



**APPLICATION FOR CHANGE IN THE ZONING MAP OF STAMFORD, CONNECTICUT**

Complete, notarize, and forward **thirteen (13) hard copies and (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 mailing of required 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**

Map Change (Affected Area of 1 Acre or Less)	\$1,060.00
Map Change (Affected Area of greater than 1 Acre)	\$1,060.00 + \$2,000 per acre or portion thereof in excess of 1 acre

APPLICANT NAME (S): CITY OF STAMFORD ZONING BOARD

APPLICANT ADDRESS: 888 WASHINGTON BOULEVARD, STAMFORD, CT – 06901

APPLICANT PHONE #: 203-977-4711

IS APPLICANT AN OWNER OF PROPERTY IN THE CITY OF STAMFORD? NO

PRESENT ZONING DISTRICT: C-L, C-G, M-G PROPOSED ZONING DISTRICT: TCD-D

LOCATION OF PROPOSED CHANGE: (Give boundaries of each parcel in proposed change and indicate dimensions from nearest intersecting street. Also include Assessor's Card number and Town Clerk's Block number, and square footage of land. Attach twelve (12) copies of map showing area proposed for change.)

**SUBAREA AREA 'A' AS SHOWN ON MAP TITLED 'PROPOSED STATION AREA REZONIG'**

LIST NAME AND ADDRESS OF THE OWNERS OF ALL LAND INCLUDED WITHIN THE PROPOSED CHANGE:

<u>NAME &amp; ADDRESS</u>	<u>LOCATION</u>
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SEE ATTACHED

ARE THERE DEED RESTRICTIONS THAT CONFLICT WITH THE PROPOSED ZONE DISTRICT FOR THIS PROPERTY?

N/A

IF YES, LIST REFERENCE TO TOWN CLERK BOOK & PAGE #: \_\_\_\_\_

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 24<sup>th</sup> DAY OF February 2022

SIGNED: Ralph Blessing

**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 24 20 22  
COUNTY OF FAIRFIELD

Personally appeared Ralph Blessing, signer of the foregoing application, who made oath to the truth of the contents hereof, before me.

Notary Public, State of Connecticut  
My Commission Expires 9/30/2023  
Mary Judge  
Notary Public - Commissioner of the Superior Court

**FOR OFFICE USE ONLY**

APPL. #: 2022-12 Received in the office of the Zoning Board: Date: \_\_\_\_\_

By: \_\_\_\_\_

Revised 04/30/20

# Stamford Transportation Center Rezoning

02/24/2022

## Introduction

The 2018 South End Neighborhood Study developed a vision for the balanced redevelopment of the South End by focusing development on former industrial sites in the southwest of the peninsula and around the Stamford Transportation Center (STC), and keeping development away from properties located in the South End Historic District. While the southwestern Quadrant has been developed over recent years with the Harbor Point development, the area south of the STC has not.

The High Density Development Scenario described in the Study<sup>1</sup> envisioned roughly 3,500 units of housing, office and retail development for the area immediately south of the STC along Station Place and Dock Streets (Fig 1).

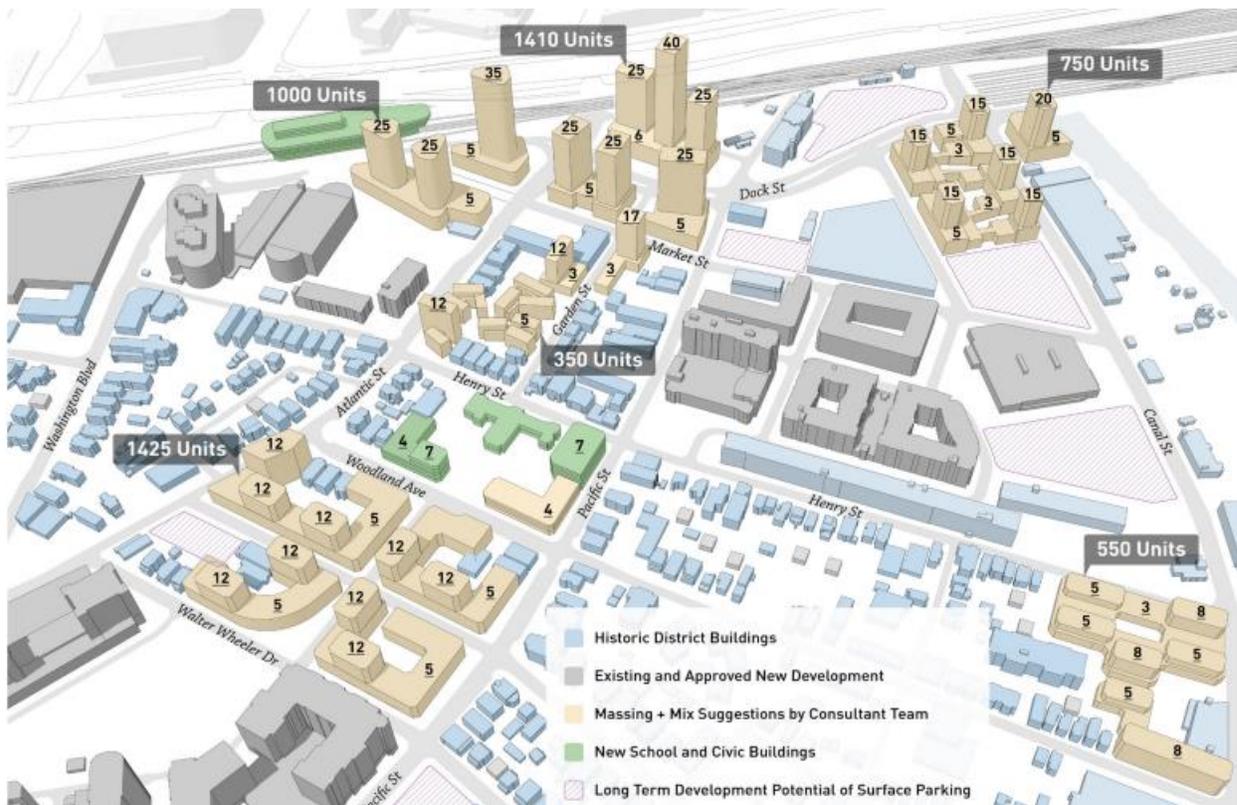


Figure 1 High Density Development Scenario for the South End Neighborhood Study (p. 26)

Following the recommendations of the Study, the Planning Board, on May 26, 2020, approved Master Plan Amendment No. 436 creating the Master Plan Category 16 – Transit Oriented Development District, and mapped the category south of the STC from the Mill River to John Street and South to Henry and Market Streets. However, the Zoning still reflects the industrial past of the area and currently does not

<sup>1</sup> Ibid, p. 24-27.

allow for the development envisioned in the Study, as residential development is currently prohibited, and office development severely limited. The purpose of this Map Change is to implement both the land use proposals of the Study and the newly established Master Plan Category 16.

### Rezoning Area

The area which is proposed to be rezoned is bounded by North State Street to the north, Canal Street and the East Branch of Stamford Harbor to the east, Market Street to the south, and the Mill River to the west. Between Pacific Street and Washington Boulevard north of Henry Street, the proposed zoning boundary is mid-block, following the Master Plan category boundary for Category 16 (Fig 2).

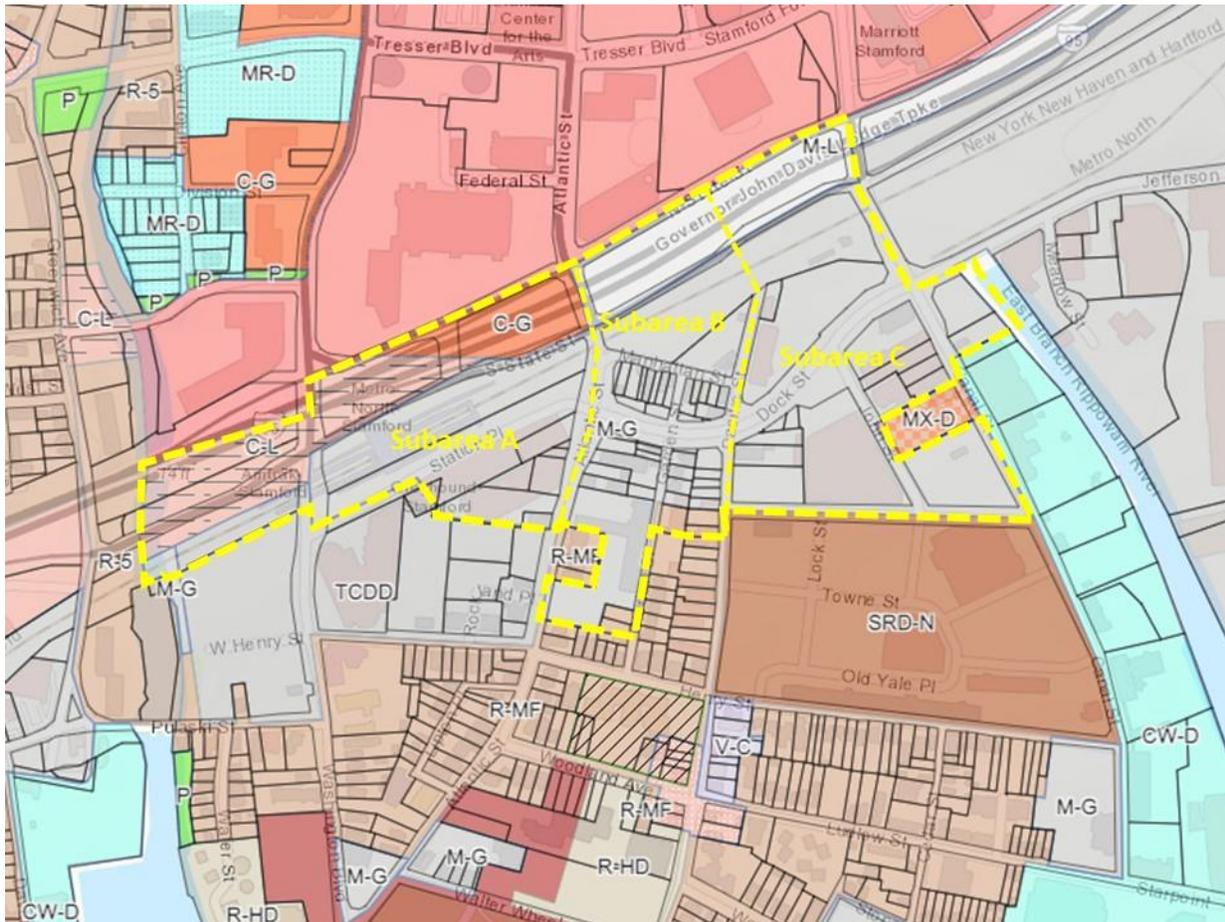


Figure 2 Rezoning Area with Subareas A-C

As the rezoning area is quite large and contains distinct current and proposed Zoning, the rezoning area is broken up into three Subareas A-C (See Fig. 2), which are each subject to their own Map Change application and require individual action by the approving boards. Subarea A is located between the Mill River to the west and Atlantic Street to the east. Subarea B is located between Atlantic and Pacific Streets and Subarea C east of Pacific Street.

## **Existing Conditions and Zoning**

There are currently a variety of different land uses in the rezoning area. The area between the Mill River to the west and the Northeast Corridor rail line is largely occupied by transportation infrastructure – in addition to the railroad, and I-95 with its two service roads, North and South State Streets. This area is currently zoned C-L, C-G and M-L.

The remainder of the rezoning area is zoned M-G, with the exception of two small portions on Garden and Pacific Streets, which are located in a medium density residential R-MF district. M-G Districts are general manufacturing districts, which allow for a wide variety of industrial uses including noxious uses. Commercial uses are limited and residential uses are prohibited in the M-G District. The area zoned M-G immediately south of the railroad, between Washington Boulevard and Atlantic Street, includes the train station and the commuter parking garages associated with the Station. Further east, between the train line to the north, Dock Street to the south and Pacific Street, there are an electric utility yard and vacant parcels. Between Pacific and Canal Streets north of Dock Street there is an office building with a surface parking lot. The block bounded by Canal, Dock, John and Market Streets has a drive-thru CVS drugstore in its southern portion, an apartment building currently under construction and a large vacant parcel. The block immediately to the west on John Street has a warehouse and an office building. The area of the block bounded by Pacific, Dock, Garden and Henry Streets is largely vacant, as is the area to be rezoned on the block to the west, with the exception of the historic typewriter building.

## **Proposed Zoning**

Subarea A, between the Mill River and Atlantic Street, and Subarea B between Atlantic and Pacific Streets are proposed to be rezoned TCD-D (Transit Center Design District – see Fig 3), as defined in Section 9.F. of the Zoning Regulations. TCD Districts allow for a wide variety of commercial and residential uses. Density is limited to a FAR of 3.0 (4.0 if all required BMR units are provided on-site) and building height is limited to 225 feet. There is a 10-foot setback requirement from streets, and side and rear setbacks are not required. Mixed-use buildings in TCD District are required to have at least 40% of their floor area dedicated to residential uses. Single Use Commercial Buildings are required to make a fee-in-lieu payment for BMR units even if no residential units are provided at all. Bonus provisions, such as LEED certification and less parking, allow for increased building height up to 275 feet. Developments in the TCD District are required to provide non-occupant parking of at least 10% of the required parking to support transit-oriented development around the train station. Five percent of the lot area must be provided as public amenity space.

Subarea C between Pacific Street and the east branch of Stamford Harbor is proposed to be rezoned to R-HD (Residential District High Density), as defined in Section 4.B.11 of the Zoning Regulations. R-HD Districts are primarily residential districts with neighborhood commercial uses only allowed on the ground floor along dedicated commercial streets. Density on sites less than one acre is limited to 2.5 FAR (2.75 FAR if all required Below Market Rate units are provided on site) and 3.75 FAR (4.5 FAR if all required BMR units are provided on site) on sites one acre and larger. Building Height is limited to 25 stories or 275 feet on larger sites and 7 stories or 80 feet on smaller sites. Front setback is measured from the curb line and is 10 feet on streets where commercial ground floor uses are prohibited and 15 feet where commercial uses are allowed. No side setbacks are required within 70 feet of the street line, beyond the 70' distance

from the street line the side yard requirement is 15 feet. The rear setback is 15 feet on small lots and 30 on large lots. Above a height of 5 stories, buildings need to set back at least 30 feet from a property line if they are further away than 70 feet from a street line.

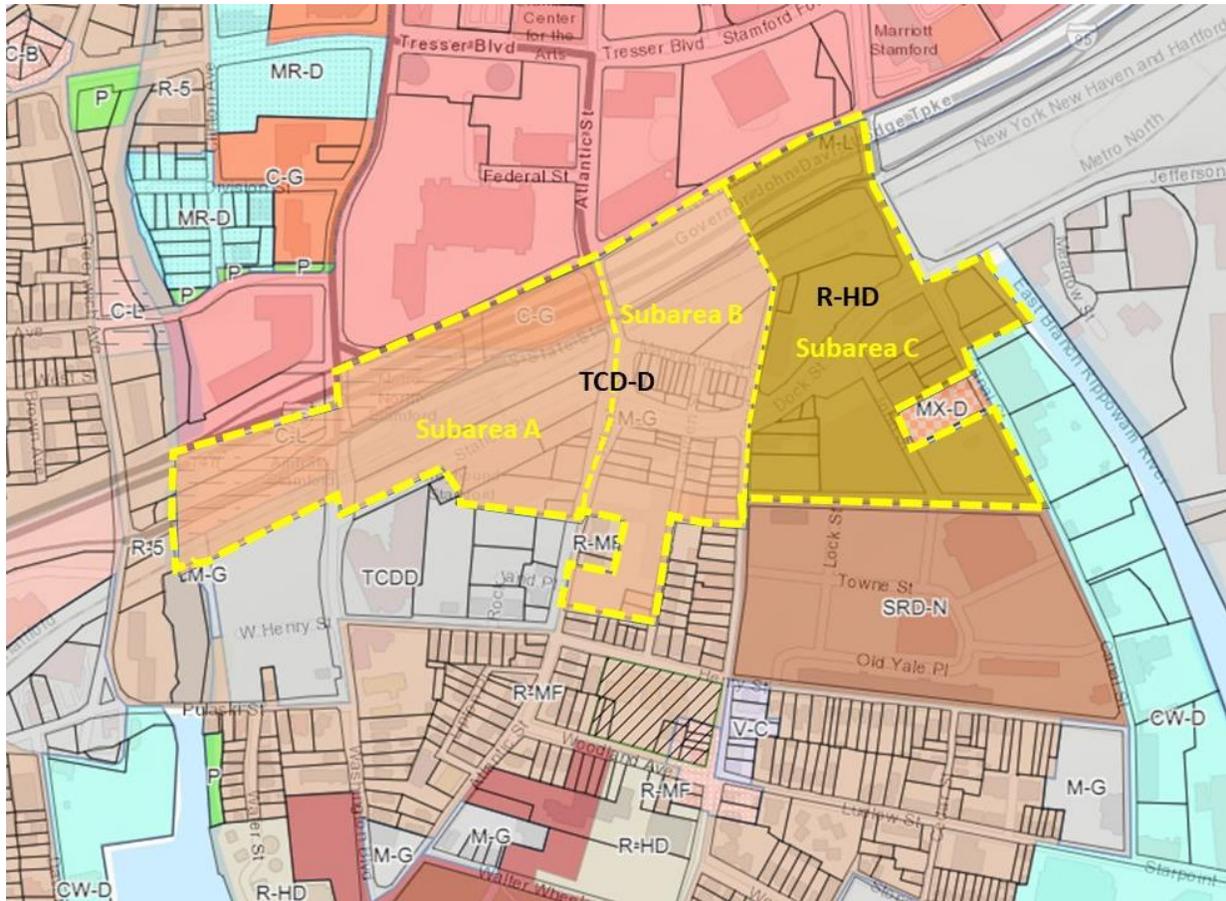


Figure 3 Proposed Zoning

### Expected Development

Based on large vacant land within the Rezoning area, three potential development sites were identified (see Fig. 4). Based on the proposed zoning districts, up to 1.4 million sf of floor area or 1,100 units of housing (or a combination of residential and commercial) could potentially be developed if all required Below Market Rate units were provided on site. If the BMR units were not provided on site that number would be reduced to approximately 1.1 million sf or 860 units of housing.

The South End Neighborhood Study identified only two intersections in the South End that might be over capacity under the high growth Development Scenario described above - Washington Boulevard and South State Street, and Canal Street and South State Street, if no mitigation measures were taken<sup>2</sup>. Based on the proposed zoning, potential development would be well below the high-growth Development Scenario. Proposed infrastructure improvements (on Pulaski Street and Waterside) and State plans for

<sup>2</sup> Ibid, p. 38.

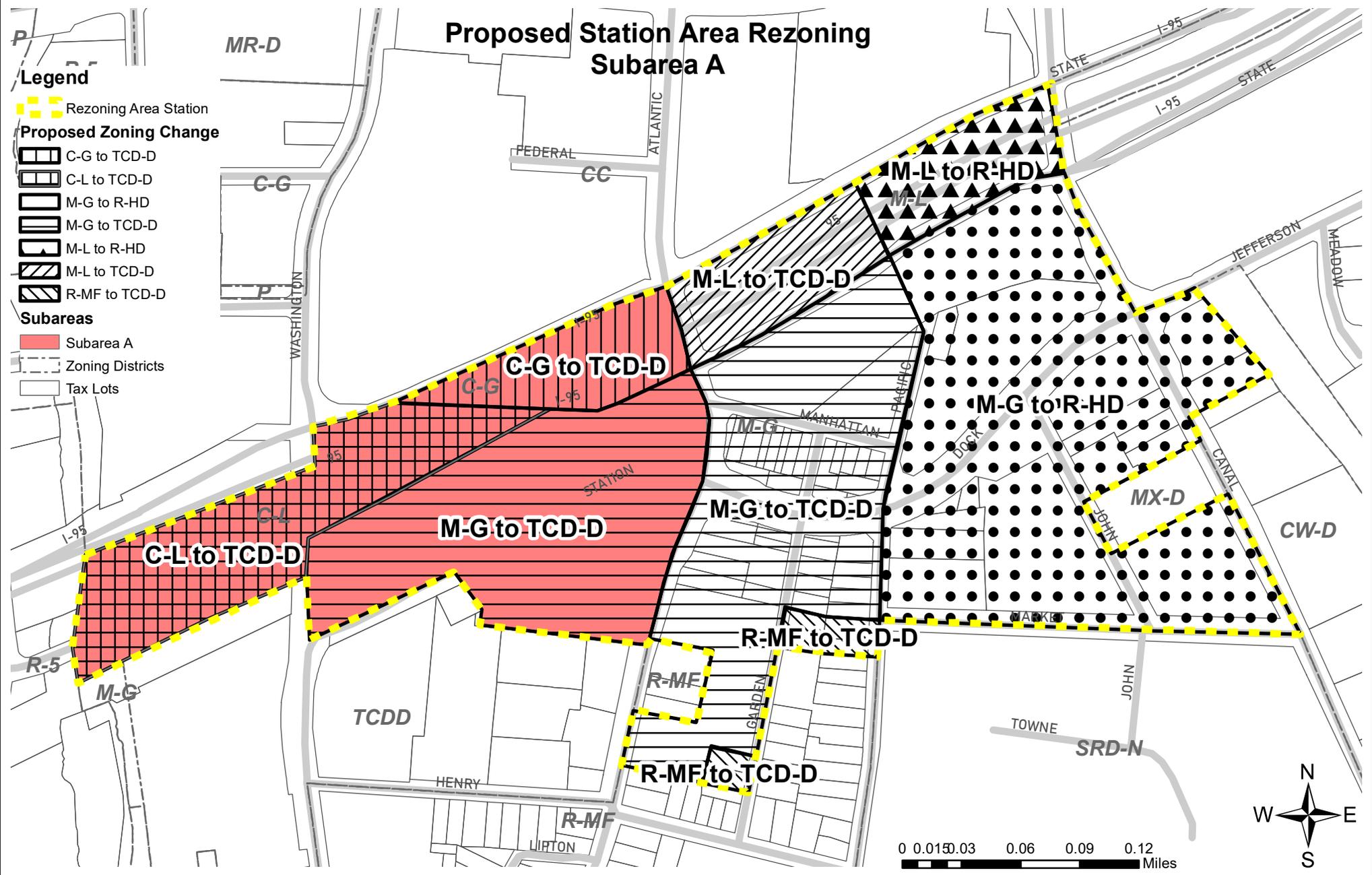
redesigning the Station area support the high-density development in areas immediately adjacent to the Stamford Transportation Center.



Figure 4 Potential Development Site

# Proposed Station Area Rezoning Subarea A

- Legend**
- Re zoning Area Station
  - Proposed Zoning Change**
    - C-G to TCD-D
    - C-L to TCD-D
    - M-G to R-HD
    - M-G to TCD-D
    - M-L to R-HD
    - M-L to TCD-D
    - R-MF to TCD-D
  - Subareas**
    - Subarea A
    - Zoning Districts
    - Tax Lots



**ZONING COMPARISON CHART STAMFORD TRANSPORTATION CENTER REZONING**

Zoning Standard		Existing				Proposed		
		C-L	C-G	M-G	M-L	R-HD		TCD-D
						Lots less than one acre	Lots more than one acre	
<b>Lot Area</b>		4000 sf	4000 sf	4000 sf	4000 sf	5000 sf	43560 sf	65340 sf
<b>Frontage</b>		40 ft	40 ft	40 ft	40 ft	50 ft	150 ft	n/a
<b>Floor Area Ratio</b>		1.0 <sup>1</sup>	1.8 <sup>2</sup>	1.0	1.0	2.5 (Premium 0.25)	3.75 (Premium 0.75)	3.0 <sup>7</sup>
<b>Residential density</b>		1250 sf lot area/family <sup>4</sup>	1000 sf lot area/family <sup>3</sup>	n/a	n/a	Residential Density Divider 1000 sf (market rate)	Residential Density Divider 1000 sf (market rate)	Residential Density Divider 1500 sf
						Residential Density Divider 800 sf (affordable housing, housing for elderly)	Residential Density Divider 800 sf (affordable housing, housing for elderly)	
<b>Building Height</b>	Stories	4	n/a	4	4	7	The lesser of 12 stories or 135 feet (when located in Master Plan Category 5, and when located outside the STDA in Master Plan Categories 9 and 11) The lesser of 25 stories or 275 feet (when located within the STDA in Master Plan Categories 9 and 11) <sup>5</sup>	225 ft (Bonus height 275')
	Feet	45 ft	100 ft	50 ft	50 ft	80 ft		
<b>Base Height</b>						Minimum: The greater of 3 stories or 35 feet Maximum: The lesser of 5 stories or 55 feet	Minimum: The greater of 4 stories or 45 feet Maximum: The lesser of 7 stories or 80 feet	n/a
<b>Street Wall Setback</b>		n/a	n/a	n/a	n/a	10 ft	15 ft	n/a
<b>Lot Coverage</b>		n/a	n/a	n/a	n/a	85%	90%	n/a
<b>Building Coverage</b>	Corner Lot	50%	90% <sup>4</sup>	90%	90%	80%	90%	90%
	Interior Lot	50%	80% <sup>4</sup>	80%	80%	60%	80%	80%
<b>Accessory Buildings</b>	Percent of rear yard	40%	40%	40%	40%	n/a	n/a	n/a

<b>Front yard</b>	Street line	10 ft	10 ft from Curb Line (15 ft from Ground Floor Retail Street) but may be modified to promote consistent street wall.	10 ft	10 ft	10 ft from Curb line (15 ft on Commercial Streets)	11 ft from Curb line (15 ft on Commercial Streets)	10 ft
	Street center line	35 ft		35 ft	35 ft	n/a	n/a	N/A
<b>Side yard</b>	One side	10 ft	None required within 70 feet of Street Line; if provided at least 15 feet. Minimum 15 feet beyond 70 feet of the Street Line. ZB may reduce setback for ground floor based on ground floor use and Light and Air compliance	None required but if provided must be at least 4 feet.	None required but if provided must be at least 4 feet.	None required within 70 feet of Street Line; if provided at least 15 feet Minimum 15 feet beyond 70 feet of the Street Line	None required within 70 feet of Street Line; if provided at least 15 feet Minimum: 15 feet beyond 70 feet of the Street Line (30 feet beyond 70 feet of the Street Line above a height of the lesser of 5 stories or 60 feet)	0 ft
	both sides	35 ft						15 ft
<b>Rear yard</b>		20 ft					Minimum: 15 feet (30 feet above a height of the lesser of 5 stories or 60 feet)	0 ft
<b>Usable Open Space</b>		75 sf per family	75 sf per family	75 sf per family	75 sf per family	50 sf per family	75 sf per family	5% of floor area
<b>Below Market Rate Requirement</b>		10%	10%	10%	10%	10%	10%	12%
<b>Parking</b>		Per Section 12				Per Section 12		Parking for office use not more than 2.5 spaces per 1000 gross ft.
<b>Bike Parking</b>		Per Section 12				Per Section 12		

**Notes**

- 1 See Appendix B Footnote 13. In C-L district Premium FAR 1.2 and Premium Height 55 ft is permitted by Special Permit
- 2 See Appendix B Footnote 13. In C-G district Premium FAR 2.2 and Premium Height 150 ft is permitted by Special Permit
- 3 See Appendix B Footnote 4. Residential buildings in C-G district with R-MF uses may have a min of 500 sf lot area per family, mixed use projects may be permitted 400 sf lot area per family by Special Permit.
- 4 See Appendix B Footnote 7. Dwelling units shall be set back no less than 15 ft except in case of ground floor retail. Building Coverage and setbacks may be reduced by Zoning Board Special Permit
- 5 See Appendix B Footnote 2 for setbacks in the C-G district. Building shall be setback 10 ft from Curb Line (15 ft from Ground Floor Retail Street) but may be modified to promote consistent street wall.
- 6 See Footnotes to Buildings Regulations (4.B.11.d) for tower separation and floor plate limitations
- 7 See Section 9.F for Floor Area Exemptions and additional TCD-D requirements