

Office Use only

| | |
|---------------|--|
| Received Date | |
| Application # | |

| | |
|----------------------------------|--|
| 1. Address of Development | |
| Address1 | 0 Greyrock Place (004-1972), 172 Greyrock Place, |
| Address2 | and 154 Broad Street |

| | |
|--------------------------|--|
| 2. Applicant Info | |
| Name | RMS Companies |
| Company | c/o Redniss & Mead |
| Address1 | c/o 22 First Street - Stamford, CT 06905 |
| Address2 | |
| Email | rick.redniss@rednissmead.com |
| Phone | 203-327-0500 |

| | |
|----------------------|---------------------------|
| 3. Owner info | |
| Name | Greyrock Development, LLC |
| Company | |
| Address1 | 119 Greenwich Ave Apt 301 |
| Address2 | Greenwich, CT 06830-5511 |
| Email | |
| Phone | |

| | |
|--------------------|-------------------|
| 4. Mark one | |
| X | First Submission |
| | Second Submission |

Office Use Only

POINT CALCULATIONS

| Max Potential | Eligible | Claimed | Notes (Indicate the plan/document where relevant information is located) |
|---------------|----------|---------|---|
|---------------|----------|---------|---|

5. Building Health

| | | | | |
|--|---|---|---|--|
| BH1 - Indoor Air Quality 2nd Submission ONLY | 1 | | | |
| BH2 – Low Emitting Materials 2nd Submission ONLY | 1 | | | TBD IN FURTHER PHASES |
| BH3 – Moisture Control | 1 | 1 | | MEP. TBD |
| BH4 – Daylighting LARGE PROJECTS ONLY | 1 | | | LIGHTING SIMULATIONS BY CONSULTANT. |
| BH5 – Window Shading 2nd Submission only | 1 | | | ASSUMED TO PROVIDE BLINDS IN GLAZING SURFACES. TBC WITH CLIENT |
| BH6 – Operable Windows | 1 | 1 | 1 | WILL PROVIDE OPERABLE WINDOWS. SHEETS A.06 -A.07 |
| BH7- Active Design | 1 | 1 | | |
| BH8- Fitness Equipment LARGE PROJECTS ONLY | 1 | | | FITNESS, YOGA ROOM PROVIDED. SHEET A.03. INTERIOR DESIGNER TO |

6. Energy Usage

| | | | | |
|--|---|---|--|-----------------------|
| EU1 – Energy Usage 2nd Submission ONLY | 7 | | | TBD IN FURTHER PHASES |
| EU2 – Submetering | 2 | 2 | | TBD IN FURTHER PHASES |
| EU3 – Cool Roofs | 2 | 2 | | TBD IN FURTHER PHASES |

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|---|------------------------|-----------------|----------------|--|
| | Max Potential | Eligible | Claimed | |
| EU4 – Exterior Lighting | 1 | 1 | | |
| EU5 – Interior Lighting | 1 | 1 | | |
| EU6 – Solar Ready Design (NOT APPLICABLE FOR ADAPTIVE REUSE PROJECTS) | 2 | | | |
| EU7 – Renewable Energy Production | 5 | 5 | | |
| EU8 – Combined Heat and Power | 3 | 3 | | |

7. Land Use

| | | | | |
|--|---|---|---|---|
| LU1 – Brownfield Redevelopment 2nd Submission ONLY | 3 | | | |
| LU2 – Redevelopment | 1 | 1 | 1 | TBC IF WE ARE REDEVELOPMENT |
| LU3 – Adaptive Reuse | 2 | | | |
| LU4 – Historic Preservation | 2 | | | |
| LU5 – Mixed Use | 4 | 4 | 2 | PRIMARY ENTRANCES WITHIN 1/4 MILE OF AT LEAST 3 SERVICES. |
| LU6 – Transit-supportive Density | 2 | 2 | 1 | REQ. 50 UNITS/AC MIN. -PROVIDED +/- 176 UNITS/AC |

8. Landscaping and Open Space

| | | | | |
|--|---|---|--|----------------------|
| LA1 – Green Roof | 2 | 2 | | TBD LANDSCAPE/CLIENT |
| LA2 – Tree Preservation | 1 | 1 | | TBD LANDSCAPE |
| LA3 – Tree Canopy | 1 | 1 | | TBD LANDSCAPE |
| LA4 – Additional Landscaping | 1 | 1 | | TBD LANDSCAPE |
| LA5 – Native Plants | 1 | 1 | | TBD LANDSCAPE |
| LA6 – Xeriscaping | 1 | 1 | | TBD LANDSCAPE |
| LA7 – Organic Land Care 2nd Submission ONLY | 1 | | | TBD LANDSCAPE |
| LA8 – New Publicly Accessible Amenity Space LARGE PROJECTS ONLY: ONLY TO LOTS 1 ACRE AND LARGER IN MP 5, 9, 11 | 2 | | | TBD LANDSCAPE |

9. Mobility

| | | | | |
|---|---|---|---|---|
| MO1 – Reduce Vehicle Travel LARGE PROJECTS ONLY (non-residential uses only) | 2 | | | |
| MO2 – Transit Proximity | 3 | 3 | 1 | EXISTING BUS STOP ALONG BROAD STREET FRONTAGE |

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|--|------------------------|-----------------|----------------|--|
| | Max Potential | Eligible | Claimed | |
| MO3 – Shared Parking | 3 | 3 | 3 | POTENTIAL POINT TBC BY CLIENT. SHARED PARKING FOR OFFICE |
| MO4 – Incentivize Transit Use LARGE PROJECTS ONLY (non-residential uses only) | 2 | | | TRAFFIC CONSULTANT /CLIENT |
| MO5 – Car Share LARGE PROJECTS ONLY | 2 | | | TBD-CLIENT |
| MO6 – Shuttles or Support for Transit LARGE PROJECTS ONLY | 2 | | | TBD-CLIENT |
| MO7 – Bicycle Facilities | 1 | 1 | 1 | 0 REQUIREMENT. BIKE ROOM PROVIDED. |
| MO8 – Parking Availability | 1 | 1 | 1 | PARKING MANAGEMENT PLAN TO BE PROVIDED BY TRAFFIC CONSULTANT |
| MO9 – Electric Vehicles | 1 | 1 | 1 | PARKING MANAGEMENT PLAN TO BE PROVIDED BY TRAFFIC CONSULTANT |
| MO10 – Unbundled Parking | 1 | 1 | | |
| MO11 – Road Infrastructure Contributions LARGE PROJECTS ONLY 2nd Submission ONLY | 1 | | | |
| MO12 – Walkscore | 1 | 1 | 1 | BASED ON WALK SCORE WEBSITE. CURRENT SCORE FOR SITE 89 |

10. Resiliency

| | | | | |
|---|---|---|---|--|
| RE1 – Development outside the floodplain | 3 | 3 | 1 | |
| RE2 – Flood Resiliency | 2 | 2 | 1 | |
| RE3 – Building Resiliency | 2 | 2 | | |
| RE4 – Sea Level Rise | 2 | 2 | 1 | |
| RE5 – Emergency preparation and continuation of operations plan LARGE PROJECTS ONLY 2nd Submission ONLY | 1 | | | |

11. Urban Design

| | | | | |
|--|---|---|---|--|
| UD1 –Block size | 1 | 1 | 1 | BLOCK SIZE FROM GAY ST TO GREYROCK ST +/- 370 FT. TBC BY CIVIL |
| UD2 –Minimal Visual Impact of Parking | 2 | 2 | 1 | PARKING STRUCTURE NOT VISIBLE FROM STREETS |
| UD3 – Building Orientation | 1 | 1 | 1 | MAIN ENTRIES SHOWN IN SHEET A.02 |
| UD4 – Building façade | 1 | 1 | | |
| UD5 –Building Materials | 1 | 1 | | |
| UD6 –Proximity of Building to Street | 1 | 1 | 1 | BUILDING PLACEMENT SHOWN IN ILLUSTRATIVE SITE PLAN |
| UD7 – Building Certification 2nd Submission ONLY | 3 | | | |

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12. Waste Management

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|--|---|--|--|--|
| WM1 – Construction and demolition debris <i>2nd Submission ONLY</i> | 2 | | | TBC BY CLIENT. CONSTRUCTION WASTE MANAGEMENT |
| WM2 - Recycling <i>2nd Submission ONLY</i> | 1 | | | TRASH MANAGEMENT PLAN BY CLIENT |
| WM3 – Organic Waste <i>2nd Submission ONLY</i> | 2 | | | TRASH MANAGEMENT PLAN BY CLIENT |
| WM4 – Reusable Materials <i>(non-residential buildings only)</i> | 1 | | | |

13. Water Use

| | | | | |
|--------------------------------|---|---|---|----------------------------|
| WU1 – Indoor Water Management | 3 | 3 | | TBD IN FURTHER PHASES |
| WU2 – Outdoor Water Management | 1 | 1 | | TBD BY LANDSCAPE ARCHITECT |
| WU3 – Stormwater Management | 2 | 2 | 1 | |
| WU4 – Stormwater Retention | 1 | 1 | 1 | |

| | | | | |
|--------------|--------------|------------|-----------|--|
| TOTAL | 108 | 65 | 22 | |
| | SCORE | 34% | NR | |

PARKING MANAGEMENT PLAN – BROAD STREET & GREYROCK PLACE

Date

4/9/2021 – Zoning Submission

OVERVIEW

This plan outlines the proposed operation and management of the three-level garage that will support the mixed-use development to be located on 0 Greyrock Place (004-1972), 172 Greyrock Place, and 154 Broad Street. This development will include 228 residential units, 8,000±SF of office, and associated amenities. The unit mix will consist of 61 studios, 88 one-bedroom, and 79 two-bedroom units, with an average square footage of approximately 790 sf.

Parking for these uses, as specified further herein and in an accompanying shared parking analysis prepared by SLR, will be accommodated in the 3-level garage containing 228 striped spaces as well as 10 surface parking spaces.

EXISTING DEMAND DATA

Historical parking demand in buildings further from public parking and the Stamford Transportation Center, within the Downtown has been 1.0 PS/DU or less. Buildings more proximate to the proposed site have shown a typical demand closer to 0.86 PS/DU. Considering the building location, density, unit mix, target demographic, proximity to mass transit, and offsite public parking infrastructure, the parking demand is likely to be below the 0.86 ratio.

PARKING OPERATIONS

Anticipated Demand

The garage will be run by building management and operate as a 100% self-park facility. Management duties will include maintaining the master parking list, cleaning, and maintenance of all mechanical systems, gates and operable equipment.

The rent structure of the residential units is proposed to be “unbundled” with regard to parking. Apartments will not automatically include a “free” parking space (which has been demonstrated to encourage vehicle ownership and usage). The extra charge for spaces usually results in lower demand and allows those residents without cars to enjoy a lower cost of living (rather than pay for parking they do not need).

The proposed office space is approximately 8,000sf which will house and headquarter RMS Companies. The primary entrance to this portion of the building through the parking garage will be on the G2 level. Parking is planned to be shared off peak with available onsite spaces.

The proposed garage is sufficient to accommodate both residential and office uses as their peak demand times are offset throughout the day. See accompanying report by SLR for further details. Additionally, ten (10) surfaces spaces are available for daily use from 6am to 6pm and can further serve the office use.

DEMAND MANAGEMENT STRATEGIES

Shared Vehicles

The developer may provide one or more “shared vehicles” (i.e. ZipCar) if the demand exists, though none are proposed at this time, and no associated parking credits are being sought. If a deal can be reached with one of the outside providers, one or more shared vehicles may be located onsite and used as an amenity.

Public Transportation

The proposed development is located within a mile of the Stamford Transportation Center, which provides access to both Amtrak and Metro North Railroad services, as well as Greyhound and Peter Pan buses.

The Harbor Point Trolley stops directly across from the site (in front of Macy’s) twice an hour during its continuous loop (7am – 11pm) through the Downtown and South End. This trolley is free of charge.

Connecticut Transit has multiple stops in the downtown area, including the 351 (Connector-Downtown Loop) and 331 (High Ridge Road). Two of the most traveled stops are located at the nearby intersection of Main and Atlantic Streets (Old Town Hall and Veterans Park). Nearly every line of Stamford’s CT Transit buses makes regular stops at one of these two locations, including local, intercity (Greenwich, Darien, Norwalk) and interstate (Port Chester, White Plains) routes.

Additionally, Uber, Lyft, Metro Pool and NuRide provide corporate and personal ride sharing programs that are currently utilized by residents in the downtown area, as well as the suburbs.

Public Parking

The building is located directly adjacent to the municipal garage and parking lot which are accessible from Broad Street and Forest Street and provide a total of nearly 1,000 spaces. The garage offers hourly and monthly parking rates. The site also has a unique feature, which is a direct pedestrian access to the garage structure from the site.

Bicycle Storage

To encourage ridership as an alternate means of travel and as an amenity to building residents, bicycle storage areas can be located on the ground floor and accessed on Greyrock Place near the utility area. Additional bike racks may be installed on the ground level of the site if needed within the ground floor parking garage.

LOADING

Large trucks and deliveries will access the site from the only access driveway off of Greyrock Place. The loading area is over 1,000 square feet with a height of 16’± height to the bottom of the garage slab above and can accommodate trash and other oversized vehicles servicing tenants of the building.

REPORTING

Commencing at 75% occupancy of the residential tower and continuing for a period of 3 years, semi-annual reports shall be submitted to the Zoning Board concerning the parking demand and how it is being accommodated in the garages, and any comments received from residents. Reports shall include periodic parking counts for a one-week period during each quarter, at specific times of day: Morning (9am), Afternoon (5pm) and Overnight (11pm). In the event that the Zoning Board determines, in its reasonable discretion and based upon its review of one or more of the semi-annual reports, that parking is not being accommodated by current operations, it may require that the owner/operator begin to implement one or more of the Alternate Solutions, or it may require that the Parking Management Plan be modified, after notice to the owner/operator and a public hearing (if requested by the owner); provided, however, such determination is made by the Zoning Board within 3 years after receiving the first report.