future development activity and regional transit connectivity. I hope the Connecticut Department of Transportation will review the designs plans with this in mind and revise the designs as necessary.

DU-1

On behalf of Sporting Goods Properties, I appreciate your consideration of our comments on the Seaview Avenue Corridor Improvements project.

If you have any questions regarding the Lake Success property and the proposed LSEBP, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas E. Stilley". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

Thomas E. Stilley, PE  
Vice President, Sporting Goods Properties Inc.



## **Responses to DuPont Sporting Goods Properties Inc.**

**DU-1** The roadway corridor design has taken into consideration future truck and bus traffic as part of the design for each intersection and in accordance with CTDOT design guidelines to assure the accounting for said vehicles in the corridor. Specifically, the curb radii at the terminating intersection at Bond Street and Stewart Street have been designed to allow Greater Bridgeport Transit (GBT) buses to make the various turns to or from any future roadway serving any proposed development of the Lake Success Eco-Business Park (LSEBP). Should future development of the LSEBP require greater modifications to the intersection based on any specific needs identified, there is available space for modifications to the intersection by future developers.



**Marian E. Whiteman**  
Executive Counsel – EHS Brownfields

Global Law & Policy-OneEHS  
General Electric Company  
Towers at Merritt River  
801 Main Avenue, Mail Stop 801-4065G  
Norwalk, CT 06851

W: 203-229-3562  
C: 203-526-7358  
marian.whiteman@ge.com

## Response Key

February 23, 2018

Ms. Kimberly Lesay  
Transportation Assistant Planning Director  
Connecticut Department of Transportation  
2800 Berlin Turnpike  
Newington, Connecticut 06131

**Re: Environmental Assessment, Seaview Avenue Corridor Project  
(State Project No. 150371)**

Dear Ms. Lesay:

General Electric Company (GE) hereby comments on the Environmental Assessment (EA) for the Seaview Avenue Corridor Project (the “Project”) that was prepared on behalf of the City of Bridgeport (City) and the Connecticut Department of Transportation (CDOT). The Project is divided into two sections: Section 1, along Seaview Ave from Barnum Ave to Boston Ave; and Section 2, from the Seaview Ave-Boston Ave intersection north along Bond Street to Stewart Street intersection. GE’s comments focus on Section 2, especially the realignment of the Seaview Ave-Boston Ave intersection. The substance of these comments has been discussed previously both with the City and CDOT beginning in January 2017.

As the owner of three parcels within the Project area that are being prepared for reuse, GE supports the goals of the Project – “improving roadway function, capacity and safety.” (*Environmental Assessment*, at p.6). Meaningful improvement to the configuration of Seaview Ave, Bond Street and the intersections at Barnum and Boston Avenues would benefit the City, local businesses and neighbors. However, we believe that the selected roadway design and intersection realignment falls far short of the stated Project objectives because it passes over more functional and practical options in favor of a proposed project that negatively impacts both the corridor and GE’s parcel at 1285 Boston Avenue (“1285 Parcel”).<sup>1</sup> As more fully described in the next section, the Project will directly take substantial portions of the 1285 Parcel along both Boston Ave and Bond Street, while significantly hindering beneficial reuse of the remaining portions. These constraints reduce the number of contiguous developable acres, drive-up construction costs, eliminate effective parcel access and significantly diminish the economic return available from any redevelopment project. The “gateway” portions of the 1285 Parcel will become unattractive to future

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<sup>1</sup> Along with the 1285 parcel discussed above, GE owns two other parcels within the Project area: (1) 379 Bond Street, which is the location of the new Harding High School. This parcel will be transferred to the City of Bridgeport after the Connecticut Department of Energy and Environmental Protection issues a Certificate of Completion for environmental obligations under the applicable Stewardship Permit; and (2) 1899 Seaview Avenue. The Project as currently configured will narrow this parcel along Seaview Ave through a partial taking.

developers, severely limiting the Parcel’s potential to catalyze transformational development within the corridor.

**The Project as designed will reduce opportunities for Parcel redevelopment and have negative impacts on the Community.**

One of the Project’s stated purposes is to “[p]rovide access to underutilized properties while preserving neighborhood integrity.” Approximately 53 acres in size, including a 12-acre parcel along the Boston Avenue/Bond Street intersection, the 1285 Parcel is the largest<sup>2</sup> “underutilized” property along Section 2. While it is currently vacant and undergoing remediation,<sup>3</sup> portions of the Parcel have already been actively marketed for productive reuse. Unfortunately, the intersection realignment Project will have a detrimental impact on these redevelopment efforts well beyond just the taking of a portion of the Parcel.

GE-1

The Boston Avenue/Seaview Avenue intersection abuts the most visible, viable and valuable portions of the 1285 Parcel. Current frontage on Bond Street is located at grade-level, while the rest of the Parcel slopes to the west at approximately 10 feet below grade. The proposed Project takes all of the at-grade portion and fills some of the sloped portion to construct the new Bond Street. What remains for redevelopment is a “valley” located more than one story below street grade, with no at-grade frontage and no visibility along either Boston Avenue or Bond Street. Significant investment by a future developer would be required to create even limited utility for this “gateway” portion of the Parcel. To illustrate these concerns, we have attached photos in [Exhibit A](#).

Additionally, the current design proposes a 1:1 slope, as opposed to a retaining wall, to support Bond Street from the western sidewalk down to the “valley” portion of the Property. Use of a slope requires the City to take additional portions of the Parcel compared to what would be required for a retaining wall, thereby further reducing the developable acreage. Moreover, engineers retained by GE have expressed concerns that the 1:1 slope may be inadequate to support the new road, suggesting that the design should be augmented to incorporate a more gradual slope with a wider base to increase structural stability. Widening the base of the slope would require the City to take even more of the 1285 Parcel than the EA identified. The EA did not provide a design for or analyze the impacts of such an extended slope.

GE-2

Finally, to accommodate the road design with the slope, the Proposal eliminates any access to the “valley” portion of the Parcel, except for a narrow entry point located midway down Bond Street and adjacent to Harding High School. The EA does not analyze the traffic and safety impacts caused by locating the only entrance to the Parcel along the school driveway. Moreover, this Proposal runs counter to a stated goal of the Project—to increase access for underutilized properties. Instead, the design virtually eliminates access to nearly 12 acres of prime, ready-to-develop real estate.

GE-3

<sup>2</sup> Access to property owned by Sporting Goods Properties, Inc., sometimes referred to as the “Lake Success Edo-Business Park” is not a purpose of the Project. (See EA, p.7).

<sup>3</sup> The EA mischaracterizes the 1285 Parcel as part of a “strip of deteriorated industrial properties ... bordering on the west side of Bond Street.” GE has removed the former manufacturing structures from the property and is nearing completion site-wide remediation. GE elected to perform this remediation in a way that would make the property available for meaningful and sustainable development, with minimal additional site preparation work for developers. GE’s efforts have been acknowledged with renewed interest in acquisition of the property.

By reducing the redevelopment potential of the 1285 Parcel, the Project also will have far-reaching, negative impacts for the City and community that are not easily mitigated by the Proposal. 1285 Boston Avenue, especially the portion at the intersection, is nearly ready for sale and reuse. Taking all of the at-grade portions of this Parcel and leaving a minimally developable “valley” reduces the pool of interested developers as well as the potential uses, beyond merely the pro rata reduction in the parcel size. This removes a significant economic engine from the inventory of local properties, creating the real potential that large portions of the Parcel may never be redeveloped or may be underdeveloped. Limited development makes it more difficult to use this Parcel to create jobs, generate tax revenue for the City, and improve property values for the neighbors.

GE-4

**The EA omits consideration of alternatives to the proposed Boston Avenue/Seaview Avenue Intersection alignment, some of which better meet the Project objectives.**

GE-5

Given the magnitude of these impacts on the 1285 Parcel and the community and the requirement for the EA to consider appropriate alternatives, it is striking that the EA does not describe, mention, or evaluate any alternatives to the Proposal.

Several alternatives to the proposed Project design, particularly intersection realignment, are available. Stantec prepared at least two alternatives for consideration by the City. See Copies at **Exhibit B**. GE met several times with both the City and CDOT to discuss the implications of the Project. During these meetings, Stantec presented these two alternatives to GE. On behalf of GE, WSP recently prepared an additional alternative for intersection alignment, attached to these comments as **Exhibit C**, which provides a comparable level of service to the Proposal. Similarly, as part of a 2006 project to evaluate the Seaview Avenue Corridor, alternatives were reviewed and one was selected.

The EA does not detail or analyze any of these or other alternatives. Regarding the 2006 project, the EA notes in Part I, Subpart C, “Other Alternatives Considered”:

... based on available funding sources and recognition of the greater impacts of the chosen alternative, it was determined that the proposed design would be targeted to improving existing infrastructure to safely handle existing and expected traffic volumes (See Traffic Signal Study in Appendix E) while adhering to available levels of funding. *As a consequence, none of the previously studied alternatives are being considered for the current proposed project.* This current project is proposed to include limited widening and improvements between Barnum Avenue and Boston Avenue where there are right-of-way (ROW) restrictions and/or adjacent resources, and therefore potentially less restrictive areas north of Boston Avenue, more extensive widening along Bond Street to the west. This will have a much smaller project footprint, and fewer impacts than the previously studied alternatives.

(EA, p.8) (emphasis added). Instead, the EA presents and evaluates only the Proposal and the “no build” option, discounting all other alternatives that have been proposed. (EA, p.9). Proponents of the Project are required to consider and describe viable alternatives and to justify the merits of the selected approach compared to those viable options. The EA fails to do so.

This omission is especially telling because many of these alternatives would provide a comparable level of service and meet the Project goals, while also mitigating negative impacts to the 1285 Parcel and the community. Stantec's two alternatives and the GE proposal all would reduce the amount of the 1285 Parcel to be taken, albeit by different amounts, thereby preserving more of this large parcel for redevelopment. Moreover, the alternatives avoid taking some or all of the at-grade frontage, particularly at the intersection, and require little or no filling or structural work to support road construction. The Proposal requires significant filling and structural work on the 1285 Parcel, but the EA fails even to consider the consequences of this filling and structural work on the 1285 Parcel or the surrounding areas. In sum, the EA is deficient because it fails meaningfully to identify and analyze alternatives, much less to compare consequences of those alternatives with the Proposal.

**The EA does not accurately identify or address impacts to the community from taking the GE Property**

GE-6

The EA does discuss community impacts in several sections, specifically Part 1, Subparts L and N, "Community Impacts" and "Indirect and Cumulative Impacts." While the document concludes that there will be no substantial impacts either to local/regional development patterns, or to the local tax base or property values, the EA does not support this conclusion with detailed analysis.

The 1285 Parcel impacts described above undermine this determination. As the single largest redevelopable parcel in the region, the 1285 Parcel likely would be the primary source for many of the community benefits identified from intersection realignment:

- new and enhanced economic development/growth and associated socioeconomic benefits to the local and regional areas;
- addition of local jobs with new development;
- revitalization of the urban environments and aesthetic qualities within and near the project area;
- opportunities to utilize/develop brownfield sites; and
- increased property values.

(EA, p. 26). The negative impacts to the 1285 Parcel described above would prevent the Parcel from capitalizing on development opportunities. The EA does not recognize these negative impacts or present an approach for mitigating them to assure that the Project will achieve its broader goals.

**The EA Does Not Address Required Remediation**

GE-7

In Part II, Subpart K – Hazardous Materials and Waste Sites, the EA provides information about site contamination and remediation:

The proposed project vicinity includes sites with known contamination issues. This includes the former General Electric (GE) facility located on the west side of Bond Street and to the north of US Route 1 (Boston Avenue), a hazardous waste management facility under Connecticut law and a federal Resource Conservation and Recovery Act (RCRA) site. Several hazardous waste areas were associated with a large industrial facility that occupied the site from approximately 1912 to 2012. Buildings have been removed and hazardous waste areas have been investigated and remediated in recent years in preparation for sale and redevelopment of the property. Remediation

activities at the site have included removal and off-site disposal of contaminated soil and groundwater, backfilling excavations with clean rock and soil materials, and monitoring for residual contamination. Some of the hazardous material areas will be capped in place. Contaminants found at the site have included metals, PCBs, petroleum hydrocarbons, volatile organic compounds, light non-aqueous phase liquids, and solvents. The City of Bridgeport is currently constructing the new Warren Harding High School on a portion of this location. Remediation activities are expected to continue on the site in general, until corrective actions at the entire site have been completed.

(emphasis added).

Several of the statements in that paragraph are inaccurate and need to be corrected.

GE is currently performing corrective action at 1285 Boston Avenue pursuant to RCRA. However, the intent is for final development to complete the corrective action requirements, as has been discussed with both the Department of Energy and Environmental Protection (DEEP) and the City. GE has removed those highly regulated soils from the Site, with new construction to cover the remaining soils. This is the same approach that has been taken under a joint Stewardship Permit for the 379 Bond Street parcel, which is the location of the new Harding High School.

If redevelopment does not occur because the corner is taken, remediation of that corner will not be "complete." The new owner (the City and/or CDOT) would be required to complete the remediation of the corner through construction or through further soil removal at the City's expense. We understand that the details of the project are not final; however, the EA plans show much of the corner portion of 1285 Boston Avenue as green space. The corner parcel does not currently meet the standards for green space without further remediation. GE has provided details about this matter to the City. Moreover, because 1285 Boston Avenue will continue to be an "interim status treatment storage and disposal facility" until the completion of corrective action, the City and/or CDOT will be subject to the requirements of RCRA as it performs that work. The EA is silent as to both the technical and legal consequences of the remaining work.

#### **Conclusion**

As a local property owner, GE fully supports realignment of the Seaview Ave-Boston Ave intersection, along with the Project's community revitalization goals. If well-designed to optimize property reuse, the Project could catalyze the improvements identified in the EA. Unfortunately, the proposed design fails to weigh and mitigate the substantial negative impacts on the 1285 Parcel. This failure will undermine the benefits available from the Project. GE advocates expansion of the EA to identify, describe, and compare all viable alternatives for the intersection design, including rigorously evaluating which design provides the greatest Project benefit for the community. We would be pleased to meet with you to discuss these comments and additional ideas.

Sincerely,



Marian E. Whiteman

**EXHIBIT A**



Exhibit A (cont'd)





Exhibit A (cont'd)



Exhibit A (cont'd)



Exhibit A (cont'd)



Exhibit A (cont'd)



**EXHIBIT B**

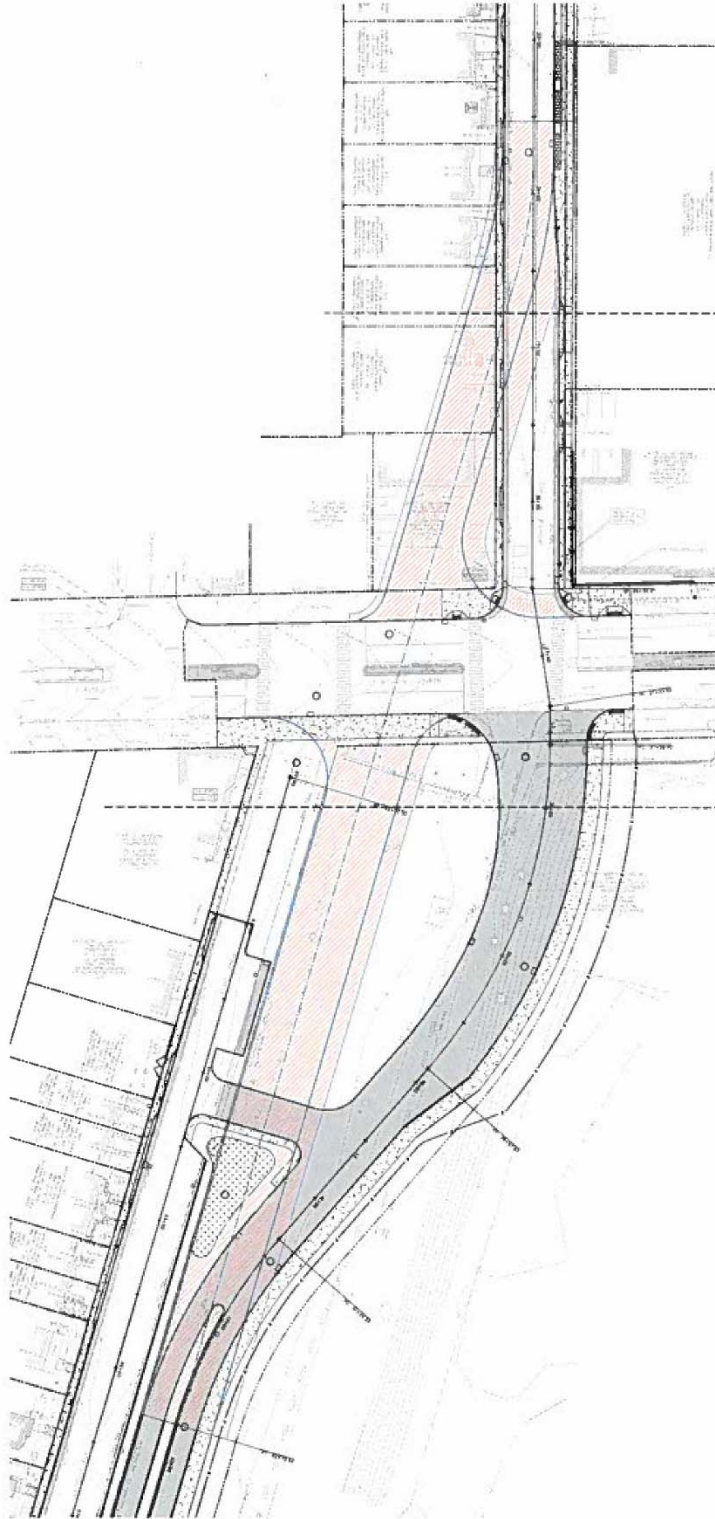
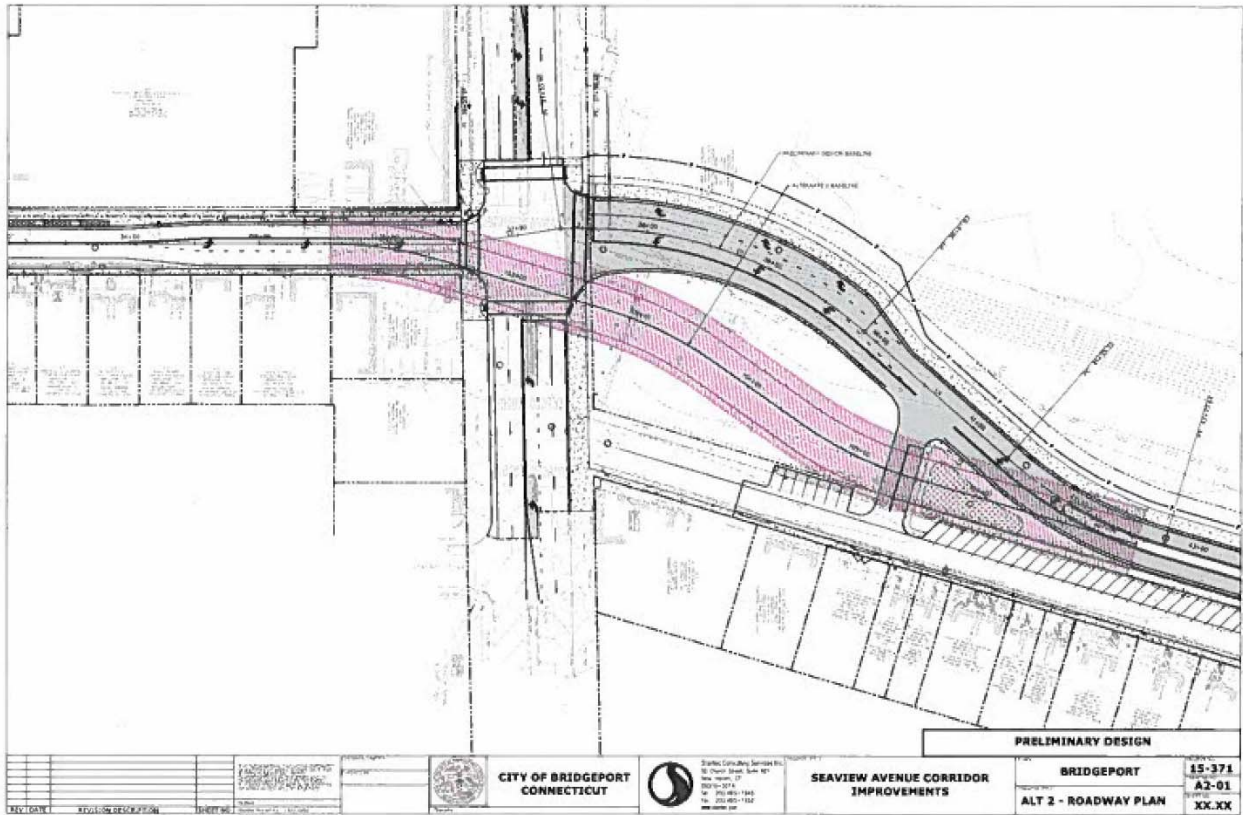


Exhibit B (cont'd)



**EXHIBIT C**

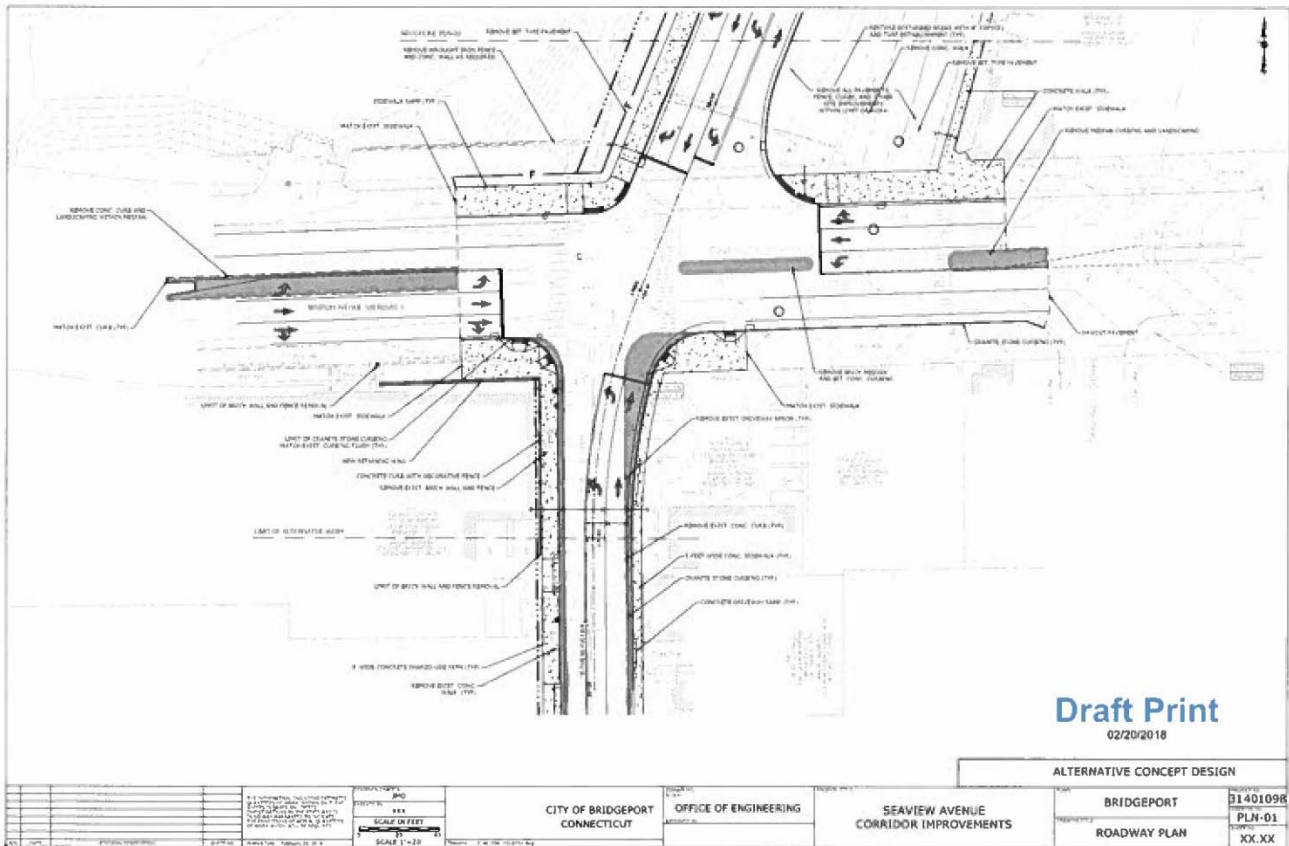
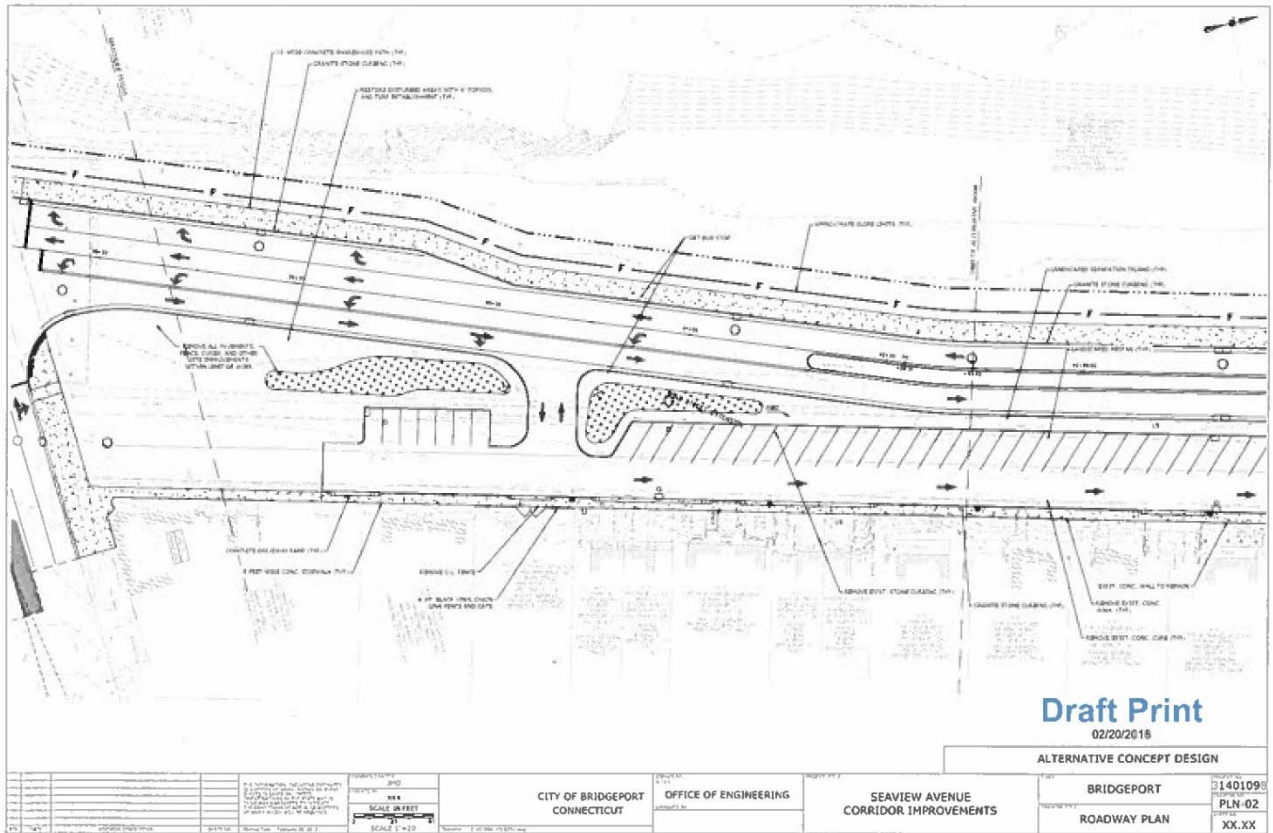


Exhibit C (cont'd)



**Draft Print**  
02/20/2018

ALTERNATIVE CONCEPT DESIGN

<table border="1"> <tr> <td>PROJECT NO.</td> <td>15-371</td> </tr> <tr> <td>DATE</td> <td>02/20/2018</td> </tr> <tr> <td>SCALE</td> <td>1" = 20'</td> </tr> </table>	PROJECT NO.	15-371	DATE	02/20/2018	SCALE	1" = 20'	<table border="1"> <tr> <td>CITY OF BRIDGEPORT CONNECTICUT</td> <td>OFFICE OF ENGINEERING</td> </tr> </table>	CITY OF BRIDGEPORT CONNECTICUT	OFFICE OF ENGINEERING	<table border="1"> <tr> <td>PROJECT NAME</td> <td>SEAVIEW AVENUE CORRIDOR IMPROVEMENTS</td> </tr> </table>	PROJECT NAME	SEAVIEW AVENUE CORRIDOR IMPROVEMENTS	<table border="1"> <tr> <td>CITY</td> <td>BRIDGEPORT</td> </tr> <tr> <td>PROJECT</td> <td>ROADWAY PLAN</td> </tr> </table>	CITY	BRIDGEPORT	PROJECT	ROADWAY PLAN	<table border="1"> <tr> <td>DATE</td> <td>02/20/2018</td> </tr> <tr> <td>SCALE</td> <td>XX.XX</td> </tr> </table>	DATE	02/20/2018	SCALE	XX.XX
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## Responses to General Electric Company

**GE-1** The proposed alignment was designed for optimizing safety and sight distance at the Boston Avenue/Seaview Avenue/Bond Street intersection, while minimizing impacts to the serviceability (and potential total acquisitions) of all properties (including minority owned businesses) within the intersection area. While the intersection alignment impacts the 1285 Parcel and requires a partial acquisition, based on a review of the entire property and relatively minor percentage of property acquired (see Figure 1), the property remains able to be developed.

Any perceived financial impacts or claims of reduced marketability or increased development costs will be reviewed and negotiated with the State of Connecticut as a part of the standard Rights-of-Way procurement process. The CTDOT will be procuring all necessary property rights on behalf of and at the request of the City of Bridgeport.

**GE-2** The current design provides for standard 2:1 side slopes, not the 1:1 outlined in the comment. This is a standard roadway side slope and provides for full support of the adjacent proposed highway. There would be no need for a 'wider base' and increased property acquisition as the comment suggests.

The comment also suggests the inclusion of a retaining wall to further reduce impacts to the property. Such a wall (approx. 6-8 foot in height), would save approximately 12-16 feet of physical impact or roughly .06 acres of area. When compared to an overall parcel acreage of approximately 59 acres (per City records) this represents a very small percentage of the parcel. While feasible, constructing a new retaining wall is not standard practice where there are no physical limitations to sloping of grades. In addition, the City would need additional ROW beyond any retaining structure for access/maintenance purposes, providing further restrictions as compared to a proposed slope treatment. Finally, a new wall would also serve to increase costs for the project and could hinder access to the property as opposed to a graded slope that could be manipulated for access purposes.

**GE-3** While access to the property within the proposed slope area identified adjacent to the traffic signal could be physically constrained with the selected alternative, access will be limited in the vicinity of the traffic signal in any case as the City/CTDOT likely would not permit the construction of a new driveway within the approach to the intersection considering traffic safety and potential conflicts with associated turning lanes. However, the proposed design could allow driveway access to the 1285 Parcel to be aligned with the first Bond Street intersection with the new frontage/parking access road (see Figure 2). If appropriately designed, this location could be a reasonable, at-grade access point and a driveway for the 1285 Parcel. Therefore, access to the 1285 Parcel is not eliminated, as suggested. In fact, access to the 1285 Parcel should be improved by the selected alternative given the addition of turning lanes on the relocated Bond Street and optimization of intersection geometry and signal timing.

Further, the above noted potential access point is in proximity (300 feet) to the Bond Street/Boston Avenue intersection and not '*midway down Bond Street and adjacent to Harding High School*' as the comment suggests. The responsibility to design and analyze traffic and safety impacts for future driveways not yet identified falls to any future developer of the parcels. Any proposed development meeting the threshold for a Major Traffic Generator would require OSTA review for impacts to the State highway network and the City will require any significant development to assess traffic impacts as well as site specific maintenance and protection of

traffic. The level of review would be dependent on the scale and anticipated traffic impacts of the proposed development.

Figure 1

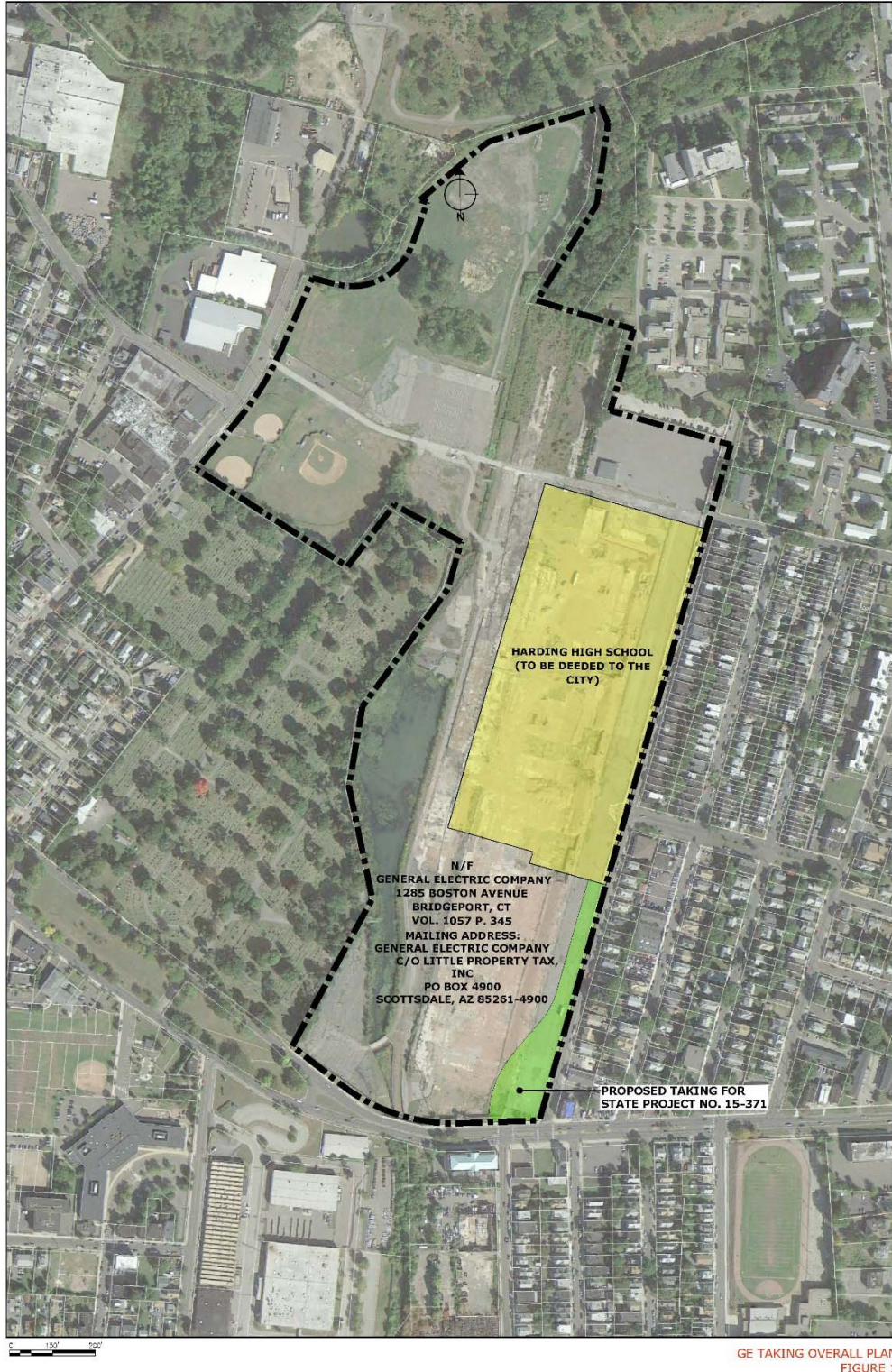
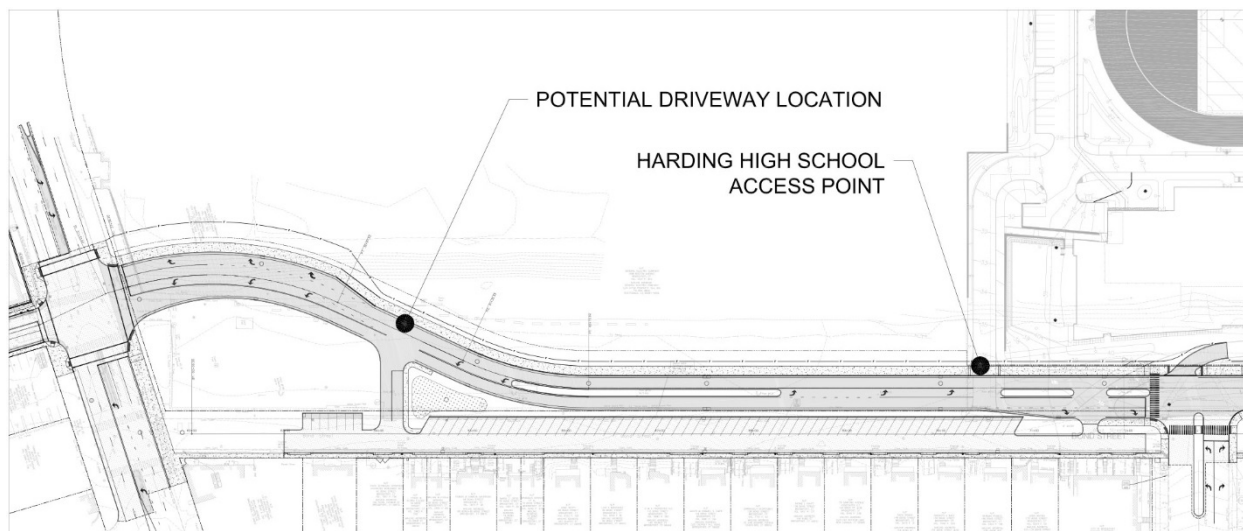


Figure 2



**GE-4** As the proposed roadway construction will not limit the parcels' development (and associated job creation, increased tax revenues, and improved property values for neighbors) from a physical or zoning (i.e. impacts do not create zoning non-conformity) perspective, the negative impacts to the community resulting from the partial acquisition would be minor. Any perceived financial impacts or claims of reduced marketability or increased development costs will be reviewed and negotiated with the State of Connecticut as a part of the standard Rights-of-Way procurement process.

**GE-5 (*Consideration of Alternatives*)**

The comment suggests the need to evaluate alternatives (both past and current) that were identified during the current design process. The following summarizes alternative design considerations for the Boston Avenue/Seaview Avenue/Bond Street intersection.

***No-Build***

The current intersection is a substandard, offset intersection with no turn lanes for the Seaview Avenue or Bond Street approaches to the noted intersection. Given deficiencies, the current intersection operates at a minimally acceptable overall level of service (LOS) "D" (See Appendix F of the EA for definitions), with the Seaview Avenue northbound approach operating at a failing LOS F in the AM peak hour. Given the growth of traffic volumes to the design year of 2040 and no improvements to the intersection, the overall intersection will operate at a failing LOS F and all approaches will operate at failing LOS E/F for the design year of 2040. This condition would negatively impact traffic flow and safety in the corridor along with negatively impacting the other goals of the project as described in the Purpose and Need section of the EA. Consequently, the No Build Alternative was determined not to be an acceptable alternate.

### ***Past Alternatives Considered***

As explained in the EA, an earlier project (Project 15-288, 2006) evaluated the Seaview Avenue Corridor as part of a larger effort for developing transportation improvements between I-95 and Boston Avenue). In that assessment, various alternatives were reviewed including those listed below.

- Alternative 1 – Two-lane upgrade to conform to current roadway standards.
- Alternative 2 – Four-lane widening, maintaining existing Seaview Avenue centerline.
- Alternative 3 – Four-lane widening, shifting the Seaview Avenue centerline west.
- Alternative 4 – Three-lane widening, shifting the Seaview Avenue centerline west.
- Alternative 5 – Combined Seaview Avenue upgrade and construction of two-lane arterial.
- Alternative 6 – New limited-access arterial west of Seaview Avenue.
- Alternatives 6a–6d – Alignment variations focused on the approach to the US Route 1 intersection with Seaview Avenue.

The study eventually resulted in the selection of Alternative 6 as the proposed action given the anticipated detrimental neighborhood impacts of the previous more extensive widening and alignment proposals.

However, as noted in the EA for this project, the Alternatives that were evaluated in the 2006 EA/EIE were not considered to be reasonable alternatives for several reasons. All the Alternatives, except for Alternative 1, were proposed to include a wider roadway corridor and right-of-way (ROW) (between 70 and 100 feet for the proposed road) when compared to the existing 50-foot ROW or would require construction of at least part of the roadway on a new alignment. This would result in extensive property acquisitions and substantial community impacts, historic resource impacts, and additional impacts on wetlands and surface water features for Alternatives 4, 5, and 6. Given these concerns as well as financial constraints, none of the Alternatives were determined to be carried forward and the proposed design was targeted to improve the existing infrastructure to safely handle existing and expected traffic volumes.

### ***Current Alternatives Considered***

This current project is proposed to include limited widening and improvements between Barnum Avenue and Boston Avenue where there are ROW restrictions and/or adjacent resources, and more extensive widening where there are potentially less restrictive areas north of Boston Avenue. The current proposal will have a much smaller project footprint, and fewer impacts than the previously studied alternatives.

During the preliminary design process, the City, CTDOT and consultant met on many occasions with GE representatives to review the project, present potential impacts, and evaluate potential alternatives. Given GE's stated concerns with the proposed intersection alignment, the design consultant prepared two (2) additional alternatives to assess whether there were alternative designs that could minimize impacts to GE property, optimize safety and traffic flow through the intersection and avoid extensive impacts to existing businesses and residences in the intersection area. The following provides a summary of alternatives considered:

## Proposed Design

As outlined above, the proposed alignment was designed to optimize safety and sight distances at the Boston Avenue/Seaview Avenue/Bond Street intersection, while minimizing impacts to the functionality (and potential acquisitions) of all properties (including the Yankee Muffler Shop—a minority owned business at 1290 Boston Avenue) within the intersection area. The selected alternative incorporates a 90-degree, non-skewed realigned intersection, which is especially important given the new Warren Harding High School under construction on Bond Street (planned to open in Fall of 2018) and the associated school bus traffic that will be utilizing the intersection as a main point of access to the high school.

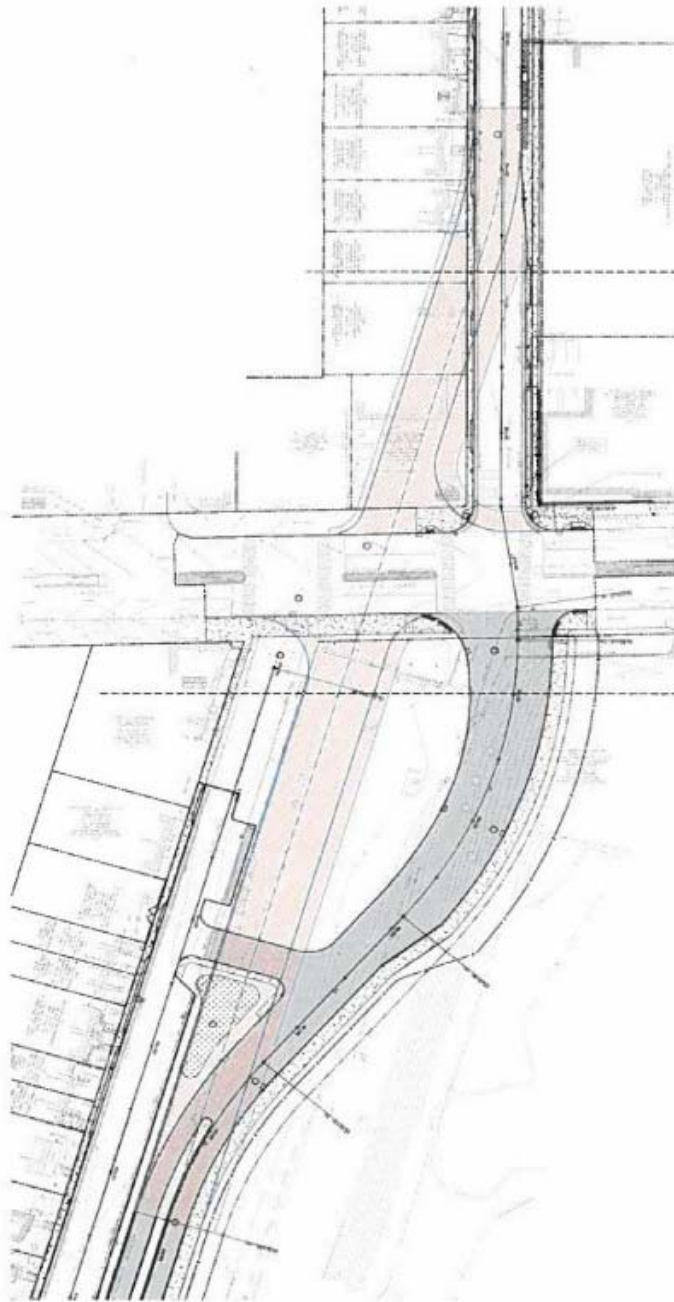
The proposed alignment provides only minor encroachments along the road frontage of adjacent properties at the northern approach of Seaview Avenue to the intersection, so only nominal impacts to property use or businesses are realized.

## Intersection Configuration 'A' - Boston Avenue/Seaview Avenue/Bond Street Intersection (see Figure 3)

The initial alternative that was prepared and discussed with GE sought to minimize impacts to GE property (1285 Parcel) and shift the new Bond Street roadway (and intersection) to the east, away from GE property. This results in reductions to impacts to the GE property; however, the alternative creates a number of undesirable impacts including:

- The intersection becomes a skewed intersection. In accordance with CTDOT Highway Design Manual, the skew angle, 72 degrees, while generally minimally acceptable for geometry, is not the optimal geometry to maximize safety and sight lines. Skewed intersections increase travel distance across the major roadway (for both vehicles and pedestrians), can adversely affect sight distance and can complicate designs for turning movements, especially trucks and buses. Additionally, where there is expected to be a higher density of older drivers (65 +) (i.e. elderly housing), skewed angle should ideally be no less than 75-degrees.
- The alignment requires a total acquisition of 4 properties (3 multi-family residential buildings and a minority owned commercial muffler shop).
- Given the multi-family residential relocations needed and the current socio and economic demographics of the local population, environmental justice concerns are introduced.
- Additional costs associated with the increased ROW impacts, estimated at approximately \$1.45 million (including but not limited to relocation and demolition costs)

Figure 3

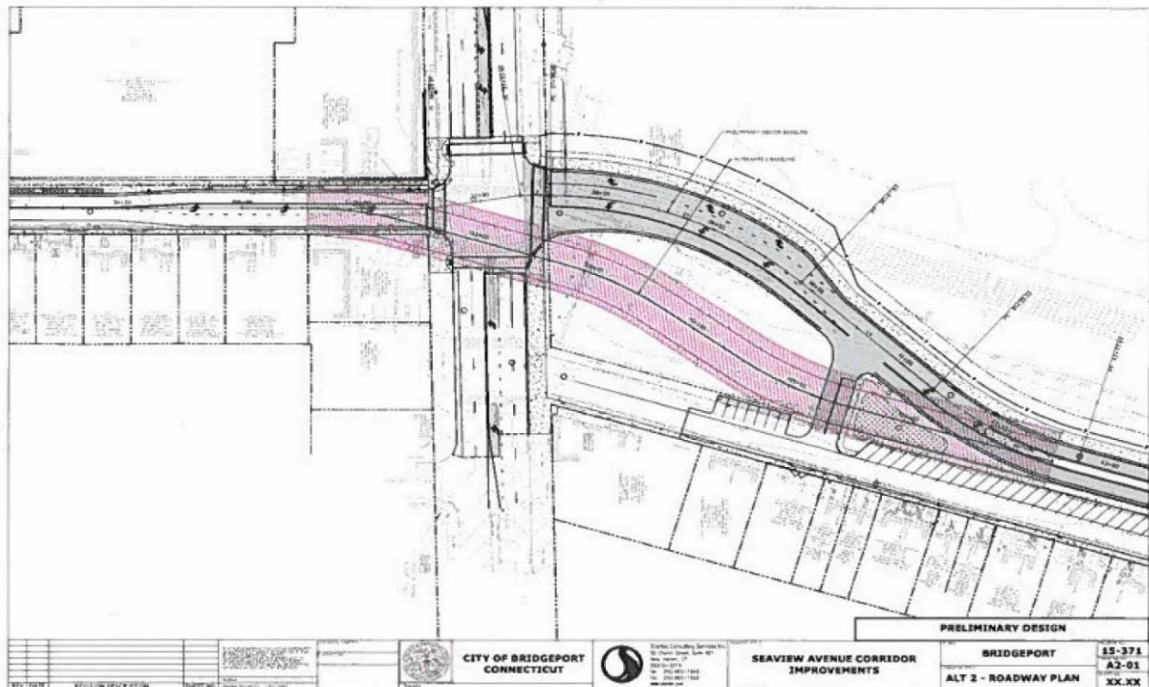


Intersection Configuration 'B' -- Boston Avenue/Seaview Avenue/Bond Street Intersection (see Figure 4)

The design team presented a modified alternate concept that was a 'middle ground' in alignment between the selected alternative and Intersection Configuration 'A'. This alternative sought to lessen impacts to the GE property while at the same time maintaining limited skew angle and minimizing other property impacts. The expected impacts included:

- Maintains a skewed intersection at 72-degree (same as Intersection Configuration 'A'), still less than ideal 90-degree for safety and sightlines
- While eliminating impacts to the three (3) multi-family residential buildings outlined in Intersection Configuration 'A', the alignment would take approximately half of the existing parking on the Yankee Muffler site (1290 Boston Avenue) thereby negatively impacting the business and/or potentially rendering the site as non-conforming for parking. Assuming there is a need to acquire the entire minority owned business to limit partial acquisition of GE property, this would raise environmental justice concerns as the project lies within an Environmental Justice community.
- The shifting of the intersection to the east would cause additional operational issues, as the existing curb cut for the Yankee Muffler business (on Boston Avenue) would lack appropriate separation from the Seaview Avenue/Boston Avenue corner radius.
- Cost associated with a potential total acquisition of the Yankee Muffler business (if required), estimated at approximately \$540,000 (including demolition and miscellaneous costs, such as relocation assistance).

Figure 4



This alternative also continued to negatively impact (though to a lesser degree) the at-grade portions of the GE property with which they (GE) appear most concerned.

Within their commentary, GE submitted a further refinement to the Intersection Configuration 'B' concepts (GE Exhibit C, see Figure 5 below) however, many of the concerns with Intersection Configuration 'B' remain, namely:

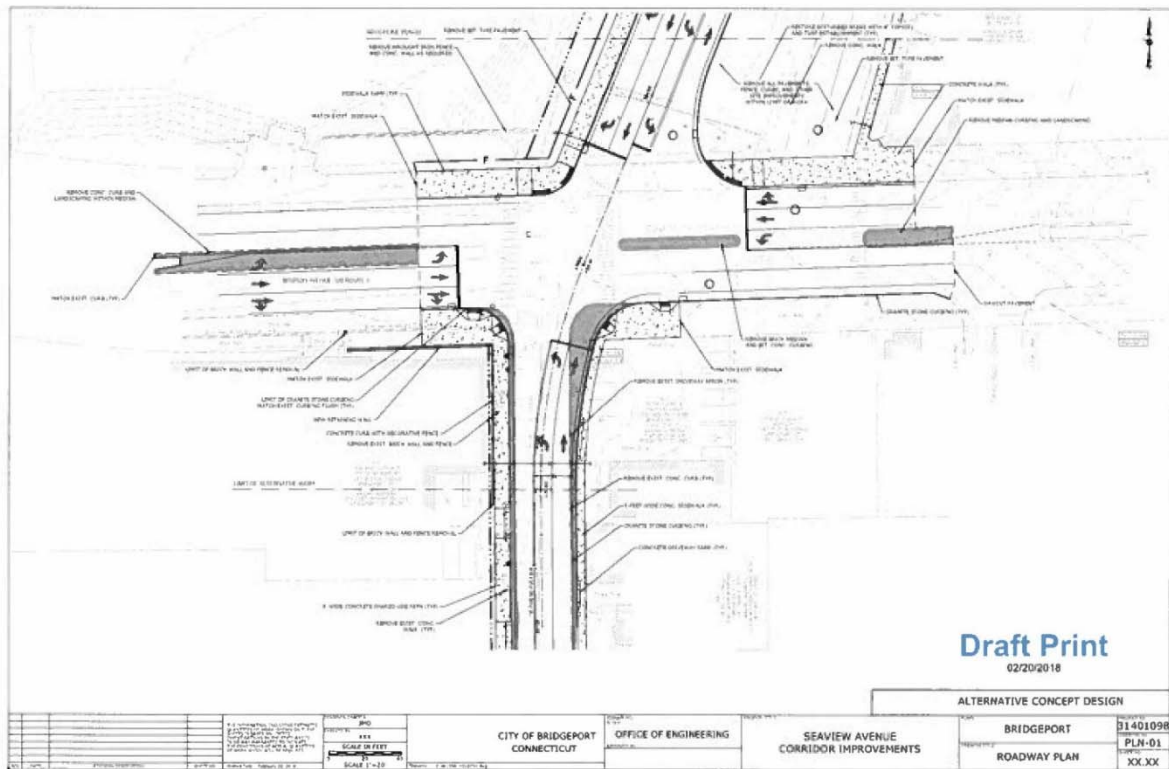
- Creates an even larger skew (66 degrees) for the Bond Street leg of the intersection (see commentary on skew for Intersection Configuration 'B'). As outlined above, this represents a worsening of potential sightlines, safety and turning movements, as well as longer pedestrian crossings of the major roadway (Boston Avenue). Excessive pedestrian crossing distances increase pedestrian exposure time, increase the potential of vehicle-pedestrian conflict, and add to vehicle delay.
- Given the further shifting of the intersection alignment to the east, not only do the potential operational concerns identified with Intersection Configuration 'B' for the Yankee Muffler driveway location (Boston Avenue) increase but with this refinement, the driveway would enter the intersection proper and is no longer at or behind a stop bar (Boston Avenue, eastern approach) which is a safety concern for business users and traffic within the intersection. Given the skew of the intersection and access point to the property on Boston Avenue, it is likely there would be further safety concerns introduced related to visibility of signal heads from the egress at Yankee Muffler.

It should be noted that the refinement sketch seems to reflect a 'closing' of the existing Boston Avenue driveway serving the Yankee Muffler business with new curb ramp and sidewalk area due to the easterly shifting of the roadway but it is presumed this was not the designer's intent.

- The alignment results in similar impacts to the Yankee Muffler shop outlined above (Intersection Configuration 'B'), negatively impacting the business and potentially rendering that property non-conforming for parking as well as safety concerns of ingress and egress on Boston Avenue.



Figure 5



In addition to the above noted impacts, the Bond Street approach (see above) reflected in GE's refined concept, takes the vast majority of the at-grade portion of the GE property near the Boston Avenue/Bond Street intersection, the portion of the property about which GE is most concerned.

In summary, in comparison to the noted deficiencies found in the current alternatives (intersection configuration optimization and overall impacts to adjacent corridor properties within a designated EJ community, including a minority-owned business and multi-family residential properties), the selected alternative has relatively minor corridor wide impacts, optimizes intersection geometry and safety and offers better sight distances.

**GE-6:** The Environmental Assessment, in assessing the potential indirect and cumulative impacts of the project on the community followed the Council on Environmental Quality (CEQ) procedures. CEQ defines indirect impacts as those that may result from a transportation project later in time or farther removed in distance but are still reasonably foreseeable. The Seaview Avenue EA evaluated potential indirect and cumulative impact for the corridor as a whole and not any specific individual property. The roadway improvements would improve safety and traffic flow at the new realigned intersection, thereby facilitating increased economic development, creation of additional local jobs, revitalization of the urban environment and aesthetic qualities in the corridor and increased property values.

While the project will require the acquisition of a portion of GE's 1285 Boston Avenue parcel, it is not possible to determine the 'reasonably foreseeable' impact of this acquisition because no

development plan has been filed with the City to date. However, the partial acquisition of the 1285 Boston Avenue parcel will not prevent the property from being redeveloped in the future.

**GE-7** It is understood that the acquisition of any of the 1285 Parcel will require the City and/or State to coordinate with GE and regulatory agencies to complete any remaining remediation. The condition of the property upon purchase by the City and/or State will determine which type of remediation will be required (i.e. capping, additional soil removals etc.)

Any required remediation costs pursuant to the site's status as an "interim status treatment storage and disposal facility" are typically reviewed and negotiated with the State of Connecticut as a part of the standard Rights-of-Way procurement process.

As noted in the comment, the preliminary plans provided did suggest the potential use of a portion of the acquisition (a non- contiguous remnant portion of the property to be taken) as greenspace or a public park. This was further explained at the Public Hearing as potentially requiring additional soils removals and/or capping with hardscape surfaces (urban hardscape park, additional parking). It was outlined that this would be further discussed with City/CTDOT as design progresses.

# APPENDIX B

*Public Hearing Transcript*

**Seaview Avenue Corridor**  
Bridgeport, Connecticut

*State Project No. 15-371*

*Finding of No Significant Impact*

SEAVIEW AVENUE CORRIDOR  
PUBLIC HEARING

BRIDGEPORT HOSPITAL  
HOLLANDER AUDITORIUM  
267 GRANT STREET  
BRIDGEPORT, CONNECTICUT

THURSDAY, FEBRUARY 8, 2018

6:15 P.M.

SPEAKERS:

PRITI BHARDWAJ  
LYNN HAIG  
JOHN EBERLE  
JEFF SIMMONS  
MATT GEANACOPOULOS

BONNIE L. SYAT  
SYAT REPORTING  
43 CORNFLOWER DRIVE  
MILFORD, CONNECTICUT 06460  
PHONE/FAX: 203-874-5428

1 MS. BHARDWAJ: Good evening, ladies  
2 and gentlemen, my name is Priti Bhardwaj from  
3 the Connecticut Department of Transportation.  
4 And I will be serving as the moderator  
5 tonight for the public hearing.

6 Okay. We are meeting with you this  
7 evening in order to discuss the environmental  
8 assessment and preliminary design for Project  
9 Number 15-371, corridor improvements for the  
10 Seaview Avenue located in the City of  
11 Bridgeport, Connecticut.

12 Our goal tonight is to provide an  
13 overview of the project; review findings from  
14 the project's environmental assessment and  
15 hear from you about how the project might  
16 impact or benefit your community.

17 Some of the items that will be  
18 covered on tonight's agenda will be the  
19 project overview; findings from the  
20 environmental assessment; the rights of way  
21 process and your comments.

22 I'd like to introduce the various  
23 individuals who are here this evening and  
24 will be presenting: Ms. Lynn Haig, Director  
25 of Planning from the City of Bridgeport, to

1 be followed by Mr. John Eberle and  
2 Mr. Jeff Simmons, both of Stantec  
3 Engineering, who will be giving the technical  
4 portion of the presentation; and  
5 Mr. Matt Geanacopoulos from the Department's  
6 Division of Rights of Way who will be  
7 explaining the rights of way process.

8 This public hearing is being  
9 conducted in accordance with the Connecticut  
10 Department of Transportation's policy on  
11 public involvement, public hearings for  
12 highway layouts and designs and in accordance  
13 to the latest version of the public  
14 involvement guidance manual.

15 Documents are available for the  
16 public's inspection and copying at the  
17 Connecticut Department of Transportation,  
18 Room 2155, 2800 Berlin Turnpike in Newington,  
19 Connecticut.

20 Also at FHWA, Federal Highway  
21 Administration, located in the Glastonbury  
22 office, at 628 Hebron Avenue, Number 303,  
23 Glastonbury, Connecticut, and at each of the  
24 following locations: Connecticut State  
25 Library, located in Hartford, Connecticut and

1 the Bridgeport Public Library, the main  
2 branch, and the Old Mill Green branch.

3 I will now discuss the format for  
4 tonight's hearing and then I will turn the  
5 podium over to presenters. I will then  
6 moderate the hearing as we listen to your  
7 comments.

8 During the hearing we are going to  
9 be limiting it to comments and public  
10 statements only, not questions. For anyone  
11 who has any additional questions, we will be  
12 happy to stay and answer them after the  
13 hearing has concluded tonight.

14 For your information, our  
15 presentation should take approximately 45  
16 minutes to complete. My intent is to conduct  
17 a fair and orderly hearing tonight by  
18 following a particular format. We would  
19 appreciate your patience during my remarks as  
20 well as the presentations to follow by  
21 holding your remarks and comments until this  
22 portion of the hearing of the hearing has  
23 been completed. We will be happy to remain  
24 here this evening until everyone has had a  
25 reasonable opportunity to speak.

1                   Experience has shown that audible  
2 recordings can only be made if the person  
3 making a statement uses the microphone  
4 connected to the recording equipment. The  
5 microphones have been set up, and if you wish  
6 to make a statement, please come to the  
7 microphone after I read your name from the  
8 sign-up sheet. Please introduce yourself,  
9 and if you are representing an organization,  
10 please give its name as well.

11                   If you didn't sign up to speak, but  
12 a question comes to mind, feel free to raise  
13 your hand. I will be happy to recognize  
14 you after I go through the speaker sign-up  
15 sheet.

16                   For those individuals who have a  
17 prepared statement, you may read it into the  
18 record if you so desire. However, if the  
19 statement is lengthy, you are asked to offer  
20 a written copy of the statement for the  
21 record and give a brief summary of its  
22 contents. Such attachments to the record  
23 carry as much weight as the transcribed  
24 verbal testimony received here tonight when  
25 the transcript is reviewed.



1                   If you wish to speak this evening,  
2                   we have a sign-up sheet at the entrance to  
3                   the room. There is a three minute time limit  
4                   on all first time speakers. There will be no  
5                   yielding of your time to other speakers, your  
6                   time is for your own comments. If after all  
7                   the first time speakers have finished, anyone  
8                   would like the opportunity to speak again, a  
9                   reasonable amount of additional time will be  
10                  allotted for this purpose. Anyone who wishes  
11                  to present written comments for the public  
12                  hearing record should give them to me before  
13                  the end of tonight's hearing.

14                  As a result of information that you  
15                  might learn at tonight's hearing, you may  
16                  wish to make additional comments on the  
17                  proposed project. Written statements or  
18                  exhibits may be mailed or delivered to the  
19                  attention of Ms. Kimberly Lesay,  
20                  Transportation Assistant Planning Director,  
21                  Bureau of Policy and Planning, Connecticut  
22                  Department of Transportation, 2800 Berlin  
23                  Turnpike, Newington, Connecticut 06131.

24                  This information is also in the  
25                  handout available when you entered the room

1           tonight. The deadline for receipt of  
2           comments on this proposal is February 23rd,  
3           2018. Written statements or exhibits must be  
4           postmarked by this date and must be  
5           reproducible in black and white on not larger  
6           than 8 1/2 by 11 inch paper. This information  
7           will be made part of the public hearing  
8           record and will be considered in the same  
9           regard as oral statements.

10                         At this point I will now turn the  
11           podium over to Ms. Lynn Haig, Director of  
12           Planning from the City of Bridgeport. She  
13           will be followed by Mr. John Eberle and  
14           Mr. Jeff Simmons of Stantec, and then  
15           followed by Mr. Matt Geanacopoulos from the  
16           Department.

17                         (Whereupon Ms. Haig came to the  
18           podium.)

19                         MS. HAIG: Good evening. Thank you  
20           all for coming.

21                         There's a tremendous potential for  
22           redevelopment and renewal sitting along the  
23           Seaview Avenue Corridor. Improving the  
24           transportation infrastructure is one of  
25           several keys necessary to unlock that

1 potential.

2 Over the past two decades there  
3 have been numerous studies, concept drawings,  
4 neighborhood meetings and an environmental  
5 assessment. I spoke to a few of you on the  
6 way in and yes, you've lived through all of  
7 them.

8 Throughout that time the project  
9 scope was large, impacting a greater area and  
10 requiring a substantial number of property  
11 acquisitions. The project being presented  
12 this evening is straightforward and much more  
13 simple. It is anchored on the north by the  
14 new Harding High School and on the south by a  
15 proposed Barnum Train Station. It improves  
16 vehicular movement along the corridor with  
17 the addition of turn lanes at intersections  
18 and a reconfigured four-way intersection at  
19 Boston and Seaview Avenues.

20 The project also encourages and  
21 facilitates pedestrian movement through  
22 landscaping and incorporation of a ten foot  
23 wide multi-use trail. That's professional  
24 speak for wide sidewalks that allows bicycles  
25 and pedestrians. We are just as concerned

1           about the people as we are about the vehicles  
2           that move along the corridor.

3                         City efforts to unlock the rivers  
4           and waterfront, develop a new train station  
5           and set up Terra Place, which is the shop  
6           tower space down on Barnum Avenue for  
7           development cannot be successful on their  
8           own. Each of these efforts have bolstered  
9           with nearby successes and improvements.

10                        The Seaview Avenue Corridor Project  
11           provides the necessary infrastructure  
12           improvements to help all of these other  
13           efforts become successful and helps to unlock  
14           the redevelopment potential of the corridor.  
15           There has been strong public support to date  
16           for these improvements.

17                        Thank you for being here tonight,  
18           and we welcome your input and continued  
19           involvement.

20                        Now for John Eberle for the project  
21           overview.

22                        (Whereupon John Eberle came to the  
23           podium.)

24                        MR. EBERLE: So what I want to do  
25           is, I want to kind of review the actual

1 project with you before we kind of turn it  
2 over to looking at some of the environmental  
3 assessments that we've done and kind of point  
4 those out.

5 Before I go on, really the  
6 important thing that we kind of want to touch  
7 on that are up on the screen is; why are we  
8 even doing this project? What's the purpose  
9 and need of this project? And for any of  
10 those who have actually looked at the  
11 environmental assessment, you'll see those  
12 fairly well laid out.

13 Number 1. Obviously improve the  
14 traffic circulation through the corridor.  
15 That's one of key project needs for this.

16 The operation of Boston Avenue  
17 intersection is another critical purpose and  
18 need of this project, not only for vehicles,  
19 but for pedestrians and bicyclists through  
20 the area. And I'll talk a little bit about  
21 existing conditions versus proposed and where  
22 we think this is going.

23 Another purpose is provide the  
24 aesthetic and pedestrian safety improvements  
25 to the corridor so that you, and I'll share

1           some of our initial work on that. And  
2           lastly, provide improved access to the  
3           underutilized properties along the way. And  
4           a lot of that is on the western side of the  
5           corridor that we're talking about.

6                        So that's the, that's essentially  
7           what the purpose is. And before I get into  
8           the, just to kind of explain where we stand  
9           here when I get into some of the preliminary  
10          design; we are at preliminary design. So  
11          we're basically at a 30/35 percent design  
12          level. Some of you who came out, maybe it's  
13          now nine months ago to kind of, when we  
14          shared some of this, we were pretty much at  
15          the same stage, but now we have the  
16          environmental work behind us as well.

17                       So what I wanted to do is kind of  
18          just walk you through the existing conditions  
19          for those who are not familiar. I'm sure  
20          many of you are familiar with them, but I'll  
21          walk through.

22                       So the project is, as Lynn stated,  
23          are essentially Barnum Avenue to the south.  
24          And just so that you know; north is to the  
25          right, all right? So right is north, left is

1 south. Some of the other -- Metro North  
2 Railroad is below Barnum, to the left of the  
3 page. You see the high school up to the  
4 right of the page.

5 So we're beginning at Barnum Avenue  
6 and we're ending at Stewart Street. So we're  
7 not extending. We're not doing any work on  
8 the railroad and we're not going further  
9 north than Stewart Street for this.

10 I'll be talking a bit -- And what  
11 you see in the orange is actually the  
12 project, Seaview and Bond. What we do to  
13 both of these are a little different as far  
14 as reconstruction versus new roadway. And  
15 I'll do that in a minute.

16 So we're going to start here with  
17 the existing conditions. This is obviously  
18 Barnum Avenue intersection. It's an  
19 intersection with reported high accidents.  
20 It has capacity issues. As some of you know,  
21 most of the approaches here are one lane. So  
22 there's no dedicated left turns, so it  
23 creates some capacity problems in this area,  
24 especially on northbound Seaview entering the  
25 intersection. So I'll just walk us up

1 through and just take a quick look.

2 So this is a typical corridor  
3 between Barnum and Seaview. We're looking at  
4 a 30 foot wide existing pavement area.  
5 Parking is generally on the eastside.  
6 There's no parking on the westside or left  
7 side, as it were. One lane in each  
8 direction. And this picture doesn't really  
9 do a good job perhaps, but sidewalks are on  
10 both sides, but it's kind of a mishmash of  
11 bituminous and concrete. Same with the  
12 curbs. You've got granite curbs. You've got  
13 concrete curbs. You've got no curbs in  
14 areas. So it's -- And even the pavement is  
15 in poor condition. So another reason for  
16 going forward with the project.

17 The other thing you'll notice in  
18 this is that there's no bike facilities up  
19 and down Seaview. So bikes basically travel  
20 in the way of traffic and with the traffic.  
21 And the other thing that is fairly clear as  
22 we kind of walk up is there's no streetscape  
23 amenities on the corridor. Now you might  
24 point out a tree here there maybe, but we  
25 don't call that a full streetscape or



1 amenity.

2 The other thing you'll notice, and  
3 I'll talk a little bit about it as we get  
4 into the actual design, is the utilities.  
5 All the utilities are generally on the west  
6 side or the left of the highway.

7 So again, just kind of walking up  
8 the roadway. Here we're approaching Boston  
9 Avenue. You can see the Boston Commons  
10 residential units on the left, in the brick,  
11 and Yankee Muffler is up there to the right  
12 as we approach. So this is actually a kind  
13 of a pinch point, kind of, and I'll share  
14 some of that when we're looking at, looking  
15 at the design.

16 So here we are. This is at the  
17 Boston Avenue/Seaview/Bond Street  
18 intersection. We're kind of looking up Bond  
19 Street at this point. This intersection, for  
20 those who, you know, know the area, is an  
21 offset intersection. It's offset by like 75  
22 feet, which is certainly substandard if you  
23 were to have an offset. And I'll talk about  
24 how we're going to address that.

25 For those that use the

1 intersection, it failed in a lot of  
2 attributes and capacity, especially  
3 northbound on Seaview where there really is  
4 just one lane approaching the intersection.  
5 There's no left-turn lanes, there's no right-  
6 turn lanes. So you get a bottleneck. And the  
7 Seaview to Bond and Bond to Seaview offset is  
8 a very problematic and awkward movement as  
9 well. So that's just another part of the  
10 existing condition.

11           So here we're kind of looking up  
12 and you'll notice that we changed the weather  
13 to winter, just to keep you guys current.

14           We're looking up Bond Street now.  
15 This begins Section 2. So you've got two  
16 sections of this. We've got Barnum Avenue to  
17 Boston Avenue and then Boston Avenue up to  
18 Stewart Street.

19           In this corridor we're talking,  
20 we're looking at a 32 foot existing roadway  
21 section. Again, one lane in each direction.  
22 Basically the same conditions apply; poor  
23 pavement, sidewalks. There are sidewalks on  
24 both sides. But again, the condition of them  
25 is not great. And again you'll note no formal

1 bike facility to the corridor. So we're just  
2 walking up.

3 Here you're actually starting to  
4 see the parking on the westside, which is not  
5 illegal. But what you find, because of the  
6 tight corridor, sometimes you'll be out there  
7 and you'll have folks actually parking on  
8 sidewalks to try to clear out of the, out of  
9 the roadway. So just something that we  
10 wanted, we want to keep in mind. And then  
11 this side really just kind of gives you the  
12 obvious, that it's a heavily trafficked area.  
13 There's a lot of traffic out there today and  
14 growing with other developments that could be  
15 in the corridor and Barnum Station and what  
16 might come.

17 So that takes us to what are we  
18 going to do. So, you know, how are we going  
19 to improve this? I just walked through the  
20 existing conditions. Again, I want to start  
21 off by there's two sections here. And I'm  
22 going to go through these section-by-section.

23 Barnum Avenue to Seaview. Barnum  
24 Avenue on Seaview to Boston Avenue is kind of  
25 one section. We're not doing a new roadway

1           there, and I'll walk you through what we're  
2           going to be doing, but we're not doing a  
3           realignment. It's basically going to be  
4           reconstruction of the roadway that's there  
5           and new pavement along with a whole host of  
6           other things.

7                         So just kind of describing the  
8           section, the cross-section of the roadway as  
9           you would see it; if you look on the right,  
10          these are the residences on the eastside of  
11          the roadway. And again, if anyone afterwards  
12          wants to stay behind and we kind of, you  
13          know, look at your property in particular.  
14          But essentially we're holding the property  
15          line there and doing all these improvements  
16          heading west. So there will be a widening  
17          here, but all of that is to the west.

18                        So as you come out, you'll have a  
19          five foot sidewalk outside those residences.  
20          The parking lane that exists now will still  
21          exist. We're not getting rid of that. We're  
22          not eliminating that. We'll have a lane in  
23          each direction, one lane in each direction.  
24          What is being added and what the widening  
25          essentially is for, is now we're looking to

1 put in a five foot buffer strip, a element  
2 where the utilities actually will go. You'll  
3 have planters, decorative pavements,  
4 pedestrian scale lighting and things like  
5 that. So that's going to be that area. And  
6 then, as Lynn kind of already alluded to,  
7 beyond that is a ten foot shared use path,  
8 okay, that will connect, you know, Barnum  
9 Avenue up to eventually the Warren Harding  
10 High School.

11 So you'll have completely new  
12 sidewalks, new granite curbs, new pavement.  
13 Everything will be coming out that's out  
14 there now and there will be new construction  
15 but within the alignment that's essentially  
16 there.

17 So I just want to kind of walk,  
18 through, and -- You know you can see this.  
19 But again, definitely take some time to take  
20 a look at the boards that we gave you, if you  
21 want to take a look at what your property is.  
22 And in plan view, I just kind of want walk  
23 up.

24 So now you've seen what I said as  
25 far as the cross section in plan view.

1           Again, keep in mind the bottom or the  
2           eastside of the roadway, we'll hold the  
3           property line and expand to the other side.

4                        So just looking at Barnum Avenue,  
5           that's one of the first changes that you see  
6           here. What you see is that we're including  
7           and incorporating left-turn lanes. So that's  
8           going to help the capacity of that  
9           intersection. And no doubt, you know,  
10          eventually will help with safety as well.  
11          And then there will be a new signal there.  
12          So that will be a completely redone  
13          intersection.

14                       With some of these other  
15          intersections, Huron Street, Grant Street,  
16          any intersection you see up here, we'll also  
17          be looking at -- They will be all  
18          reconstructed so they'll have, they'll be  
19          completely in line with ADA accessibility  
20          through the area. So that will be the other  
21          thing that we looked at.

22                       Grant Avenue, that will remain as  
23          is. There's no signal going there. It will  
24          remain a four-way stop. So there's really no  
25          change to that, just more of an improvement

1 as we go along.

2 Seaview Avenue. And this is really  
3 basically the same cross section, you know.  
4 Going forward you note, you know, the  
5 elements really on the west side of the  
6 roadway going up. And then here we start to  
7 enter the intersection, the Boston Avenue  
8 intersection. And one thing I'll note here  
9 is; if you look at the streetscape elements,  
10 the, you know, the rusty planter strip as it  
11 were, this is a tight pinch point. So we have  
12 Boston Commons, the residential units that we  
13 have, Yankee Muffler on the other side. So  
14 one of the things we'll be looking to do here  
15 is to kind of eliminate that strip, use that  
16 area so that we can get these, the lanes in  
17 that we want to get in, and I'll talk about  
18 that in a minute.

19 The other thing about this  
20 intersection, and this is probably a good  
21 time to make sure I don't blind anyone. So  
22 just to kind of give everyone -- So here's  
23 Seaview now. This essentially exists as it  
24 is. Right now you come into an intersection,  
25 you do an offset. This is Bond Street today.

1           Okay. So that's that offset. So the plan  
2           here is to realign this intersection, make it  
3           a 90 degree four-way with a new signal which  
4           will help the capacity and safety in this, in  
5           this area. One thing that, and I do want to  
6           raise it is that; given this alignment there  
7           will be an area here that will be the City's  
8           when we're all done. We have not determined  
9           what's going to happen with that because  
10          there are a lot of issues out here as far as  
11          environmental compliance. So whether that  
12          remains -- Right now it's bituminous I  
13          believe. Whether that remains a parking lot  
14          or something else has not been determined at  
15          this point. We'll kind of work with that  
16          through the design going forward.

17                 So one thing that you'll see here  
18          that is maybe not a huge deal for folks, but  
19          there are sightline issues at this  
20          intersection. And basically because of the  
21          wall that's out in front of Boston Commons,  
22          one of the things that we'll be doing as part  
23          of this project is to increase or help with  
24          the intersection sight distance by doing some  
25          relocation of that wall. So that will be a



1 net benefit as we go forward.

2 So Boston Avenue intersection, I  
3 kind of talked about it and now you're just  
4 looking at it from a different perspective.  
5 This kind of gives you a closeup of the  
6 new configurations. So what you see there  
7 are now new left-turn lanes on Seaview that's  
8 going to help capacity through the area.  
9 Certainly Bond Street you have now an  
10 exclusive left, an exclusive right and a  
11 through lane on the new Bond Street. So  
12 that's certainly going to help the capacity  
13 going through here. And then just even --  
14 Even making this a non-offset intersection  
15 is going to make it safer and improve  
16 capacity.

17 So now Section 2. And this is  
18 where I talk about being two sections. Where  
19 the first section was kind of reconstruction  
20 with an expanded area for and pathway, this  
21 actually will be a new roadway. And you'll  
22 see it better in the slides that I'm about to  
23 show, but I wanted you to see, you know, the  
24 treatment of what you're going to see if you  
25 walk out your home across, across the way.

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So on the right here, these are the residences along Bond Street to the eastside, okay? Again, we're holding that right-of-way line, that property line, and all the expansion is heading west. So you come out there, you'll have a five foot sidewalk. What was old Bond Street will actually now be a dedicated parking area dedicated to the residents and the folks along this stretch. So old Bond Street becomes a new parking area. And what you see on the left of this, that's the new Bond Street. The new Bond Street is actually constructed to the west of the existing Bond Street. And Bond Street here will have a lane in each direction and it will also have a dedicated left-turn lane, which you'll see in some of the other graphics for the high school and for any development that happens in this immediate, excuse me, in this immediate area.

The other aspect of this section obviously is the planted medians that we're going to get in there. I think right now we're looking at an 8 foot median, plus

1 medians in the Bond Street itself. So there  
2 will be a great opportunity to plant and do a  
3 really nice job aesthetically out here.  
4 Again, all new sidewalks, new curbing.  
5 Everything's, you know, reconstructed to new,  
6 new conditions.

7                   And this is the plan. So this is  
8 the plan which probably gives you a better  
9 sense of what we're talking about. I know a  
10 section can be hard to look at.

11                   So here are the residences along  
12 the westside, or the eastside. This is old  
13 Bond Street, okay? So what you're seeing  
14 there is that this now all becomes parking  
15 dedicated to the residents and whoever  
16 belongs there. So you're actually moving the  
17 roadway further away from the residences,  
18 which I think, you know, ends up being a good  
19 thing.

20                   Then as I indicated, you know,  
21 there will be opportunities for planted  
22 medians within here. These are left-turn  
23 lanes. This one actually feeds the high  
24 school there. So there will be improvements  
25 that way.

1                   One thing to note, and as we come  
2                   to the end of the project, you see the high  
3                   school up to the north of this, or the top I  
4                   should say. This part ends at Stewart  
5                   Street. Basically the same thing I just  
6                   talked about. So you have your roadway, old  
7                   roadway here that becomes parking and then  
8                   you'll have your one lane in each direction,  
9                   dedicated left, and another thru lane.

10                   The high school, just as  
11                   information, was actually designed with this  
12                   roadway in mind, or a roadway coming. So  
13                   there's very, there's just only a little bit  
14                   of tweaking that has to be done. So we're  
15                   not reconstructing Harding High School to get  
16                   this roadway in. Some forethought was given  
17                   to make sure there's room there.

18                   And Stewart Street with be a three-  
19                   way stop control. So no signal. Basically  
20                   it will stay as it is. And that's basically  
21                   where we touch down.

22                   So I'm just going to kind of  
23                   quickly go through some slides to kind of  
24                   check the boxes on what we should be talking  
25                   about.

1                   Utilities. One of the key things  
2                   that we're going to be doing as we get  
3                   further in design. We really haven't done a  
4                   lot of that right now. That's really the  
5                   next stage, design.

6                   All storm drainage systems out  
7                   there will be upgraded. In new areas you  
8                   will have completely new storm drainage  
9                   systems up to the current, up to the current  
10                  code. We're looking to separate the combined  
11                  system in Seaview. So that's going to be  
12                  part of this, and provide a new stormwater  
13                  drainage system in there.

14                  Relocate utility poles. So on Bond  
15                  Street, those utility poles will be shifted  
16                  far to the west, you know, on the edge of the  
17                  new roadway. And Seaview, and maybe I  
18                  mentioned this, but the poles, actually where  
19                  they are now, if you want to get a, you know,  
20                  a sense of where this buffer will be, those  
21                  poles are not actually going to have to move.  
22                  What we tried to do to design this is that  
23                  they are within the buffer area. So there  
24                  may be some utility coordination there. But  
25                  we'll get into that fairly soon.

1                   One thing, green infrastructure  
2 features. And now this dawns on me. I  
3 didn't talk about one thing on one of the  
4 slides, and it is important to this project,  
5 and that's the stormwater quality.

6                   When we're talking about the  
7 buffered landscape and talk about the  
8 planters, those planters are going to work  
9 two ways. They're going to be planters  
10 aesthetically pleasing, but they're also  
11 going to act as infiltration basins. So  
12 they're going to be able to treat stormwater  
13 with those basins and not just dump the water  
14 into the, you know, structure out into the  
15 wetlands and the Yellow Mill Channel. So  
16 that is an important part of this project, is  
17 where we have the opportunity, we're going to  
18 take advantage of them.

19                   So that's basically the utility  
20 construction element. And this is typically,  
21 you know, the most important slide as far as  
22 the general public because they think  
23 everyone can, you know, might be able to get  
24 behind what the improvements are, but getting  
25 there and doing the construction is always a

1 very, you know, sensitive thing. And we've  
2 got, you've got to understand that.

3 As we go forward in design, we'll  
4 be developing fairly detailed construction  
5 plans, working with the community and seeing  
6 what needs to happen. Some of the main  
7 points of that plan in talking to you folks  
8 really is maintaining property access,  
9 business and residential, you know, through  
10 the area. We're in luck for a lot of this  
11 because we're not making huge changes in  
12 grade, which are really a problem when you're  
13 trying to keep access.

14 The other thing that I should  
15 mention that facilitates this is; where  
16 Seaview is being built, you know, in its  
17 footprint now, which presents certain  
18 problems, Bond Street is actually offline.  
19 So you're going to be able to build Bond  
20 Street for the most part while existing Bond  
21 Street maintains and runs as it is. So  
22 that's actually a plus to this project.

23 We'll develop a maintenance and a  
24 traffic plan that will detail what we're  
25 going to do with the traffic, any short-term

1 closures or whatnot. We'll work with that.

2 The other thing that we recognize  
3 is that there's a, you know, the bus line and  
4 the transit. And during construction, not  
5 even just construction, but during design.  
6 we're meeting with GBT and coordinating all  
7 their stuff with them. So we'll work with  
8 them on what we need to do to make sure that  
9 it's as painless as possible. There's always  
10 pain, but if we can make it as painless as  
11 possible, great.

12 Streetscape materials, just real  
13 quickly.

14 So we haven't done anything as far  
15 as identifying what the materials were or are  
16 going to be. So we'll have lighting,  
17 pedestrian scale lighting, decorative pavers.  
18 There will be planted medians. There will be  
19 new trees. We haven't gotten there yet,  
20 that's something we'll work closely with the  
21 City and the State as we go forward. Just to  
22 kind of let you know that we haven't  
23 forgotten it.

24 Rights of way. So this is the  
25 other thing. Matt will come up and talk more



1           about the process, but we want to just  
2           reflect, you know, what we're doing.

3                       We indicated that there's a seven  
4           foot widening to the west for some of this,  
5           except when you get into the intersection  
6           where it's a little bit more intrusive on the  
7           westside.

8                       We've identified 11 properties at  
9           this point that we think we'll need some  
10          acquisition, whether it's a sidewalk easement  
11          or something like that. So 11 properties.  
12          Most of those properties are on the west  
13          side. So on the east side, chances are there  
14          will be some temporary rights that we'll have  
15          to get because, you know, we're redoing the  
16          sidewalks so there's going to be some impact  
17          here. So we just wanted to, you know, flesh  
18          that out. So there's 11 properties. No  
19          total takes at this point. We think we're  
20          fine. We will look at -- There may be  
21          additional drainage easements that we might  
22          need as we start the drainage design. We'll  
23          go through that, through that process as we  
24          get more details.

25                      And finally, just to kind of give

1           you, and I spoke to some of you out there,  
2           just to kind of give you a sense. I know  
3           this has been long delayed and Lynn has, you  
4           know, talked about the delays here. All  
5           things being equal, if we're moving forward  
6           with this and things look good, we're  
7           anticipating a design completion in the  
8           winter or spring of 2019. Bidding of the  
9           projects, getting a contractor on board in  
10          the spring of 2019.

11                       Construction we anticipate would be  
12          spring or summer of 2019 into '20. The '21  
13          that you see up there is probably punch work,  
14          like in the spring '20/'21. So we anticipate  
15          that '20 would probably be the main season  
16          here for construction.

17                       And then project cost. Overall  
18          right now we've got it pegged at the PD level  
19          at 11.5 million dollars.

20                       So with that, I will sit down and  
21          call Jeff up.

22                       (Whereupon Mr. Simmons came to the  
23          podium.)

24                       MR. SIMMONS: All right. Good  
25          evening everyone.

1 I'm going to walk through some of  
2 the environmental review that was completed.

3 So I guess the first question that  
4 many of you may have is why are we doing an  
5 environmental review. Well it's all required  
6 by a federal law, National Environmental  
7 Policy Act or NEPA, which basically is  
8 triggered by any federal program. So federal  
9 expenditures or funding or a federal permit  
10 would typically trigger a NEPA review.  
11 There's a wide array of different types of  
12 impacts and impacts to different resources.  
13 I'll get into that in a little bit more  
14 detail very soon. And there's a lot of  
15 underlying federal regulations that kind of  
16 drive what we're looking at, what types of  
17 impacts and then also what types of  
18 significance criteria we might exceed.

19 For this project we're looking at  
20 an environmental assessment. The Department  
21 and Federal Highway decided at the beginning  
22 of the process that we really didn't  
23 understand what the impacts were going to be,  
24 and so we go through an EA process to look at  
25 all the different impacts.

1                   There are different pathways  
2 through NEPA, depending on the complexity of  
3 the project and whether or not you are  
4 expecting to have substantial impacts.

5                   There's also a separate review  
6 process under the Connecticut Environmental  
7 Policy Act. I won't talk about that a whole  
8 lot other than to say that it was initiated  
9 with the issuance of the notice of scoping  
10 back in 2015, in April, which we collected  
11 comments from folks on. And it will go  
12 through a separate review process, and  
13 presumably at the end we'll publish a  
14 checklist results of the environmental review  
15 in the environmental monitor.

16                   As I said, NEPA has a lot of  
17 different types of impacts that we look at.  
18 There's kind of a laundry list here. I won't  
19 go through all of them, but the highlighted  
20 ones here I have flags on and I'll get into a  
21 little bit more of the details. But  
22 basically it covers anything from the natural  
23 environment. So things like wetlands and  
24 surface waters through more human environment  
25 types of impacts, so, air and noise and

1 community impacts.

2 So I'll just proceed here through  
3 and we'll talk about surface waters and  
4 wetlands.

5 Obviously we're talking about a  
6 pretty urbanized environment. I will say  
7 that this dashed box is not the footprint of  
8 the project. I just want to make that clear.  
9 It's actually just to orient you so you can  
10 see it in the maze of roads that's here.

11 The major feature from a water  
12 quality perspective is Stillman Pond and  
13 Yellow Mill Channel. It's well away from the  
14 project corridor. So we don't anticipate any  
15 direct impacts from the roadway itself. I  
16 think what we may have are some minor  
17 impacts. Once we get into the drainage  
18 design a little bit further, there will be  
19 some, probably some outlet structures or some  
20 connection that will have to be made, which  
21 most likely would discharge into Yellow Mill  
22 Channel or somewhere to the west.

23 I think overall probably the most  
24 important message out of is that there will  
25 be a real long-term benefit, I think, from

1 the project because all the green  
2 infrastructure that John talked about  
3 already. And just updating and upgrading the  
4 stormwater system I think is going to  
5 actually lead to an improvement in water  
6 quality.

7 I should say that for any of the  
8 minor impacts that we might have from a  
9 drainage system will have to go through a  
10 permit process with the State and the Feds.

11 Flood plains. Kind of the same  
12 story. We have flood plains associated with  
13 Yellow Mill Channel. It's kind of hard to  
14 see in the slide here, but it's well outside  
15 of the project footprint. So we don't  
16 anticipate any impacts. Again, if we have to  
17 as part of the drainage system, it should be  
18 minor impacts, and we would get whatever  
19 appropriate permits we have to, have to get,  
20 including a flood management certificate.

21 Rare species. Again, we're talking  
22 about an urbanized environment. So there's  
23 not a lot of habitat out there. We did  
24 conduct a review of two databases for rare  
25 species. The IPAC database is a US Fish and

1 Wildlife Service, so it looks that -- Well  
2 let me back up for a second.

3 So rare species, what I'm talking  
4 about that I'm talking about federally listed  
5 or state listed threatened and endangered  
6 species. So the IPAc database gets a  
7 federally, what's in the federal records for  
8 documented occurrences of any rare species.

9 We also looked at the Connecticut  
10 Department of Energy and Environmental  
11 Protect as a natural diversity database. So  
12 we looked at that. And this graphic actually  
13 highlights, you know, that there really  
14 aren't any resources in the project corridor.  
15 The closest I think you have is down here  
16 close to the coast. So we don't expect any  
17 impacts to rare species.

18 Historic resources. The Department  
19 went through a pretty lengthy consultation  
20 process looking at both archeological and  
21 historic properties in the project corridor.  
22 There's no archeological resources. They  
23 consulted with the tribes also. And they did  
24 discover that there's an historic district.  
25 It's on the east side of Bond Street, and

1           it's highlighted in pink here. It's the  
2           Remington City Historic District.

3                     In any case, we don't anticipate  
4           any impacts on any of the properties that in  
5           the historic districts. So there's no, no  
6           impact.

7                     So the conclusion of this process  
8           was that they were issued a determination of  
9           no adverse effect under Section 106 of the  
10          National Historic Preservation Act.

11                    The Department also conducted a  
12          noise analysis, a noise study. They did a  
13          number of things. They went out in the field  
14          and collected ambient noise measurements,  
15          using noise meters at a number of locations  
16          along the project corridor. They also did  
17          modeling. They used a traffic noise model  
18          which is federal highways, approved noise  
19          models for noise studies. They modeled  
20          existing conditions and they modeled the  
21          future build conditions. And the results of  
22          the analysis are that there was no increase  
23          in noise levels at any of the model sites.  
24          So no significant impacts.

25                    Air quality. This region of the



1 state is actually in a non-attainment zone or  
2 area for ozone, which means it's not meeting  
3 current air quality standards for ozone.  
4 It's in an attainment maintenance area for  
5 particulate matter. That's what the PM 2.5  
6 is.

7 The Department went through a  
8 process of doing a conformity analysis and  
9 also a qualitative, they qualitative  
10 assessment of mobile source air toxics.  
11 Essentially at the end of the process they  
12 determined that the project is in conformity  
13 with the Clean Air Act. So there's no  
14 significant impacts expected.

15 There's been, obviously, a lot of  
16 industrial activity in the project corridor  
17 dating back quite a ways. So we looked at  
18 hazardous materials.

19 The Department went through a  
20 process of doing a land use, a land, a  
21 corridor land use evaluation. And basically  
22 what that does is they look at -- They do a  
23 file review, they do a reconnaissance in the  
24 field, windshield survey. They look at some  
25 of the past history of the properties, who

1 owned it. And then they assess the risk of  
2 contamination on those properties. So they  
3 looked at 107 properties in all and came up  
4 with 88 properties that are low-risk  
5 potential, five medium risk and then 14 at a  
6 high risk.

7                   Essentially what they're  
8 recommending is that the next step of the  
9 process would be to look at the properties  
10 that are medium or high risk where we have  
11 some level of disturbance. So what we'll do  
12 is we'll do some additional studies in those  
13 areas, determine what, you know, if there's  
14 contamination issues and then what it is and  
15 then we'll develop procedures to mitigate any  
16 impact. So we don't expect any significant  
17 impacts from this.

18                   And as I've said before, we may  
19 need to get some permits that would be  
20 primarily for any drainage system features.  
21 That will be determined later as we get into  
22 the design of the drainage system a little  
23 further. But it could require a state  
24 inland/wetlands/watercourses permit, Clean  
25 Water Act, a Army Corp 404 permit, a 401

1 water quality certification. As I mentioned,  
2 a flood management certification may be  
3 necessary and then a stormwater permit. So  
4 that will all be determined as we go through  
5 design and refine some of the features.

6 We looked community impacts. I  
7 think overall there's -- This has a lot, an  
8 opportunity to provide a lot of benefits to  
9 the community. John talked about more  
10 efficient traffic flow, better access to  
11 underutilized properties in the project  
12 corridor right now, enhanced property values,  
13 improved safety, aesthetic enhancements with  
14 all the street scaping that's proposed and  
15 then, obviously, the stormwater quality  
16 improvements. But with any project, there's  
17 always some, some impacts. I think we expect  
18 minor impacts, and probably most of them will  
19 be limited to the construction period. So  
20 things like intermittent traffic  
21 interruptions, noise and air quality impacts,  
22 mostly with construction equipment and  
23 whatnot.

24 John talked about property impacts.  
25 There's going to be some easements and

1           acquisitions. That will have to happen as  
2           part of the project.

3                     A lot of the construction period  
4           impacts can be mitigated, things like  
5           developing and maintenance of a traffic plan  
6           so that we don't have a lot of interruptions  
7           of traffic during construction.

8                     Equipment and operational measures.  
9           Basically using state-of-the-art or new  
10          equipment that has, you know, up-to-date  
11          emissions controls for noise and air quality,  
12          you know, really focusing the work on certain  
13          periods of time when it disrupts activities  
14          to adjacent properties. Those are all things  
15          that could be, could be done as part of the  
16          construction process.

17                    And then fugitive dust control is  
18          dust that's frequently generated by  
19          construction projects. But with application  
20          of water or other agents, dust control  
21          agents, you can usually take care of it.

22                    Pathway barriers is just kind of  
23          like a temporary baffle that can be installed  
24          around a piece of equipment or something to  
25          buffer an adjacent property from noise

1 impacts, for instance, for construction, a  
2 piece of construction equipment.

3 Environmental justice. So this is  
4 something that's required by a presidential  
5 executive order. And so what it requires is  
6 that there's no adverse disproportionately  
7 high or adverse impacts on low-income or  
8 minority populations. Based on the census  
9 data we have that situation here at Seaview.  
10 I think, as I reiterated before, I think  
11 generally a lot of the impacts are, the  
12 effects are going to be positive for the  
13 community, which includes the environmental  
14 justice population that live there. So I  
15 think their impacts basically will be overall  
16 positive. And there may be, again, some  
17 minor impacts associated with construction.  
18 So the end result is no disproportionally  
19 high or adverse impacts are anticipated on  
20 environmental justice communities.

21 Indirect and cumulative impacts.  
22 So I guess the first thing is, you know,  
23 indirect impacts are essentially impacts that  
24 occur. Your project may have an impact,  
25 result in an impact somewhere else later in

1           time or further away in distance that's  
2           foreseeable. Cumulative impacts would be  
3           something along the lines you had an impact  
4           on your project added to past, present and  
5           future, foreseeable future projects.

6                        So there's -- We went through an  
7           eight step process. It's a process that  
8           follows guidelines with CEQ, or the Council  
9           on Environmental Quality, as well as the  
10          National Cooperative Highway Research  
11          Program. And the process is really kind of a  
12          qualitative process. But essentially you  
13          look through all the various resources in the  
14          area and do an inventory of the resources.  
15          You look at and identify the potential  
16          impacts and assess the consequences and  
17          develop mitigation. So you're looking at the  
18          general of the project and its vicinity.

19                       It has -- We expect that there will  
20          be some positive and some negative impacts to  
21          the community. Overall a lot of the positive  
22          impacts would be things like, you know,  
23          safety improvements as we talked about, you  
24          know, economic development, jobs that go with  
25          that. You know the negative impacts would be

1 more like what I've already discussed, you  
2 know, air quality, noise, mostly temporary  
3 types of things.

4 I should say I know there was a lot  
5 of concern about development on the Lake  
6 Success Business Park, which is to the north.  
7 As John was indicating, this project ends at  
8 Stewart Street. So we don't anticipate any  
9 impacts on that property from this project.

10 I think that, you know, any project  
11 that's proposed for that property would have  
12 to go through its own review process, through  
13 the Feds, the State and the local community.  
14 So it will go through a review process, but  
15 it's not part of this project.

16 So I think at the end of this we  
17 came to the conclusion that there's no  
18 substantial indirect or cumulative impacts as  
19 a result of this project.

20 So I guess just to summarize; I  
21 won't read all of these but the column on the  
22 left indicates there's no impacts anticipated  
23 for many of the resources evaluated, which a  
24 lot rare species and things like that. There  
25 are some minor impacts anticipated, largely

1 temporary construction oriented, construction  
2 period oriented, which I already went  
3 through; surface water, wetlands, air, noise,  
4 hazardous materials, community impacts,  
5 environmental justice and indirect and  
6 cumulative impacts.

7 So at the end of this process I  
8 think, as of now, based on the analysis that  
9 we have, the next step would be to go to the  
10 finding of no significant impact and not to  
11 an environmental impact statement. I guess,  
12 you know, you folks will be submitting  
13 comments. The Department will have to go  
14 back and look at those comments and we'll do  
15 any additional studies that, you know, come  
16 up that are required. So all of these  
17 documents, there's -- You can look at the  
18 handout that was provided. And on there it  
19 tells you how you can download the documents  
20 from DOT's website or where it's located  
21 locally here in the community where you can  
22 actually review the entire environmental  
23 assessment if you want to. There's a lot  
24 more details and there's some attachments in  
25 there which, you know, if you really want to



1           dive into the details you can do that.

2                       Now I'm going to hand it off to  
3 Matt to talk about rights of way.

4                       (Whereupon Mr. Geanacopoulos came  
5 to the podium.)

6                       MR. GEANACOPOULOS: Good evening  
7 everyone. I am Matt Geanacopoulos from the  
8 Department's division of rights of way. It's  
9 our office's responsibility to acquire the  
10 property rights that are needed for  
11 transportation projects.

12                      As John explained earlier, the  
13 project plans for this project now at least  
14 call for partial impacts to several  
15 properties up and down the corridor. And the  
16 Department will be acquiring those property  
17 rights on behalf of the City. So I'm just  
18 here tonight to give you a brief rundown of  
19 what that means and what our process looks  
20 like.

21                      First things first. All property  
22 rights will be acquired in accordance with  
23 the Connecticut General Statute  
24 Sections 13A-73 and 13A-98E. And whatever  
25 federal money is used in any aspect of a

1 project, as it anticipates to be the case  
2 here, the Department adheres to the Uniform  
3 Relocation Assistance and Real Property of  
4 Acquisitions Policies Act of 1970 as amended.

5 Once the design progresses to a  
6 point where we have a better idea of what the  
7 impacts will be, we will begin the right to  
8 our acquisition process and that starts with  
9 each affected property owner getting a letter  
10 of intent to acquire from the Department.  
11 And that letter will be accompanied by a  
12 property map which will depict the property  
13 impacts to that property.

14 At that point an evaluation will  
15 take place where we will establish an offer  
16 of just compensation for the property rights  
17 to be acquired. That offer will be sent out  
18 to the property owner in writing and  
19 subsequently an agent from our office will go  
20 out and meet with the property owner.  
21 They'll explain the project, the impacts to  
22 their particular property and they will  
23 explain how the State came up with the  
24 offer.

25 The property owner will have a

1 reasonable period to consider the State's  
2 offer and a chance to negotiate if they so  
3 desire. If an agreement is reached, the  
4 State will prepare the necessary paperwork to  
5 effect the transfer of property rights.  
6 However, if an agreement cannot be reached,  
7 the State reserves its right to acquire the  
8 necessary rights to its power of eminent  
9 domain.

10 What happens in that case is; the  
11 State files a notice of condemnation in the  
12 superior court along with a deposit in the  
13 amount of the State's offer. The property  
14 owner would have six months from that date to  
15 appeal for a reassessment of the damages,  
16 essentially more money.

17 I just want to one thing clear.  
18 Whether or now the owner agrees or wants to  
19 appeal for more money, that money that would  
20 be deposited into the Court in the amount of  
21 the original offer would be available to be  
22 withdrawn by the property owner at any time.  
23 I know sometimes people don't like the word  
24 eminent domain, and it is a tough process,  
25 but the property owner would still be

1           entitled to at least the State's offer of  
2           just compensation.

3                         That's just a brief rundown of our  
4           process. I kind of breezed through it. So  
5           I'll be here to answer any questions if any  
6           affected property owners are here at the  
7           presentation. But for now, I will turn it  
8           over to Priti to open up to comments.

9                         MS. BHARDWAJ: Okay. We will now be  
10          starting the public statement and comments  
11          portion of the hearing. I would like to  
12          emphasize again to please limit your time to  
13          statements or comments only, not questions.  
14          This is a public hearing geared towards the  
15          environmental assessment to the project.  
16          The ground rules, which I discussed earlier,  
17          are available on the screen for your  
18          reference. Please limit your questions and  
19          statements to the allotted three minutes so  
20          that everyone has an ample opportunity to be  
21          heard.

22                         If you still have additional  
23          questions, we will be happy to remain here  
24          tonight to speak with you one-on-one  
25          regarding any other individual questions that

1 your might have.

2 Okay. So I will start with the  
3 official public speaker list. And I will  
4 start with the elected officials list. And  
5 we have zero people signed up. So let me  
6 just ask; is there anyone in the audience who  
7 is an elected official that would like to  
8 come up and speak if you didn't get a chance  
9 to sign up?

10 (No response.)

11 MS. BHARDWAJ: Okay. There's no  
12 one here who is an elected public official.  
13 Then I will start with the speaker sign-up  
14 list. And we have all of one person,  
15 Stuart Sachs. Please come up to the  
16 microphone and state your name and  
17 organization please.

18 (Whereupon Mr. Sachs came to the  
19 podium.)

20 MR. SACHS: Thank you. Is this on?

21 THE REPORTER: Yes it is.

22 MR. SACHS: My name is Stuart Sachs.  
23 I am a professional landscape architect. I  
24 did the original neighborhood revitalization  
25 zone plan. And of particular interest was

1 the roadway alignment that I drew at the  
2 time. It's what has been adopted. I thank  
3 the crews.

4 What's not particularly mentioned  
5 is that in the future, with the roadway  
6 realignment, the traffic congestion will make  
7 that intersection more ideal for G.E.'s  
8 property development because the passing  
9 traffic will only have one intersection to  
10 negotiate, not two with congestion. And I  
11 think that's important to know, because at  
12 the time some of the residents were asking  
13 about not wanting to disaffect some of the  
14 neighborhood. And I want to stress that  
15 point, that the roadway alignment was  
16 particular for safety reasons, but also the  
17 aesthetic and functional reasons.

18 Thank you.

19 MS. BHARDWAJ: Thank you for your  
20 comments, sir.

21 If there are no more people who  
22 have signed up for the public speakers list,  
23 I'll open it up to the audience. Is there  
24 anyone who would like to come up and make a  
25 comment or statement?

1 (No response.)

2 MS. BHARDWAJ: I guess we have a  
3 very shy audience here tonight. Anybody?

4 (No response.)

5 MS. BHARDWAJ: Okay. All right. If  
6 there are no further comments I will now  
7 close tonight's hearing. On behalf of  
8 Commissioner James Redeker, I would like to  
9 thank you for coming and expressing your  
10 views tonight. Please remember that you have  
11 until February 23rd, 2018 to submit any  
12 written postmarked comments to the  
13 Connecticut Department of Transportation.

14 Thank you for coming and have a  
15 good evening.

16  
17 Whereupon the hearing adjourned  
18 at 7:12 p.m.)

19

20

21

22

23

24

**C E R T I F I C A T E**

# APPENDIX C

## *Public Noticing and Availability of the Environmental Assessment*

### Seaview Avenue Corridor Bridgeport, Connecticut

*State Project No. 15-371*

*Finding of No Significant Impact*





**STATE OF CONNECTICUT**  
DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546  
NEWINGTON, CONNECTICUT 06131-7546  
Phone: (860) 594-2099

**TO:** Interested Parties

**FROM:** Kimberly C. Lesay  
Transportation, Assistant Planning Director  
Connecticut Department of Transportation  
Bureau of Policy and Planning

**DATE:** January 24, 2018

**SUBJECT:** Notice of Availability – Environmental Assessment (EA)  
Seaview Avenue Corridor  
City of Bridgeport, Connecticut  
State Project No. 15-371

The City of Bridgeport, in cooperation with the Connecticut Department of Transportation (CTDOT) and the Federal Highway Administration (FHWA), proposes roadway reconstruction, streetscape enhancements, and a new transportation corridor centered on portions of the Seaview Avenue and Bond Street corridors in Bridgeport, Connecticut. An Environmental Assessment was conducted to determine if any significant environmental impacts would result from the proposed action.

Seaview Avenue serves an important local transportation function and is one of the few roadways in Bridgeport connecting I-95 with US Route 1 (Boston Avenue). The existing two-lane roadway is in poor condition and does not safely, efficiently, and adequately accommodate the type and volume of traffic currently using this route. Considering these deficiencies, the purpose of the project is as follows:

- Improve traffic circulation patterns;
- Improve operation of the Boston Avenue intersection for vehicular traffic, bicyclists, and pedestrians;
- Provide aesthetic and pedestrian safety improvements along the entire corridor; and
- Provide access to underutilized properties while preserving neighborhood integrity

The proposed project includes two distinct sections: 1) Section 1, which begins at Barnum Avenue extending north to Boston Avenue (US Route 1); and 2) Section 2, from the Seaview Avenue-Boston Avenue intersection north to the Bond Street-Stewart Street intersection. The total length of the proposed project corridor is approximately 4,750 feet.

### **Section 1 – Seaview Avenue from Barnum Avenue to Boston Avenue (Route 1)**

Proposed improvements include pavement rehabilitation, replacement and/or upgrade of traffic signal equipment, new sidewalks and curbs, streetscape enhancements, and potential relocation of above ground utilities. The intersection at Boston Avenue (Route 1) will be realigned to accommodate a four-way intersection with Seaview Avenue and relocated Bond Street. Proposed operational improvements in this section include incorporating left turn lanes at Seaview Avenue/Barnum Avenue and Seaview Avenue/Boston Avenue intersections along with new traffic signal equipment at these intersections.

### **Section 2 – Bond Street from US Route 1 to Stewart Street**

Proposed improvements in this section will include the construction of a new three-lane roadway and relocation of Bond Street slightly to the west. Configuration of this road will be one lane in each direction and will include left turning lanes along the corridor to facilitate access to current and future potential development along Bond Street between Boston Avenue and Stewart Street. No additional left turn lanes are proposed at the intersection of Stewart Street and Bond Street; the intersection will remain as an all way stop sign controlled intersection. Proposed work will include streetscape improvements (planted medians, street trees, etc.). The existing Bond Street footprint will be rehabilitated and modified to become a frontage road with additional on-street parking.

The Environmental Assessment, including a project location map, drawings, analyses of potential impacts, project commitments and mitigation, and additional information about the proposed project is available for inspection at:

CTDOT – Room 2155  
2800 Berlin Turnpike  
Newington, CT 06131

FHWA – Glastonbury Office  
628 Hebron Ave, No. 303  
Glastonbury, CT 06033

Connecticut State Library  
231 Capitol Avenue  
Hartford, CT 06106

Bridgeport Public Library  
Main Branch  
925 Broad Street  
Bridgeport, CT 06604

Bridgeport Public Library  
Old Mill Green Branch  
1677-81 East Main St.  
Bridgeport, CT 06608

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

A public hearing will be held for the project on Thursday, February 8 at 6:00 p.m. in the Hollander Auditorium (4<sup>th</sup> Floor) at the Yale New Haven Health – Bridgeport Hospital, 267 Grant Street, Bridgeport, CT 06610. In the event of cancellation due to weather, the hearing will be held on Thursday, February 22, 2018.

The project was scoped in the Environmental Monitor on April 7, 2015 under the Connecticut Environmental Policy Act (CEPA); and a post scoping notice will be published to complete the CEPA scoping process.

Please address any written comments, and/or document hardcopy requests to Ms. Kimberly C. Lesay, Transportation Assistant Planning Director, CTDOT, Bureau of Policy and Planning, 2800 Berlin Turnpike, Newington, CT 06131 or by email at [dot.environmentalplanning@ct.gov](mailto:dot.environmentalplanning@ct.gov) prior to the close of business on Friday February 23, 2018.

**Seaview Avenue Corridor Project Environmental Assessment - Interested Parties Mailing List:**

CTDEEP - Land & Water Resources  
Mr. Brian Thompson, Director  
79 Elm Street  
Hartford, CT 06106

CT Dept. of Econ and Community Development  
Ms. Catherine Smith, Commissioner  
505 Hudson Street  
Hartford, CT 06106

CT Department Public Health  
Ms. Patricia Bisacky  
410 Capitol Avenue  
Hartford, CT 06134

Office of Policy and Management  
Mr. Daniel Morley  
450 Capitol Avenue  
Hartford, CT 06106

Office of Governor Dannel P. Malloy  
State Capitol Building  
210 Capitol Avenue  
Hartford, CT 06106

CTDEEP- Wildlife Division  
Mr. Rick Jacobson, Director  
79 Elm Street  
Hartford, CT 06106

Mayor Joseph P. Ganim  
Government Center  
999 Broad Street  
Bridgeport, CT 06604

USACOE, New England District  
Ms. Susan Lee – Project Manager  
696 Virginia Road  
Concord, MA 01742

USEPA, Region 1  
Mr. Nathan Margason  
5 Post Office Square Suite 100  
Boston, MA 02109

USFWS, New England Office  
Mr. David Simmons  
70 Commercial Street, Suite 300  
Concord, NH 03301

USFWS  
Ms. Cindy Corsair  
50 Bend Road  
Charlestown, RI 02813

CTSHPO  
Ms. Catherine Labadia  
450 Columbus Boulevard  
Hartford, CT 06103

State Senator Marilyn Moore  
Legislative Office Building  
Room 2000  
Hartford, CT 06106

State Senator Ed Gomes  
Legislative Office Building  
Room 3800  
Hartford, CT 06106

Congressman Jim Himes  
1227 Longworth House Office Building  
Washington, DC 20515

State Representative Christopher Rosario  
Legislative Office Building, Room 4115  
Hartford, CT 06106

State Representative Andre Baker, Jr.  
Legislative Office Building Room 4037  
Hartford, CT 06106

State Representative Jack Hennessy  
Legislative Office Building 5002  
Hartford, CT 06106

State Representative Ezequiel Santiago  
Legislative Office Building  
Hartford, CT 06106

State Representative Steven Stafstrom  
Legislative Office Building Room 2504  
Hartford, CT 06106

State Representative Charlie Stallworth  
Legislative Office Building Room 5005  
Hartford, CT 06106

United States Senator Richard Blumenthal  
706 Hart Senate Office Building  
Washington, DC 20510

United States Senator Christopher Murphy  
136 Hart Senate Office Building  
Washington, DC 20510

CITY OF BPT-OPED  
999 BROAD ST  
ATTN: Elizabeth.Zamora  
BRIDGEPORT CT 06604

AFFIDAVIT OF PUBLICATION

STATE OF CONNECTICUT  
COUNTY OF FAIRFIELD

**LEGAL NOTICE**

The City of Bridgeport and the Connecticut Department of Transportation, in cooperation with the Federal Highway Administration, will hold a public hearing for the **Seaview Avenue Corridor Project** in Bridgeport, Connecticut State Project No. 15-371 Federal Aid Project No. H072(001)

The hearing concerns the Environmental Assessment for the referenced project, prepared pursuant to the Code of Federal Regulations, 23 CFR 771.

The public hearing will be held on: **Thursday, February 8, 2018 at 6:00 p.m.** in the Hollander Auditorium Yale New Haven Health - Bridgeport Hospital 4th Floor, 267 Grant Street, Bridgeport, CT 06610

The Environmental Assessment is available for inspection at:

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

FHWA - Glastonbury Division Office  
628 Hebron Ave, No. 303  
Glastonbury, CT 06033

Bridgeport Public Library - Main Branch  
925 Broad Street  
Bridgeport, CT 06604

Bridgeport Public Library - Old Mill Green Branch  
1677-81 East Main Street  
Bridgeport, CT 06608

Connecticut State Library  
231 Capitol Avenue  
Hartford, CT 06106

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 Friday, February 23, 2018 to the attention of:

Ms. Kimberly Lesay  
Transportation Assistant Planning Director  
Connecticut Department of Transportation  
2800 Berlin Turnpike  
Newington, Connecticut 06131

The meeting facility is ADA accessible. Language assistance may be requested by contacting the Connecticut Department of Transportation's Office of Communications at (860) 594-3062 least five (5) business days prior to the meeting. Persons having a hearing and/or speech disability may dial 711 for Telecommunications Relay Service (TRS). Language assistance is provided at no cost to the public, and efforts will be made to respond to timely requests for assistance.

In the event of cancellation due to weather, the hearing will be held on Thursday, February 22, 2018.

I, \_\_\_\_\_  
Being duly sworn, depose and say that I am a Representative in the employ of HEARST CONNECTICUT MEDIA GROUP, Publisher of the Connecticut Post, that a LEGAL NOTICE as stated below was published in the Connecticut Post.

Subscribed and sworn to before me on this 6th Day of February, A.D. 2018.

*Sarah N Minor*  
Notary Public

My commission expires on **SARAH N MINOR**  
Notary Public  
Connecticut  
My Commission Expires Dec 31, 2021

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City of Bridgeport (Ciudad de Bridgeport) y el  
Connecticut Department of Transportation, (Departamento de Transporte de Connecticut),  
en conjunto con el Federal Highway Administration, (La Administración Federal de Carreteras),  
llevará a cabo una audiencia pública para el proyecto

**Seaview Avenue Corridor Project**  
en Bridgeport, Connecticut

Proyecto del Estado No. 15-371  
Proyecto de Ayuda Federal No. H072 (001)

La audiencia tratará sobre Environmental Assessment (Evaluación Ambiental)  
del proyecto mencionado, preparado en conformidad con  
Código de Regulaciones Federales, 23 CFR 771.

La audiencia pública se llevará a cabo el:

**Jueves, 8 de febrero de 2018**

6:00 p.m.

Hollander Auditorium

Yale New Haven Health - Bridgeport Hospital

267 Grant Street, 4to piso

Bridgeport, CT 06610

Los documentos de la Evaluación Ambiental está disponible para su inspección en:

Connecticut Department of Transportation – Room 2155

2800 Berlin Turnpike

Newington, CT 06131

FHWA – Glastonbury Division Office

628 Hebron Ave, No. 303

Glastonbury, CT 06033

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Bridgeport, CT 06608

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231 Capitol Avenue

Hartford, CT 06106

El documento también está disponible en línea en:

[www.ct.gov/environmentaldocuments](http://www.ct.gov/environmentaldocuments)

Los comentarios por escrito se pueden presentar ya sea en la audiencia pública o pueden enviarse por correo, entregarse o enviarse por correo electrónico a [dot.environmentalplanning@ct.gov](mailto:dot.environmentalplanning@ct.gov) antes del viernes, 23 de febrero de 2018 a la atención de:

Ms. Kimberly Lesay

Transportation Assistant Planning Director

Connecticut Department of Transportation

2800 Berlin Turnpike

Newington, Connecticut 06131

El salón de la reunión tiene acceso ADA. Puede solicitar ayuda con el idioma comunicándose con la Connecticut Department of Transportation's Office of Communications (Oficina de Comunicaciones del Departamento de Transporte de Connecticut) al 860-594-3062 por lo menos cinco (5) días hábiles antes de la reunión. Las personas con discapacidades auditivas o del habla pueden llamar al 711 para el Servicio de Retransmisión de Telecomunicaciones (TRS). La asistencia con el lenguaje se proporciona sin costo para el público, y se harán esfuerzos para responder a las solicitudes de asistencia.

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255 Hempstead Street

New London, CT 06320

O envíe un correo electrónico a: [hr@childandfamilyagency.org](mailto:hr@childandfamilyagency.org)

Acción afirmativa / EOE.

Para obtener más información acerca de la Agencia de Niños y Familias (Child and Family Agency), visite nuestro sitio web en [www.childandfamilyagency.org](http://www.childandfamilyagency.org)

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### Request for Proposals (RFP)

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The Housing Authority of the City of Bridgeport d/b/a Park City Communities (PCC) is proposals for an enterprise public housing authority management software system with General Ledger, Accounts Payable, Accounts Receivable, Fixed Asset, Inventory, Purchasing, Bid Management, Online Requisitioning, Work Order, Inspection, Bid Management, Section 8 and low rent Public Housing Tenant and Property Management, Rent Billing, Applicant Tracking, Development, Grant/Project Accounting and Reporting modules or functionalities. Only vendors with software specifically designed for housing authority management and accounting and with at least four similar systems installed and operational in housing authorities will be considered.

Solicitation package will be available on **January 24, 2018**. To obtain a copy of the solicitation you must send your request to [bids@parkcitycommunities.org](mailto:bids@parkcitycommunities.org), please reference solicitation number and title on the subject line.

A pre-proposal conference will be held at **150 Highland Ave, Bridgeport, CT 06604 on February 7, 2018, @ 10:00 a.m.** Although attendance is not mandatory, submitting a bid for the project without attending conference is not in the best interest of the Offeror.

Additional questions should be emailed only to [bids@parkcitycommunities.org](mailto:bids@parkcitycommunities.org) no later than **February 16, 2018 @ 3:00 p.m.** Answers to all the questions will be posted on **PCC's Website: [www.parkcitycommunities.org](http://www.parkcitycommunities.org)**.

Proposals shall be mailed or hand delivered by **March 2, 2018 @ 3:00 PM**, to Ms. Caroline Sanchez, Director of Procurement, 150 Highland Ave, Bridgeport, CT 06604. Late proposals will not be accepted.

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