



APPLICATION FOR APPROVAL OF SITE & ARCHITECTURAL PLANS AND / OR REQUESTED USES

Complete, notarize, and forward **thirteen (13) hard copies and one (1) electronic copy in PDF format** to Clerk of the Zoning Board with a **\$1,000.00 Public Hearing Fee** and the required application filing fee (see **Fee Schedule below**), payable to the City of Stamford.

NOTE: Cost of required Public Hearing advertisements are payable by the Applicant and performance of required mailing to surrounding property owners is the sole responsibility of the applicant. **LAND RECORDS RECORDING FEE:** \$60.00 for First page - \$5.00 for each additional page)

Fee Schedule –WITHOUT GDP

Site Plans 20,000 sq. ft. or less of building area application fee –without GDP	\$460.00
Site Plans more than 20,000 sq. ft. of building area-application Fee –without GDP	\$460.00 + \$30 per 1,000 sq. ft. or portion thereof in excess of 20,000 sq. ft.

Fee Schedule –WITH GDP

Site Plans 20,000 sq. ft. or less of building area application fee –with GDP.	\$260.00
Site Plans more than 20,000 sq. ft. of building area-application Fee –with GDP.	\$260.00 + \$10 per 1,000 sq. ft. or portion thereof in excess of 20,000 sq. ft.

APPLICANT NAME (S): First National Joint Venture, LLC (owner, ground lessor) & Canal Street Fund, LLC (ground lessee)

APPLICANT ADDRESS: c/o Agent: Carmody Torrance Sandak & Hennessey LLP, 1055 Washington Blvd., Stamford, CT 06901

APPLICANT PHONE #: c/o Agent: 203-425-4200

IS APPLICANT AN OWNER OF PROPERTY IN THE CITY OF STAMFORD? Yes

LOCATION OF PROPERTY IN STAMFORD OWNED BY APPLICANT (S): See attached Schedule A

ADDRESS OF SUBJECT PROPERTY: See attached Schedule A

PRESENT ZONING DISTRICT: Current: M-G; Proposed: R-HD

TITLE OF SITE PLANS & ARCHITECTURAL PLANS: See attached Schedule B

REQUESTED USE: See attached Schedule C

LOCATION: (Give boundaries of land affected, distance from nearest intersecting streets, lot depths and Town Clerk's Block Number)

See attached Property Description

NAME AND ADDRESS OF OWNERS OF ALL PROPERTY INVOLVED IN REQUEST:

<u>NAME & ADDRESS</u>	<u>LOCATION</u>
First National Joint Venture LLC c/o Heyman Properties, LLC 667 Madison Avenue, Floor 20 New York, NY 10065	441 Canal Street Stamford, CT 06902

DOES ANY PORTION OF THE PREMISES AFFECTED BY THIS APPLICATION LIE WITHIN 500 FEET OF THE BORDER LINE WITH GREENWICH, DARIEN OR NEW CANAAN? No (If yes, notification must be sent to Town Clerk of neighboring community by registered mail within 7 days of receipt of application – PA 87-307).



DATED AT STAMFORD, CONNECTICUT, THIS 9th DAY OF Feb. 2022

SIGNED: [Signature]
 Lisa L. Feinberg

NOTE: The application cannot be scheduled for public hearing until 35 days have elapsed from the date of referral to the Stamford Planning Board. If applicant wishes to withdraw the application, this must be done in writing, and be received by the Zoning Board at least three (3) working days prior to public hearing in order to provide sufficient time to publicize the withdrawal. Applications withdrawn less than three (3) days prior to a schedule hearing date will not be rescheduled within 90 days.

STATE OF CONNECTICUT
 ss STAMFORD Feb. 8, 2022
 COUNTY OF FAIRFIELD

Personally appeared Lisa L. Feinberg, signer of the foregoing application, who made oath to the truth of the contents thereof, before me.

[Signature]
 Notary Public - Commissioner of the Superior Court
William J. Hennessy, Jr.

FOR OFFICE USE ONLY

APPL. #: _____ Received in the office of the Zoning Board: Date: _____

Revised 4/30/20

By: _____

SCHEDULE A

Ownership Information

Name & Address	Location
First National Joint Venture LLC 707 Summer Street Stamford, CT 06901	441 Canal Street #001-7720
First National Joint Venture LLC 707 Summer Street Stamford, CT 06901	481 Canal Street #001-7721
First National Joint Venture LLC 707 Summer Street Stamford, CT 06901	0 Canal Street #001-7722
First National Joint Venture LLC 707 Summer Street Stamford, CT 06901	481 Canal Street #001-7723
First National Joint Venture LLC 707 Summer Street Stamford, CT 06901	50 John Street #001-7724

SCHEDULE B

List of Plans & Reports

- Architectural Drawings prepared by HLW last revised through January 21, 2022, and titled:
 - A-000 Title Sheet
 - G-001 Drawing List
 - G-020 ADA Requirements
 - G-022 ADA Requirements Cont.
 - A-101 Level 1 - Floor Plan
 - A-102 Level 2 - Floor Plan
 - A-103 Level 3 to 5 - Floor Plans
 - A-104 Level 6 – Floor Plan
 - A-105 Level 7 – Floor Plan
 - A-106 Level 8 to 10 – Floor Plan
 - A-107 Level 11 to 16 – Floor Plan
 - A-108 Level 17 Floor Plan
 - A-109 Level 18 Floor Plan
 - A-110 Level 19 Floor Plan
 - A-500 West Building Elevation
 - A-501 North Building Elevation
 - A-502 Building East Elevation
 - A-503 South Building Elevation
 - A-504 East Courtyard Building Elevation
 - A-505 West Courtyard Building Elevation
 - A-510 Building Section
 - A-511 Building Section
 - A-512 Material Selections

- Landscape & Lighting Plans prepared by Environmental Land Solutions, Inc. dated February 3, 2022 and titled:
 - “Landscape Plan, 441 Canal Street, Stamford CT (Sheet LP.1)”
 - “Landscape Plan Details, 441 Canal Street, Stamford CT (Sheet LP.1)”
 - “Landscape Lighting Plan, 441 Canal Street, Stamford CT (Sheet LP.3)”

- Civil Engineering Plans prepared by Redniss & Mead revised through February 3, 2022, and titled:
 - SE-1 Site Development Plan
 - SE-2 Site Grading Plan
 - SE-3 Site Drainage and Utility Plan
 - SE-4 Site Sediment & Erosion Control
 - SE-5 Details
 - SE-6 Details
 - SE-7 Details

- Existing Conditions Survey prepared by Redniss & Mead and titled “Property & Topographic Survey depicting 0, 441, & 481 Canal Street and 50 John Street (Sheet PSTS)” and dated January 16, 2020.
- Zoning Location Survey prepared by Redniss & Mead and titled “Zoning Location Survey depicting 0, 441, & 481 Canal Street and 50 John Street (Sheet ZLS)” and dated February 3, 2022.
- Traffic/Transportation Study and TDM/Parking Management Plan and titled “41 Canal Street Mixed-Use Development” prepared by SLR and dated February 2022.
- Proposed Open Space Exhibit prepared by Redniss & Mead and titled “41 Canal Street, Stamford, CT” and dated February 1, 2022.
- “Site Engineering Report” prepared by Redniss & Mead and dated February 3, 2022.

SCHEDULE C

Project Narrative

1. Introduction

First National Joint Venture, LLC (“**FNJV**”) is the owner/ground lessor and Canal Street Fund LLC is the ground lessee (collectively, the “**Applicants**”) of certain property bordered by Dock Street (Urban Transitway) to the north, Canal Street to the east, John Street to the west and 507 Canal Street to the south. Both entities are related to Heyman Properties, a family-owned real estate organization that has been active in the South End of Stamford since the late 1990’s. The entire property consists of approximately 2.23 acres (97,052± SF) and is currently comprised of five (5) separate tax parcels: 441 Canal Street (001-7720), 481 Canal Street (001-7721, 001-7723), 0 Canal Street (001-7722) and 50 John Street (001-7724) (collectively, the “**Property**”). Today, the Property is located in Master Plan Category 9 (Urban Mixed-Use) and the M-G zone (General Industrial District).

The Property sits at the gateway to the South End, just south of I-95 and was historically occupied by retail and office buildings. FNJV purchased the Property in the late 1990’s and recently demolished the structures on the site. The Property is entirely vacant today.

The current proposal contemplates rezoning the Property from M-G to R-HD (Residential – High Density Multifamily District) and constructing a mixed-use building consisting of approximately 7,000 SF of ground floor retail space and 401 dwelling units as well as associated amenity space, landscaping, parking and site improvements. In order to bring this project to fruition, the Applicants are seeking approvals of applications for a Zoning Map Change, Site Plans/Requested Uses, Special Permit and Coastal Site Plan Review from the Zoning Board.

2. Background

The 2015 Master Plan created a new land use category known as Master Plan Category 9 (Urban Mixed-Use) which is meant to “encourage redevelopment and to provide an orderly transition from the more intensive Downtown core (Category #11) to adjoining neighborhoods; and to provide a mix of uses complementary to and supportive of the Downtown.”¹ The Property was targeted as one of these sites and was redesignated to Category 9.

In 2018, the City of Stamford (the “**City**”) adopted the “*South End Neighborhood Study*” which specifically defines the vision and priorities for the South End (the “**South End Study**”). Part of the South End Study includes recommendations for growth, designating certain properties for preservation and others for redevelopment. The Property, along with its neighbors to the south

¹ 2015 Master Plan, Chapter 8.0: Future Land Use Plan, Section 8.2, page 194.

and east, were targeted for redevelopment with up to 750 residential units.² Due to the Property's location proximate to Downtown, it was also identified as an appropriate location for high-rise buildings. This proposal is submitted in furtherance of these objectives.

3. Description of Surrounding Area

The Property is located at the gateway to the South End and bordered by major roads – Dock Street (Urban Transitway) and Canal Street. A variety of dense residential, commercial, retail and industrial uses occupy the buildings in the surrounding area. Landmarks surrounding the site include I-95 to the north, the Rubino Building to the southeast and Yale & Towne to the southwest. The Stamford Transportation Center is just a few blocks to the west.

As previously noted, the Property is currently located in Master Plan Category 9 (Urban Mixed-Use) and the M-G (General Industrial District) zone. An application to rezone the Property to R-HD (Residential – High Density Multifamily District) is included in the application materials.

4. Project Overview

Site Plan/Requested Uses/CAM

As proposed the Property would be redeveloped in accordance with the R-HD (Residential – High Density Multifamily District) zone and would consist of up to 401 apartments, 7,000± SF of ground floor retail space, amenity space, 429 structured parking spaces and associated landscaping and site improvements.

A. Unit Mix

The current unit mix includes studio (31), one-bedroom (276), two-bedroom (61), three-bedroom (28) and duplex (5) apartments. Residential units are anticipated to range in size from 560± square feet for studios, 770± square feet for one-bedroom units, 1,155± square feet for two-bedroom units, 1,375± square feet for three-bedroom units and 1,535± square feet for duplex units.

² See South End Neighborhood Study, Land Use and Zoning, pages 27-28.

B. Below Market Rate Housing

In conformance with the R-HD zone and Section 7.4 of the Stamford Zoning Regulations, ten percent (10%) of the units constructed must be provided as Below Market Rate (**BMR**) units. The current proposal includes forty (40) BMR units onsite with a buyout of the fractional (0.1) unit.³

However, the Applicants do not believe providing these units onsite is the best solution to the current housing need. Based on the contemplated unit mix, onsite BMR units would yield three (3) studios, twenty-eight (28) one-bedrooms, six (6) two-bedrooms and three (3) three-bedrooms, all in the same location where so many similar units have already been constructed. Thus, the Applicants are actively working with representatives from the South End NRZ to determine the optimal solution and intend to return to the Zoning Board soon with a request for an alternative method of compliance. Unless and until the Zoning Board approves an alternative solution, the BMR units will be provided onsite.

C. Building Composition & Features

The building, which effectively has three (3) frontages, wraps the Property with the interior parking structure completely shielded from public view. Along Canal Street, ground floor residential units with private terraces and entries line most of the street with retail space at the northernmost point and mechanical space at the southernmost point. One of two vehicular entrances is also located along this frontage providing parking at-grade for the retail as well as the residential units. The frontage along Dock Street (Urban Transitway) consists of retail space, including approximately 7,130± SF of outdoor plaza, and the residential lobby at the corner of Dock Street and John Street. This serves as the principal pedestrian entrance. The John Street frontage includes the remainder of the lobby as well as leasing space but is primarily comprised of residential units with private terraces. This frontage provides the second vehicular entrance which allows access the parking garage levels above grade.

The remainder of the residential units are provided on levels two (2) through eighteen (18). On level six (6), the building includes an expansive amenity deck featuring a 9,375± SF amenity terrace with a pool and several indoor amenities contemplated to include: pool lounge, theater, yoga, fitness center, kid's room, co-working space, and chef's table.⁴ The duplex units are also featured on this level. Most of the units also include private balconies or terraces. At level eight (8), the building begins to split into two separate towers on the east and west, and as the building increases in height, the floor plates shrink in size creating a "wedding cake" effect.

³ Pursuant to Section 7.4.C.1.j, a fee-in-lieu payment may be made without having to receive a Special Permit approval from the Zoning Board.

⁴ A total of 65,771± SF of open space is provided. Please note, while no child play area is required in the R-HD zone, approximately 1,200± SF of indoor space has been designated for this purpose on level six (6) of the building.

The five (5) levels of parking (grade plus four (4) levels above grade) will include up to 429 parking spaces, ten (10) of which will be provided for the retail. This makes the residential parking ratio just over one (1) space per unit. The proposed number of parking spaces conforms to the required parking in the R-HD zone without the need to share parking between the two uses. However, should the Applicants request, and the Zoning Board approve, an alternative method of compliance for the BMR obligation, shared parking or another parking management strategy may become necessary. Bicycle storage will also be available within the building in conformance with Section 12.J of the Stamford Zoning Regulations⁵ and 44⁶ electric vehicle charging spaces have been provided in conformance with Section 12.L of the Stamford Zoning Regulations.

D. Conformity of Site Plan with the R-HD Zoning Regulation, South End Neighborhood Study and City of Stamford Master Plan

The Property is currently located in the M-G zone. In connection with the pending applications, the Applicants propose to rezone the Property to R-HD. The R-HD zone is meant to set aside areas proximate to the train station for high density residential, transit-oriented development. For this reason, it is only permitted within Master Plan Categories 5, 9 and 11. A host of residential and neighborhood commercial uses are permitted in the zone.

The Property was historically used for retail and office purposes; however, it has long been targeted for redevelopment. With a location adjacent to the Downtown and a few blocks from the Stamford Transportation Center, it is perfect for high density housing. The proposed development, which includes approximately 7,000± SF of ground floor retail, will activate this sleepy stretch of Canal Street and provide an important connection between the South End, the Stamford Transportation Center and the Downtown.

As noted above, this type of high-density residential district was suggested for this site in the *South End Neighborhood Study (the "Study")*. Specifically, the Study suggests that the City "[r]ezone the General Industrial District to a new special district to permit high-density, transit-oriented, mixed-use (residential, commercial and retail) development close to the Stamford Transportation Center, consistent with Master Plan Urban Mixed-Use Category 9." Clearly, the proposed high-density, mixed-use building, with active ground floor retail along the Urban Transitway, furthers this goal. The contemplated height of up to 220'-9" feet is also in compliance with the recommendation to permit buildings up to 250'. Moreover, the infrastructure of the site will be significantly improved – another goal of the Study. Modern stormwater management improvements and water quality solutions will help treat stormwater before it enters the Long Island Sound and streetscape

⁵ Pursuant to Section 12.J.3.c, the Applicants propose sharing the 40 Class B bicycle parking spaces between the residential and retail uses. An additional 110 Class A bicycle parking spaces are also provided.

⁶ A total of 22 electric vehicle charging spaces are required for this project. However, in conformance with Section 12.L.2.b, 44 electric vehicle charging spaces have been provided so that each charging space counts toward the required off-street parking.

improvements will result in brighter, safer, cleaner and more active surroundings. These improvements satisfy multiple goals of the Study.

The proposed building has been thoughtfully designed to be in keeping with the newly adopted R-HD regulation. Although a single structure, it presents like a series of separate buildings with rich materials in an aesthetically pleasing color palette.

The qualitative standards of the R-HD zone are satisfied as provided below:

Architectural Design

Contextuality

Because this portion of Canal Street is in transition, the site really draws context from the greater surrounding area. For example, the Property is positioned just south of the division between the South End and Downtown neighborhoods and just north of Yale & Towne. A new high-density multifamily development is also being constructed directly adjacent to the Property to the south. The proposed building is in context with the prevailing character of the surrounding area and the contextual goals for this portion of the South End.

Building Elements, Height, Volume, Materials & Facades

The building exhibits significant movement with enhanced projections and recesses as well as spacious balconies with metal railings punctuating the façade. The base of the building is comprised primarily of a cream-colored brick and the upper levels of the façade are treated with stucco. The glass entry at Dock Street and John Street is framed by dark grey brick columns and a black metal canopy which is finished with warm wood underneath. The large windows throughout the building are recessed and framed with a combination of light bronze and black matte mullions creating additional visual interest.

The buildings are also defined by variations in floor plates with increased setbacks as the building increases in height. Collectively, this design creates the illusion of a series of different buildings, instead of a single structure. Because the floor plates reduce in size as the building gets taller, much of the building will be experienced as five (5) stories. For further detail on building details, please refer to the plans prepared by HLW revised through January 21, 2022, and included herewith.

Mechanical Screening

Rooftop mechanical equipment will be entirely enclosed or otherwise shielded from pedestrian views.

Ground Floor Residences

Ground floor residences include an enhanced setback from the public sidewalk and private terraces creating privacy.

Sustainability

The building has been designed as a transit-oriented development incorporating easy access to the Stamford Transportation Center and numerous accommodations for pedestrians. For further details regarding sustainability features, please refer to the Sustainability Scorecard dated January 7, 2022 and included herewith.

The proposal also satisfies several goals of the 2015 Master Plan:

- Allow higher-density residential development in close proximity to transit
- Encourage revitalization of the existing residential streets in the South End
- Improve connectivity among the Downtown, the South End, the Stamford Transportation Center and adjacent neighborhoods
- Encourage quality urban design in the South End that relates well to streets and people
- Implement streetscape improvements in the South End to enhance walkability within and between these neighborhoods and to enhance sense of place
- Balance new development with preservation of existing residential communities
- Preserve existing and create new affordable housing

5. Actions Necessary to Facilitate Development

In order to move forward with this project, the Applicants have filed applications for Zoning Map Change, Site Plan/Requested Uses, Coastal Site Plan and Special Permit approval.

6. Conclusion

The Property consists of approximately 2.23 acres currently located in Master Plan Category 9 (Urban Mixed-Use) and the M-G (General Industrial) zoning district. The pending Zoning Map change would reposition the Property for mixed-use development and remove any risk of an incompatible industrial use occupying the site. If approved, the proposed redevelopment will result in hundreds of high-quality market rate and affordable dwelling units within a short walking distance to the second busiest train station in our region. The proposed project fulfills numerous policy goals of the Master Plan and incorporates many of the suggestions of the Study. It will remediate an environmentally contaminated site, increase the tax base and revitalize this important corner of the South End. The public benefits of this project are meaningful and significant. The Applicants have been working with the City and community on this project for quite some time and are eager to bring it to fruition.

PROPERTY DESCRIPTION

0, 441 & 481 Canal Street
and 50 John Street
Stamford, Connecticut

BEGINNING at a point on the easterly side of John Street at its intersection with the northerly side of land now or formerly of 523 CANAL OWNER LLC (#523 Canal Street); thence, running along said easterly side of John Street N 16°42'10" W a distance of 281.00 feet; and along a non-tangent clockwise curve the central angle of which is 16°54'36" with a radius of 35.43 feet and an arc length of 10.46 feet having a chord of N 15°24'34" E a distance of 10.42 feet to the Southerly side of Dock Street; thence, running along said southerly side of Dock Street, N 53°57'16" E a distance of 78.96 feet, along a clockwise curve the central angle of which is 8°48'08" with a radius of 483.23 feet and an arc length of 74.24 feet having a chord of N 58°21'21" E a distance of 74.16 feet, and N 73°05'30" E a distance of 147.72 feet to the Westerly side of Canal Street; thence running in a southerly direction along said westerly side of Canal Street; S 16°54'10" E a distance of 334.07 feet to the aforesaid land now or formerly of 523 CANAL OWNER LLC; thence running westerly along said land now or formerly of 523 CANAL OWNER LLC, S 73°00'00" W a distance of 300.58 feet to the point of beginning.