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**CITY OF STAMFORD, CONNECTICUT
HARBOR MANAGEMENT
COMMISSION**

90 Magee Avenue
Stamford, Connecticut 06902

March 27, 2022

Ms. Vineeta Mathur
Associate Planner
Land Use Bureau
Stamford Government Center
888 Washington Blvd.
Stamford, CT 06901

Subject: Application 222-03: First National Joint Ventures, LLC and Canal Street Fund LLC – Zoning Map Change

Dear Ms. Mathur:

The Stamford Harbor Management Commission (SHMC) has reviewed the above-referenced proposal by First National Joint Ventures, LLC and Canal Street Fund LLC (the Applicants) for a Zoning Map change affecting property at 0 (001-7722) Canal Street, 441 & 481 Canal Street, and 50 John Street, Stamford, CT. The Applicants are proposing a rezoning of the property from M-G (General Industrial District) Zone to R-HD (Residential-High Density Multi-Family District) Zone.

As the proposal affects property located within the coastal boundary and therefore may affect property on, in, or contiguous to the Harbor Management Area, it is subject to review by the SHMC to determine its consistency with the Stamford Harbor Management Plan. The requirements of this review are specified in Sec. 22a-113p of the Connecticut General Statutes, Sec. 6-62 of the Stamford Code of Ordinances, and the Harbor Management Plan. Pursuant to the General Statutes, City Code, and the Plan, a 2/3 vote of all members of the Zoning Board is needed to approve a proposal that has not received a favorable recommendation from the SHMC.

The SHMC discussed this matter during its meeting on March 15, 2022. Insofar as the proposed Zoning Map change is not anticipated to significantly affect the Harbor Management Area, the SHMC approved a motion to find no objection to the proposal.

Please be advised that the SHMC reserves its right to review the proposal and provide additional comments at such time as it may be modified or be the subject of another application, additional information is provided, or the proposal is the subject of a public hearing.

If you have any questions or require any additional information, please contact me at (315) 651-0070 or dortelli@stamfordct.gov.

Sincerely,

Dr. Damian Ortelli

Dr. Damian Ortelli
Chairman, Stamford Harbor Management Commission

cc:

Frank Fedeli, Stamford Office of Operations
William Hennessey, Jr., Attorney for Applicants
Susan Jacobson, CT DEEP Land and Water Resources Division
Robert Karp, Chairman, SHMC Application Review Committee

CITY OF STAMFORD

MAYOR
CAROLINE SIMMONS

DIRECTOR OF OPERATIONS
MATT QUINONES
Email: MQuinones@StamfordCT.gov



CITY ENGINEER
LOUIS CASOLO, JR., P.E.
Email: LCasolo@StamfordCT.gov

INTEROFFICE MEMORANDUM

March 28, 2022

To: Vineeta Mathur Associate Planner

From: Willetta Capelle P.E. - Coordinator of Site Plan Reviews and Inspections

Subject:

**441 & 481 Canal Street
Zoning Application No. 222-03, 222-04**

The Engineering Bureau received a Zoning application for a Map Change proposing a rezoning of the property from the M-G Zone to the R-HD Zone. The Engineering Bureau also received a Zoning application for the construction of a mixed-use building consisting of 401 apartments, ground floor retail space, amenity space, 429 parking spaces and associated landscaping and site improvements.

The following documents were reviewed:

-SE-1 through SE-7 Depicting 0, 441 481 Canal Street & 50 John Street Prepared for Heyman Properties, LLC by Redniss & Mead dated 2/3/22

-Site Engineering Report 0, 441 481 Canal Street & 50 John Street Prepared for Heyman Properties, LLC by Redniss & Mead dated 2/3/22

-Property & Topographic Survey Depicting 0, 441 481 Canal Street & 50 John Street Prepared for Heyman Properties, LLC by Redniss & Mead dated 1/16/20

-Zoning Location Survey Depicting 0, 441 481 Canal Street & 50 John Street Prepared for Heyman Properties, LLC by Redniss & Mead dated 2/3/22

-LP.1 through LP.3 Landscape Plans, 441 Canal Street by Environmental Land Solutions, LLC dated 2/3/22

The Engineer of record, Brian McMahon, P.E. stated, "Based on the above information, the proposed improvements are designed in accordance with the City of Stamford Stormwater Drainage Manual and will not adversely impact adjacent or downstream properties or City-owned drainage facilities."

The Engineering Bureau has determined that the Zoning Map Change application does not relate to the jurisdiction

of this department, and therefore does not object to the Map Change application proceeding with the approval process.

Regarding the Zoning application for the construction of the mixed-use building and associated site improvements, the Engineering Bureau has determined that the following shall be addressed by a CT professional engineer:

- 1) Canal Street and Dock Street are arterial roads, so the pavement binder thickness should be 4 1/2" for the trench repair detail. John Street is a local road, so the 2 1/2" binder thickness is sufficient.
- 2) Provide an LID map per the Drainage Manual requirements.
- 3) The Drainage Agreement in Appendix G needs to reference mayor Caroline Simmons, throughout the document.
- 4) Site Engineering Report page 4: Overall Watersheds- Dock Street system flows east (not west) towards the intersection of Dock and Canal Streets.
- 5) The green roof design shall be provided prior to Building Permit approval, including structural calculations by a CT professional engineer indicating that the weight of the green roof will be adequately supported by the building structure. Architectural and Mechanical drawings are referenced on sheet SE-3 for piping and green roof design. Clarify.
- 6) DCIA Worksheet: Part 4- verify/correct the proposed development DCIA for consistency with the Site Development Report.
- 7) For the green roof storage calculations, 1/2 WQV required should be 3458 cf. Clarify the role of "Nick from HLW" as referenced.
- 8) Final conveyance calculations (not assumed) must be provided prior to Building Permit approval, and compliance with the Stamford Drainage Manual is required.
- 9) General Note #2 refers to a different Topographic survey than the one provided in the plan set.
- 10) Sheet SE-5: Add 1/2" expansion material between the concrete curb and sidewalk on the Concrete Curb detail.
- 11) Sheet SE-2: On John Street, correct the elevations for TC 4.57 and BC 4.17.
- 12) Sheet SE-3: The length of the sanitary lateral on Dock Street is incorrect.
- 13) Sheet SE-3: Correct the inverts for Doghouse MH #1. The invert out is higher than the invert in.
- 14) Confirm the proposed lighting (street lights and bollard lights in the City R.O.W.) as shown on the Landscape Plans LP.1 through LP.3 with the City's Energy/Utility Manager.
- 15) The 2nd sheet of the Landscape Plans should be titled LP.2 , not LP.1.
- 16) A parcel consolidation map shall be filed on Stamford Land Records prior to Building Permit approval.
- 17) The Engineering Bureau reserves the right to make additional comments.

Please contact me at 203-977-4003 with any questions.

CC: Brian McMahon
Pam Fausty

Reg. No. 98

Lindsay Tomaszewski
Jaelyn Chapman

William P. Brink, P.E. BCEE
Executive Director
Stamford Water Pollution Control Authority
203-977-5809
wbrink@stamfordct.gov



Edward Kelly, Chairman
SWPCA Board of Directors
Stamford Water Pollution Control Authority
ekelly@stamfordct.gov

March 28, 2022

TO: Vineeta Mathur, Principal Planner

FROM: Ann Brown, P.E., Supervising Engineer *AMB*

DATE: March 28, 2022

RE: **Application 222-03 & 222-04
First National Joint Venture, LLC and Canal Street Fund LLC (collectively the
Applicants), 0 (001-7722) Canal Street, 441 & 481 Canal Street and 50 John Street,
Stamford, CT**

Application 222-03 – Map Change

The Stamford WPCA has reviewed the referenced application for a Map Change and determined that the proposal has no impact on any authority of this department. The WPCA has no objection to the application continuing with the approval process.

Application 222-04 – Site & Architectural Plan and /or Requested Uses, Special Permit and Coastal Site Plan Review

The Stamford WPCA has reviewed the following documents for the referenced application.

Documents and Plans Submitted:

- Architectural: (Sheets A-000, G-001, G-020, G-022, A-101 thru A-110, A-500 thru A-505, A-510 thru A-512) dated 1/21/22 prepared by hlw.
- Civil/Site: (Sheets SE-1 thru SE-7, PSTS, ZLS) dated 2/3/22 prepared by Redniss & Mead, Inc.
- Landscaping: (Sheets LP.1 thru LP.3) dated 2/3/22 prepared by Environmental Land Solutions.
- Proposed Open Space Exhibit dated 2/1/22 prepared by Redniss & Mead, Inc.
- Letter of Authority to Vineeta Mathur Ground Lessee CSF from Canal Street Fund LLC dated 1/27/22 prepared by Lazarus S. Heyman.
- Letter of Authority to Vineeta Mathur Owner FNJV from Canal Street Fund LLC dated 1/27/22 prepared by Lazarus S. Heyman.
- Applications for Zoning Map Change & Special Permit Approval Request to be heard dated 2/8/22 prepared by Lisa L. Feinberg.
- Application for Final Site & Architectural Plans and/or Requested Uses dated 2/8/22 prepared by Lisa L. Feinberg.
- Application for Special Permit dated 2/8/22 prepared by Lisa L. Feinberg.

Stamford WPCA, 111 Harbor View Ave., Stamford, CT 06902

- Stamford Sustainability Scorecard.
- Application for Zone Map Change (R-HD) dated 2/8/22 prepared by Lisa L. Feinberg.
- Site Engineering Report dated 2/3/22 prepared by Redniss & Mead, Inc.
- Application for Coastal Site Plan dated 2/8/22 prepared by Lisa L. Feinberg.
- Cover Letter to R. Blessing dated 2/8/22 prepared by Carmody Law.
- Traffic Study dated 2/1/22 prepared by SLR Consulting.

Based on review of the above, Stamford Water Pollution Control Authority (SWPCA) provides the following comments:

Sanitary Lateral

1. Preliminary comments for proposed sanitary sewer tie-in connections are provided below:
 - a. An outdoor clean-out for the building’s lateral must be provided; and,
 - b. Sewer Tie-in Connection Requirements:
 - i. Proposed sanitary tie-in connection must be an approved saddle connection to the public sewer line. A chimney connection may be required to ensure the private lateral slope does not exceed 2%, and it must meet either the City standard specification and/or the approved modular style chimney design requirements. Both saddle and/or chimney connections must be encased in concrete. Attached are the approved saddle and chimney specification information;
 - ii. Applicant and/or Contractor needs to schedule the tie-in activity with Stamford WPCA’s Collection Systems Supervisor at least 3-days in advance for scheduling WPCA personnel to witness and photograph the sewer tie-in connection. Anytime between 7:30 a.m. and 2 p.m. (Mon. thru Fri.).
 - iii. The contractor is not to break into the public sewer line without WPCA being present; and,
 - iv. Additionally, the sewer tie-in distance information from at least 2-permanent stations, i.e., telephone pole and number, distance from nearest manhole cover, corner of building with address number, etc., and depth of tie-in, along with a sketched drawing depicting these monuments and distances must be submitted for final approval.

2. A Connection Charge may be assessed by the SWPCA in accordance with the City Charter of the City of Stamford (Sec. 200-41) and as provided by state law (Connecticut General Statutes §7-255). The issuance of a Certificate of Occupancy (CO) signals the completion of construction and the CO is, therefore, the starting point of the Connection Charge process. Once each year the CO’s issued (starting with March first and running through the end of February the following year) are reviewed to determine those that reflect a change in sewer usage. Those properties reflecting additional sewer units will receive an assessment in the fall following the above time period. Connection Charges are based on a “Sewer Unit” system. Questions regarding

connection charge fees should be directed to the WPCA's Supervising Engineer, Ann Brown, via email ABrown2@stamfordct.gov or phone 203-977-5896.

Retail/Amenity/Food Service Establishments

3. As part of the building permit process for this development, food service establishments (FSE) and/or other facilities where there is potential for Fats, Oils, and Grease (FOG) to discharge into the sanitary sewer are obliged to comply with *Stamford's Fats, Oils, and Grease (FOG) Abatement Program* administered by the Stamford Water Pollution Control Authority. Facilities include but are not limited to restaurants, office cafeterias, church kitchens, community barbeque stations and kitchens, etc. The FSE or facility shall be equipped with adequately sized, properly functioning, and SWPCA approved grease management equipment. In addition, all of the correct kitchen equipment, fixtures, and/or drains shall discharge into the grease management equipment (GME). The attached document provides an overview of the above building permit requirements.

Covered Parking Garage Drains

4. The wastewater generated by covered parking garage drains shall be directed to an adequately sized WPCA approved treatment system (Oil/Water/Grit/Sand Separator). Sizing calculations for the chamber are based on the maximum flow, including but not limited to power washing the garage. A minimum 1500 gallon capacity and six hour retention time is required. The treatment system shall meet all of the requirements outlined Appendix H: (12) of the 2020 State of CT DEEP General Permit for Discharges from Miscellaneous Industrial Users.
5. Provide a Cross Section/Installation Detail of the Oil/Sand Separator with pertinent installation requirements (i.e. H₂O loading, high water table, proper venting, etc.). Below the detail, please add the following language:
 - a. "The oil/sand separator shall be installed in accordance with all applicable codes and with strict adherence to the manufacturer instructions, specifications, and recommendations. Prior to backfilling, all necessary inspections and approvals shall be obtained (i.e. Building Dept., Design Engineer)".
6. No less than 60 days in advance of the CO, TCO, or PCO, the owner/operator(s) of the development shall complete and submit to SWPCA for review and approval, CT DEEP's Miscellaneous General Permit for Discharge from Industrial Users (MIU GP) Notification Form associated with the parking garage sanitary wastewater treatment system. A signed post construction Operation and Maintenance Manual shall be attached to the Notification Form and shall include the manufacturer's maintenance requirements and the following language:
 - a. Inspections:
 - i. Inspections of the treatment system shall include but not limited to the oil/sand separator and components thereof, all floor drains, troughs, piping that collect transport and discharge wastewater into the chamber, and

pipings that transport wastewater from the chamber to the sanitary. The amount of oil, grit, sand, and debris observed in the chamber shall be measured and recorded.

- ii. Sand, grit, oil, and debris observed in all other components of the treatment system shall be identified and noted on the Log Sheets as light, moderate, or heavy amounts. Post pump-out inspections of the empty chamber shall occur to determine if it is structurally intact and water tight. The findings shall be noted on the Log Sheets.

b. Maintenance

- i. Routine maintenance of the treatment system shall occur by clearing all drains, troughs, and the conveyance system of oil, grit, sand, and debris. The chamber shall be completely cleaned by a certified waste hauler. At no time shall the combined amount of oil, grit, sand, and debris in the chamber equal to or exceed 20% of the total volume capacity. The contents removed from the treatment system shall be properly transported and disposed in accordance with all applicable laws and regulations. Broken or deteriorated components of the treatment system shall be immediately repaired or replaced.

c. Frequency of Inspections and Maintenance

- i. The treatment system shall be inspected on a monthly basis. The chamber and all other components of the treatment system shall be completely cleaned no less than twice per year.
- ii. More frequent cleaning intervals of the treatment system may become necessary. In some instances a waiver may be granted by WPCA to perform less inspections and maintenance on the treatment system. The request to obtain a waiver must be put in writing and shall be accompanied with supporting documentation as to why the waiver is being requested.

d. Record Keeping and Reporting

- i. All inspection findings, maintenance activities, and repairs shall be recorded on the Inspection and Maintenance Log Sheets. Log sheet entries shall be complete with the dated and type of service, the qualified individual name and title, signature, inspection findings, quantities observed and/or removed from the treatment system, maintenance work performed, etc. All pumping reports shall include the date and time the chamber was pumped, the name, address, and phone number of the certified hauler, the total volume removed and what percentage of the volume was oil and solids, the location and phone number of the approved disposal site and date of disposal. Copies of all documents relating to the inspection and maintenance of the treatment system (i.e. pumping reports, inspections reports, manifests, service contracts, receipt, etc.) shall be kept on file with the Log Sheets.

- ii. No later than December 15th of each calendar year, copies of the previous 12 months of Log Sheets and all related documents described above shall be mailed to WPCA at the following address:

Stamford Water Pollution Control Authority
Attn: Regulatory Compliance Inspector
111 Harbor View Avenue, Building 6A
Stamford, CT 06902

Construction Dewatering

7. Prior to any discharge of wastewater into the sanitary sewer as a result of construction dewatering, a Misc. Discharge Permit Application shall be completed and submitted to SWPCA for review and approval. Please contact Robert Pudelka, Plant Supervisor at 203-977-5780 or by e-mail at rpudelka@stamfordct.gov for the necessary forms and requirements.
8. In the event construction dewatering into the sanitary sewer is approved, a flow meter shall be installed capable of recording, saving, and reporting the daily volume from the pumps. No later than the 15th of each calendar month, please forward to SWPCA, copies of the previous month report showing the daily discharge generated by the dewatering activity. Copies of the reports shall be mailed to:

Stamford Water Pollution Control Authority
Attn: Rhudean Bull
111 Harbor View Avenue, Building 6A
Stamford, CT 06902

Swimming Pools

9. In the event a swimming pool is proposed, the swimming pool water filtration system shall be of cartridge type. If a sand filtration system is used, the back wash shall discharge into a gravity fed treatment system prior to discharging into the sanitary. Please provide detailed information on the filtration system.
10. No less than 60 days in advance of a Certificate of Occupancy or Temporary Certificate of Occupancy, the owner/developer of the site shall complete and submit to SWPCA for review and approval a Registration Application for Miscellaneous Discharges of Sewer Compatible Wastewater for the sanitary discharge of swimming pool wastewater. Contact Robert Pudelka, Plant Supervisor at 203-564-7945 or by email at rpudelka@stamfordct.gov for additional information.

Green Roof

11. All drainage from the green roof must be directed to storm.

Dog Salon

12. The Sanitary Sewer Summary indicates a dog salon is proposed to be constructed.

Wastewater generated from this area that is scheduled to discharge into the sanitary sewer will require special approval by SWPCA.

SWPCA reserves the right to make additional comments.

Attachment

cc: Stephen A. Pietrzyk, Collections System Supervisor
Jane Gibeault, Regulatory Compliance Coordinator



STAMFORDWPCA
Office of Regulatory Compliance
Building Permit Requirements
FSE/Facility FOG

Rev. 1 (6/9/21)

Section 1. Introduction

Food Service Establishments (FSE) and/or other Facilities where there is potential for Fats, Oils, and Grease (FOG) to discharge into the sanitary sewer are obliged to comply with *Stamford's Fats, Oils, and Grease (FOG) Abatement Program* administered by the Stamford Water Pollution Control Authority. Facilities include but are not limited to restaurants, office cafeterias, church kitchens, community barbeque stations and kitchens, etc. As part of the compliance requirements, the FSE or facility shall be equipped with adequately sized, properly functioning, and SWPCA approved grease management equipment. In addition, all of the correct kitchen equipment, fixtures, and/or drains shall discharge into the grease management equipment (GME). Compliance shall be achieved even if the kitchen is not part of the scope of work in the permit application.

Described herein are guidelines for the design of GME and the submittal requirements for a building permit involving a new FSE or modifications to an existing FSE. In addition, no less than 30 days prior to the Certificate of Occupancy (CO) or Temporary Certificate of Occupancy (TCO), the owner/operator(s) of the food service establishment or other facility shall submit to SWPCA for review and approval, a Registration Application and FOG Abatement Plan. Approval of the FOG Abatement Plan must be obtained prior to the CO or TCO, and the FOG Abatement Plan shall be implemented when the kitchen is open for use. Please contact SWPCA at 203-977-4997 or visit our website at <https://www.stamfordct.gov/government/operations/water-pollution-control-authority/fats-oils-and-grease-fog-abatement-program> to obtain the documents and forms necessary for completing the above. The Registration Application and FOG Abatement Plan should not be completed until after SWPCA plan review process has been finalized and approval has been obtained.

Section 2. Grease Management Equipment

There are 3 types of approved grease management equipment, the Outdoor In-ground Chamber, the Active Grease Recovery Unit (AGRU), and the Super Capacity Grease Interceptor (SCGI). It is highly recommended the maintenance requirements are taken into consideration when choosing which type to install. Sharing the same GME among separate FSE's and/or Facilities is prohibited. (Rev.1)

A. Outdoor In-ground Chamber

Outdoor In-ground Chambers are typically constructed of concrete and can be single or two compartment. The minimum capacity for a chamber is 1000 gallons. The exterior of the chamber shall be waterproof and the inlet and outlet T-pipes shall extend to within 12" from the bottom of the chamber. The chamber shall also be equipped with a high efficient grease outlet filter. The chamber setback to the footprint of any building is 10'. For additional compliance requirements refer to Section 5(b)(1)(B thru M) of the State of CT DEEP General Permit for the Discharge of Wastewater Associated with Food Service Establishments. It is preferred chambers are installed in series if more than one is required. The amount of FOG and solids in the chamber must be routinely monitored using a sludge judge or similar device. The measured amounts shall be recorded on log sheets and kept on site. At no time shall the combined FOG and solids reach or exceed 25% of the total capacity of the chamber. The contents in the chamber shall be completely pumped out no less than once every 3 months by an outside contractor for proper disposal. Sizing the outdoor in-ground chamber is based on meals served and hours of operation utilizing the Uniform Plumbing Code Formula Grease Interceptor Sizing Worksheet.

Take-out meals and catering are to be factored in the formula. In the formula a single service kitchen is limited to pre-packaged food only, with no food preparation or cooking.

B. Active Grease Recovery Unit (AGRU)

AGRU's require electricity and run on a timer. The FOG on the wastewater is skimmed by a wheel and sent to a collection jug attached to the outside of the unit. With larger units, the FOG is skimmed and sent to a collection barrel. AGRU's equipped with the Automatic Solids Transfer feature are not permitted. There are ongoing maintenance requirements for AGRU's. On a daily basis, the amount of FOG in the collection jug must be measured, recorded, and deposited in a storage barrel labeled and designated for Non-renderable FOG. The internal food strainer must be removed daily and the contents emptied in the trash. The skimming blades on the wheel should be checked for grease built up and wiped clean when needed. In addition, it is required that an outside contractor pump out the unit no less than once every 3 months and inspect the AGRU to ensure it is functioning properly. Typically at that time, the contractor will pump out the contents of the non-renderable storage barrel for proper disposal. This type of GME should not be buried below floor grade. Sizing the AGRU is based on the GPM of the kitchen equipment discharging into it using a 2 minute drain time.

C. Super Capacity Grease Interceptors (SCGI)

SCGI's are passive grease interceptors which are 3rd party certified to hold 4 times the amount of FOG in pounds than the established GPM. Depending on the make and model number, SCGI's can be used in a variety of applications such as outdoor in-ground and indoor above or below floor grade. Clarification should be obtained from the manufacturer if the correct model is utilized for the proposed installation. Identical units shall be installed parallel with a flow splitter and not in series. For outdoor installations, SCGI's must be installed below the frost line. SCGI's with a volume of 250 gallons or less shall be located at least 5' from the footprint of any building, and if the volume in the unit is greater than 250 gallons a 10' setback is required. The amount of FOG and solids in the units must be routinely monitored using a sludge judge or similar device. The measured amounts shall be recorded on log sheets and kept on site. At no time shall the depth of the FOG or the height of the solids in the units reach or exceed the maximum amounts specified by the manufacturer. The location of the SCGI must allow for sufficient clearance above the unit to perform this maintenance requirement.^(Rev.1) Typically, with properly sized SCGI's, the pump-out requirements are approximately every 2 to 3 months.

Section 3. Kitchen Equipment, Fixtures, Drains

A. Separate sanitary and grease waste lines are required for the discharge of kitchen wastewater. Food Pulpers, garbage disposals/grinders are prohibited. Listed below are some but not all of the kitchen equipment, fixtures, and/or drains that should discharge into grease management equipment:

- | | |
|-------------------------------|---|
| Three Compartment Sinks | Two Compartment Sinks |
| Single Compartment Prep Sinks | Pre-Rinse Sinks (Soiled Dish Table) |
| Dump Sinks | Kitchen/Ware Washing Area Floor Drains* |
| Soup Kettles/Braising Pans | Pollution Control Units |
| Mop Sinks* | Self-Cleaning Exhaust Hoods |
| Wok Stations | Combi-Ovens** |

*With the lack of fryolators, limited menus, and low grease production, SWPCA may grant a waiver to allow the wastewater from kitchen/ware washing floor drains and mop sinks to discharge into the sanitary without treatment from grease management equipment. The request for a waiver shall be put in writing with justification as to why the waiver should be granted. A copy of the menu must be attached.

**Combi-Ovens must be equipped with a tempering valve. A notation shall be included on the food service and plumbing plans.

Unless a waiver by SWPCA has been granted, floor sinks and/or drains scheduled for sanitary discharge shall be slightly raised to prevent the infiltration of mop water. A notation shall be included in the plumbing plans indicating the sanitary floor sinks/drains are to be slightly raised.

B. Listed below are some but not all of the kitchen equipment, fixtures, and/or drains that should NOT discharge into grease management equipment:

Ice Machines	Refrigeration Condensate
Dishwashers	Hot/Cold Holding Units
Water Heater Overflow/Relief Valves	Salad Dryers
Hand Sinks	Coffee/Esspresso Machines

Section 4. Plans (required)

For outdoor installations, the information on the proposed GME shall be on a Site Utility Plan and Details Plan prepared by a professional civil engineer registered in the State of CT. For indoor installations, the information on the proposed GME shall be on the plumbing plans. The information below provides a minimal overview of the plans and documents required when submitting to SWPCA for review. The information on the site, architectural, food service, and plumbing plans, as well as the information on the cut sheets and specification sheets must all match. Full size hard copies of the plans and documents are required. Full size hard copies of any and all revisions to the plans shall be submitted for additional review. Revisions shall be highlighted on the plans. Please deliver to 111 Harborview Avenue (Building 11). As part of the CO process, as-built record drawings and design engineer certification are required.

A. Site Plans (Exterior GME Installation)

1. Type, size, and location of proposed GME.
2. Existing and proposed grade elevations.
3. GME invert elevations.
4. Elevation of maximum ground water.
5. Cross Section/Detail of GME w/pertinent installation requirements.

For outdoor chambers: (Grease Outlet Filter, T-Pipes, Waterproofing, Manhole Covers, etc.)

The cross section should show all requirements have been met which are listed in Section 5 of the CT DEEP General Permit. The high water table in relation to the bottom of the GME needs to be taken into consideration.

For SCGI's: Ensure all aspects of the manufacturer's installation instructions, requirements, and recommendations are shown on the cross section. SCGI's shall be installed below the frost line. A high water table in relation may warrant additional installation requirements.

6. Outdoor Chambers: Add the following language to the site plans: "The chamber shall be installed in accordance with all applicable codes and shall meet the requirements set forth in Section 5(b)(1)(B thru M) of the State of CT DEEP General Permit for the Discharge of Wastewater Associated with Food Service Establishments. Prior to backfilling, all necessary inspections and approvals shall be obtained (i.e. Building Dept., SWPCA, Design Engineer). No less than 3 working days in advance, please contact SWPCA at 203-977-4997 or 203-977-4134 to schedule an installation inspection."
7. SCGI's: Add the following language to the site plans: "The grease management equipment shall be installed in accordance with all applicable codes, and shall be installed with strict adherence to the

manufacturer's installation instructions, requirements, and recommendations. Prior to backfilling, all necessary inspections and approvals shall be obtained (i.e. Building Dept., SWPCA, and the Design Engineer). No less than 3 working days in advance, please contact SWPCA at 203-977-4997 or 203-977-4134 to schedule an installation inspection.

B. Architectural/Food Service Plans

1. A complete set of the architectural and food service plans.
2. The plans shall include a chart containing an itemized list of all the food service/kitchen equipment. Indicate if the item is existing or proposed, provide the manufacturer and model number, sink bowl dimensions (if applicable), indicate if the item requires hot/cold water, direct/indirect discharge, and electric or gas supply. In the remarks column, indicate if the item is piped to grease waste.
3. Floor plan showing all of the existing and proposed food service/kitchen equipment clearly labeled with the corresponding item number.

C. MEP Plans

1. A complete set of MEP plans.
2. A MEP chart with a complete itemized list of the food service/kitchen equipment. The item numbers shall match those listed in the architectural/food service plans. Indicate, if the item is existing or proposed, provide the manufacturer and model number, sink bowl dimensions (if applicable), indicate the hot/cold water, direct/indirect discharge, and electric or gas supply requirements for each item. In the remarks column, indicate if the item is piped to grease waste.
3. Floor plan showing floor sinks, floor drains, the grease and sanitary waste lines. The plan shall clearly identify which equipment discharge into the sanitary and which equipment discharge into the grease waste. Include the equipment item numbers. (See Illustration 1).
4. Sanitary and grease waste riser diagrams showing all floor sinks and floor drains. Identify all the equipment by item number scheduled to discharge into each floor sink and/or drain. (See Illustration 2).
5. Sizing calculation chart for the proposed grease management equipment. For outdoor chambers utilize the Uniform Plumbing Code Formula Grease Interceptor Sizing Worksheet. For AGRU's and SCGI's, calculate the GPM for each equipment and include the items numbers. Provide separate sizing charts for separate GME.
6. For AGRU's and SCGI's on/or above the floor, add the following language to the plumbing plans: "The grease management equipment shall be installed in accordance with all applicable codes, and shall be installed with strict adherence to the manufacturer's installation instructions, requirements, and recommendations." Please note: SWPCA does not approve suspending grease management equipment. In the event it has been demonstrated there is no other alternative, an exception may be granted. However, the design for the support system shall be prepared and submitted by a CT Licensed Structural Engineer. The P.E. shall certify in writing the proposed support system is more than adequate to hold the maximum load of the GME. In addition, the area below the suspended GME including a safety buffer shall be permanently barricaded from vehicular and pedestrian trafficking.
7. For SCGI's below floor/buried installations, provide a Cross Section/Detail of GME with pertinent installation requirements. Ensure all aspects of the manufacturer's installation instructions, requirements, and recommendations are shown on the cross section. Add the following language: "The grease management equipment shall be installed in accordance with all applicable codes, and shall be installed with strict adherence to the manufacturer's installation instructions, requirements,

and recommendations. Prior to backfilling, all necessary inspections and approvals shall be obtained (i.e. Building Dept., SWPCA, and the Design Engineer). No less than 3 working days in advance, please contact SWPCA at 203-977-4997 or 203-977-4134 to schedule an installation inspection.

8. Detailed information on the exhaust hoods (existing and proposed). Verify if self-cleaning.

Illustration 1 (Floor Plan)

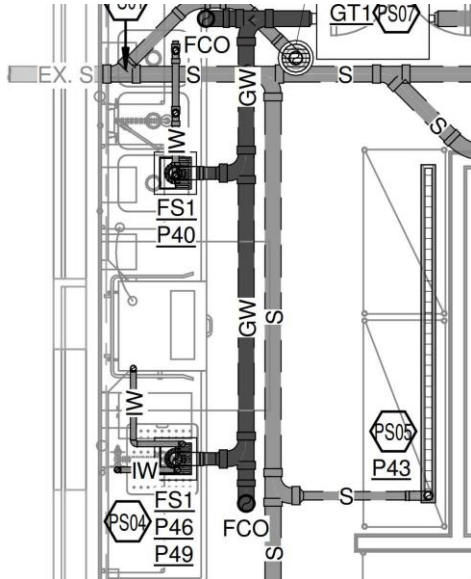
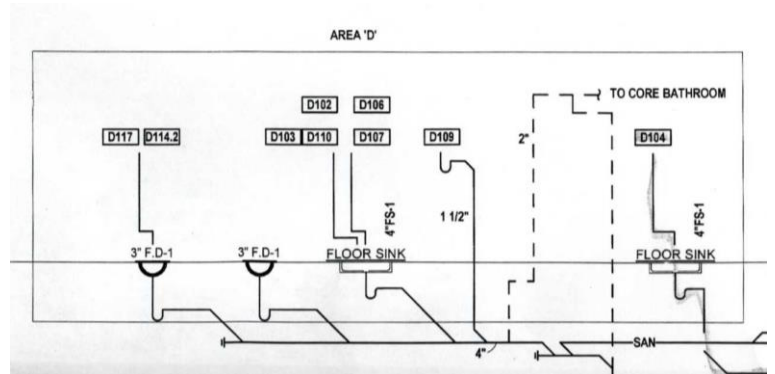


Illustration 2 (Riser Diagram)



Section 5. Documents (required)

- A. Copies of all of the manufacturer equipment cut sheets in numerical order with the item numbers listed on the cut sheets. Be sure the cut sheets provide the model number and other pertinent information such as sink bowl dimensions, GPM discharges, etc.
- B. Copies of the manufacturer specifications sheets on the proposed grease management equipment.
- C. For AGRU's and SCGI's, copies of the manufacturer installation instructions and owner's manual on the proposed grease management equipment.

SWPCA strongly advises against installing GME prior to the fit out of the FSE or Facility. In the event the owner(s) and/or developer opts to install GME in advance it is solely at their own risk. Should it be determined the GME is undersized at the time of the building permit application for the FSE or Facility, the GME shall be removed and replaced with adequately sized equipment or additional GME will be required.

PLEASE COMPLETE THE CHECKLIST PROVIDED BELOW AND SUBMIT WITH THE PLANS AND DOCUMENTS FOR REVIEW. Incomplete submissions will be rejected.



STAMFORDWPCA

Office of Regulatory Compliance

Food Service/Facility Plan Review Checklist

Building Permit Application Number: _____ Date: _____

Address: _____

Name of Facility: _____

Applicant Name: _____

Phone: _____ Email: _____

Owner(s) Name: _____

Phone: _____ Email: _____

Yes	N/A	Section (see above)	Description
<input type="checkbox"/>		Section 2.	Adequately sized approved GME.
<input type="checkbox"/>		Section 3.A.	Correct kitchen equipment, fixtures, and/or drains discharge into GME.
<input type="checkbox"/>		Section 3.B.	Correct kitchen equipment, fixtures, and/or drains discharge into sanitary.
<input type="checkbox"/>		Section 4.	Information on the plans and documents match.
<input type="checkbox"/>	<input type="checkbox"/>	Section 4.A.	Site plans (Exterior GME).
<input type="checkbox"/>	<input type="checkbox"/>	Section 4.A.1.	Type, size, and location of proposed GME.
<input type="checkbox"/>	<input type="checkbox"/>	Section 4.A.2.-4.	Grade, GME invert, maximum ground water elevations.
<input type="checkbox"/>	<input type="checkbox"/>	Section 4.A.5.	Cross section/detail.
<input type="checkbox"/>	<input type="checkbox"/>	Section 4.A.6.-7.	Installation language added to plans.
<input type="checkbox"/>		Section 4.B.1.	Complete set of the architectural and food service plans. Latest revision date: ____ / ____ / ____
<input type="checkbox"/>		Section 4.B.2.-3.	Equipment schedule and floor plan.
<input type="checkbox"/>		Section 4.C.1	Complete set of MEP plans. Latest revision date: ____ / ____ / ____

BP Appl. #: _____

Date: _____

<input type="checkbox"/>		Section 4.C.2.	MEP Equipment Chart.
<input type="checkbox"/>		Section 4.C.3.	MEP Floor Plan w/ sanitary, grease waste, and equipment item numbers.
<input type="checkbox"/>		Section 4.C.4.	Sanitary and grease waste riser diagrams w/ item numbers.
<input type="checkbox"/>		Section 4.C.5.	GME sizing calculation chart.
<input type="checkbox"/>	<input type="checkbox"/>	Section 4.C.6.	Language for AGRU/SCGI installed on or above floor grade.
<input type="checkbox"/>	<input type="checkbox"/>	Section 4.C.7.	Cross section and language for SCGI installed below floor grade.
<input type="checkbox"/>	<input type="checkbox"/>	Section 4.C.8.	Information on exhaust hoods.
<input type="checkbox"/>		Section 5.A.	Manufacturer equipment cut sheets.
<input type="checkbox"/>		Section 5.B.	GME manufacturer specification sheets.
<input type="checkbox"/>	<input type="checkbox"/>	Section 5.C.	AGRU/SCGI installation instructions/owner's manual.

Prepared by: _____ Date: _____
(Print Name)

(Signature)

Company Name: _____

Phone: _____ E-mail: _____



Land and Water Resources Division

COASTAL SITE PLAN REVIEW COMMENTS CHECKLIST

This checklist is used by the Land and Water Resources Division (LWRD) to assess the consistency of the proposed activities with the relevant policies and standards of the Connecticut Coastal Management Act [(CCMA), Connecticut General Statutes (CGS) sections 22a-90 through 22a-112, inclusive].

ORIGINAL TO:

Vineeta Mahur, Sr. Planner
Stamford Land Use Bureau

COASTAL SITE PLAN REVIEW TRIGGER:

- Zoning Compliance
- Subdivision
- Special Exception or Permit
- Variance
- Municipal Improvement

Date sent/delivered: 3/3/22 by (indicate all that apply): hand fax e-mail U.S. mail

APPLICANT NAME: First National Joint Venture and Canal Street Fund, LLC

MAILING ADDRESS: c/o Carmody Torrance Sandak and Hennessay, LLP, 1055 Washington Blvd,
Stamford CT 06901, 203.425.4200

PROJECT ADDRESS: 0, 441, and 481 Canal Street and 50 John Street

PROJECT DESCRIPTION:

Applicant is proposing a zoning map change for the properties from M-G (General Industrial) to R-HD (Residential High Density Multi-Family District). In addition, the Applicant is proposing the construction of a mixed use building that includes 401 residential dwelling units, retail use, 426 parking spaces, and associated landscaping and site improvements. A portion of the proposed building will be located in a FEMA delineated AE-6 zone. Applicant has also applied for a Special Permit for the proposed project.

LWRD reviewer
KAM

Date plans were received by LWRD:
2/22/22

Date LWRD review completed: 3/2/22

Most recent revision date on plans: 2/3/22

Plan title: Final Site Plans for 0,441,&481 Canal Street and 50 John Street

COASTAL RESOURCES AND RESOURCE POLICIES:				
	ON-SITE	ADJACENT TO SITE	POTENTIALLY INCONSISTENT	NOT APPLICABLE
General Coastal Resources*	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Beaches and Dunes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bluffs and Escarpments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Coastal Hazard Area	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Coastal Waters and/or Estuarine Embayments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Developed Shorefront	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Freshwater Wetlands and Watercourses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Intertidal Flats	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Islands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Rocky Shorefront	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Shellfish Concentration Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Shorelands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tidal Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ADVERSE IMPACTS ON COASTAL RESOURCES:			
	Appears Acceptable	Potentially Unacceptable	Not Applicable
Degrades tidal wetland, beaches and dunes, rocky shorefronts, or bluffs and escarpments	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Degrades existing circulation patterns of coastal waters	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Increases coastal flooding hazard by altering shoreline or bathymetry	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Degrades natural or existing drainage patterns	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Degrades natural shoreline erosion and accretion patterns	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Degrades or destroys wildlife, finfish, or shellfish habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Degrades water quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Degrades visual quality	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

COASTAL USE POLICIES:**		
	Applies	Potentially Inconsistent
General Development*	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Boating	<input type="checkbox"/>	<input type="checkbox"/>
Coastal Recreation and Access	<input type="checkbox"/>	<input type="checkbox"/>
Coastal Structures and Filling	<input type="checkbox"/>	<input type="checkbox"/>
Cultural Resources	<input type="checkbox"/>	<input type="checkbox"/>
Fisheries	<input type="checkbox"/>	<input type="checkbox"/>
Fuels, Chemicals, or Hazardous Materials	<input type="checkbox"/>	<input type="checkbox"/>
Ports and Harbors	<input type="checkbox"/>	<input type="checkbox"/>
Sewer and Water Lines	<input type="checkbox"/>	<input type="checkbox"/>
Solid Waste	<input type="checkbox"/>	<input type="checkbox"/>
Transportation	<input type="checkbox"/>	<input type="checkbox"/>
Water-dependent Uses	<input type="checkbox"/>	<input type="checkbox"/>

ADVERSE IMPACTS ON FUTURE WATER-DEPENDENT DEVELOPMENT ACTIVITIES AND OPPORTUNITIES:			
	Appears Acceptable	Potentially Unacceptable	Not Applicable
Replaces an existing water-dependent use with a non-water-dependent use	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Reduces existing public access	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Locates a non-water-dependent use at a site that is physically suited for a water-dependent use for which there is a reasonable demand	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Locates a non-water-dependent use at a site that has been identified for a water-dependent use in the plan of development or zoning regulations	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES OF CONCERN (SEE SUMMARY AND RECOMMENDATIONS BOX FOR ADDITIONAL DETAIL):	
<input type="checkbox"/>	Insufficient information
<input checked="" type="checkbox"/>	Potential increased risk to life and property in coastal hazard area
<input type="checkbox"/>	Adverse impacts on future water-dependent development opportunities
<input type="checkbox"/>	Proximity of disturbance to sensitive resources/need for additional vegetated setback
<input type="checkbox"/>	Potential to cause erosion/sedimentation; need for adequate sedimentation and erosion control measures
<input type="checkbox"/>	Water quality and/or stormwater impact – will need adequate stormwater management measures to be implemented
<input type="checkbox"/>	Other coastal resource impacts:
<input type="checkbox"/>	Other:

SUMMARY AND RECOMMENDATIONS:

Project Summary

Applicant is proposing a zoning map change for the properties from M-G (General Industrial) to R-HD (Residential High Density Multi-Family District). In addition, the Applicant is proposing the construction of a mixed-use building that includes 401 residential dwelling units, retail use, 426 parking spaces, and associated landscaping and site improvements. A portion of the proposed building will be located in a FEMA delineated AE-6 zone. First floor and parking is currently proposed at elevation 7.0. Applicant has also applied for a Special Permit for the proposed project.

Recommendations

1. That the proposed project complies with all local and FEMA floodplain management building requirements.
2. The proposed properties are located in a Special Flood Hazard Area (an area of the city currently protected to a defined 100-year base flood event and in a AE-6 zone). Thus, the proposed project would increase the vulnerability of people with respect to flooding, increasing harm to life and property. It is acknowledged that another high-density residential complex is being constructed adjacent to the proposed site in question. However, it is unclear as to the proposed measures the Applicant will implement to protect the residents and

their property from the impacts of a flooding event. The safe evacuation of residential prior to a significant potential flooding event is a concern. No information with respect to such a plan has been provided. In addition, what actions will the Applicant perform to inform potential residents as to the availability of flood protection and actions that can be taken to protect their property in the event of a flood event? This is of special concern for all proposed residential units proposed for the first floor of the building. It is recommended that the Applicant provide such a plan of action to the city.

FINDING:

- CONSISTENT WITH ALL APPLICABLE COASTAL POLICIES, COMMENTS INCLUDED
- CONSISTENT WITH MODIFICATIONS OR CONDITIONS (SEE ANALYSIS AND RECOMMENDATIONS)
- ADDITIONAL INFORMATION NEEDED PRIOR TO COMPLETE CSPR EVALUATION

SUPPORTING DOCUMENTATION ATTACHED TO THIS CHECKLIST:

- Copies of photographs of the site dated:
- Copies of aerial photographs dated:
- GIS maps depicting:
- Coastal resources maps dated:
- OLISP Fact Sheet(s):
- Other: FEMA Firmette and screen shot showing CIRCA SLR projection and current FEMA LiMWA Line

Please be advised that, separate from the municipal review, the following DEEP permits may be required:

- Structures, Dredging, and Fill in Tidal Coastal or Navigable Waters
- Tidal Wetlands
- Stormwater General Permit:
- Other:

Please direct questions or comments regarding this checklist to:

Karen Michaels, EA III
Planning Section,
Land and Water Resources Division
CT DEEP
Karen.Michaels@ct.gov

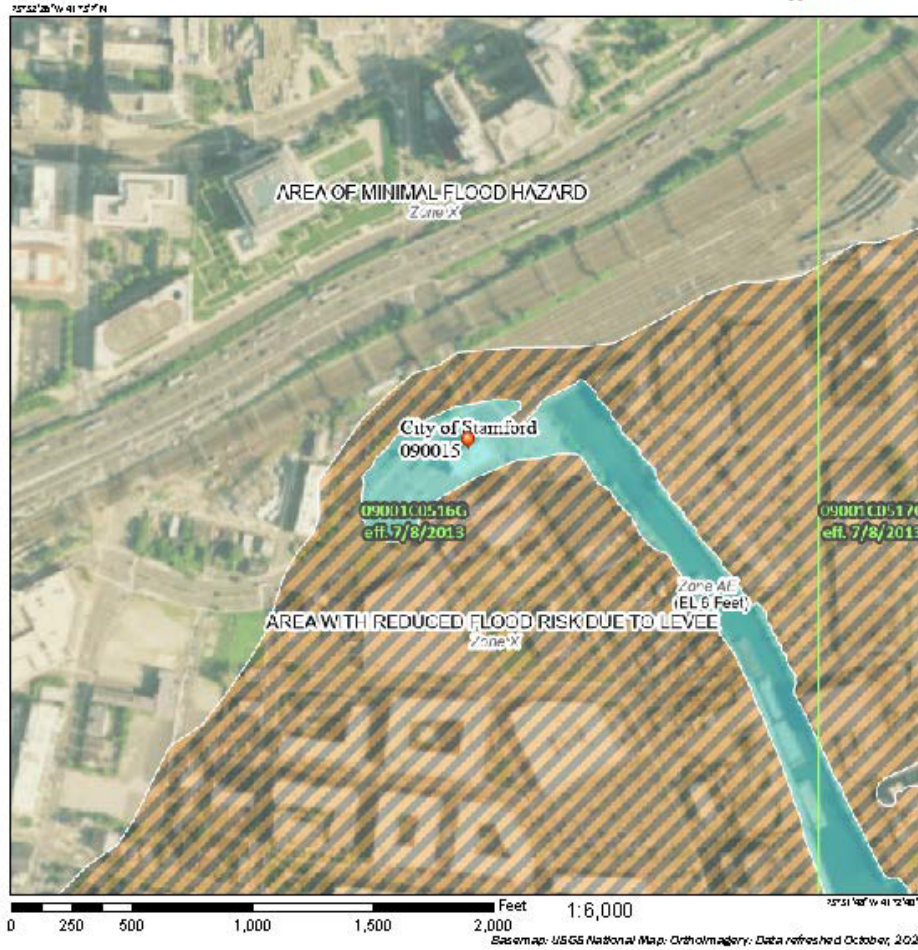
copy/ies provided to

LWRD Reviewer Initials: KAM

Date: 3/2/22

This checklist is intended to replace a comment letter only in those instances where LWRD comments can be readily conveyed without the background discussion that would be provided in a letter.
This checklist is not used for projects that LWRD recommends should be denied.

National Flood Hazard Layer FIRMette



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS

- Without Base Flood Elevation (BFE) Zone A, V, AE2
- With BFE Depth Zone A, C, AO, AH, VC, AR
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD

- 0.2% Annual Chance Flood Hazard, Areas of 1% Annual Chance Flood with average depth less than one foot or with drainage areas of less than one square mile. Zone F
- Future Outfalls 1% Annual Chance Flood Hazard Zone F
- Area with Reduced Flood Risk due to Level. See Notes, Zone X
- Area with Flood Risk due to Level. Zone D

OTHER AREAS

- NO SCREEN Area of Minimal Flood Hazard Zone C
- Effective IO MRs
- Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES

- Channel, Outfall, or Storm Sewer
- Levee, Dike, or Retention Wall

OTHER FEATURES

- 20.2 Cross Sections with 1% Annual Chance
- 17.6 Water Surface Elevation
- 10 Casual Traverses
- 10 Base Flood Elevation Line (BFE)
- 10 Limits of Study
- Jurisdiction Boundary
- Casual Traverses, Baseline
- Profile Baseline
- Hydrographic Feature

MAP FRAMES

- Digital Data Available
- No Digital Data Available
- Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

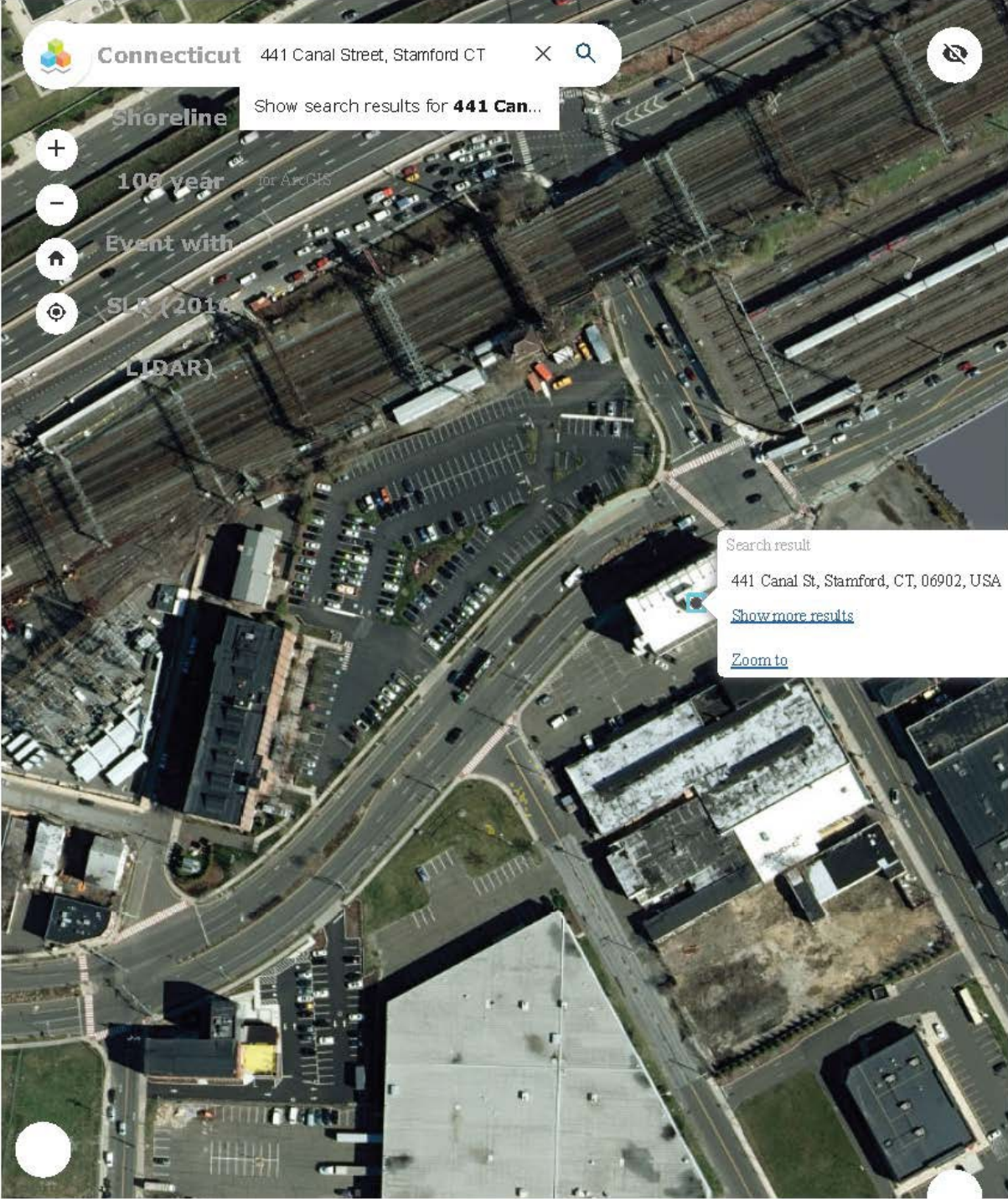
This map conforms with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative MFL web services provided by FEMA. This map was captured on 10/24/2020 at 7:53 AM and does not reflect changes or amendments subsequent to this date and time. The MFL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legends, scale bar, map control icons, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unrefined areas cannot be used for regulatory purposes.

2/24/2022

Connecticut Shoreline 100 year Event with SLR (2016 LIDAR)



-73.528 41.050 Degrees

200ft

<https://liscos.uconn.edu/SLR/>

1/1

MAYOR
Caroline Simmons



**CITY OF STAMFORD
PLANNING BOARD
LAND USE BUREAU
888 WASHINGTON BOULEVARD
STAMFORD, CT 06904 -2152**

DIRECTOR OF OPERATIONS
Matthew Quiñones

Land Use Bureau Chief
Ralph Blessing

Acting Principal Planner
Vineeta Mathur
(203) 977-4716
vmathur@stamfordct.gov

April 20, 2022
(Revised April 22, 2022)

Mr. David Stein, Chair
City of Stamford
Zoning Board
888 Washington Boulevard
Stamford, CT 06902

RE: APPLICATION #222-03 - FIRST NATIONAL JOINT VENTURE, LLC & CANAL STREET FUND, LLC (Collectively the Applicants) - 0 (001-7722) CANAL STREET, 441 & 481 CANAL STREET and 50 JOHN STREET - Map Change

Dear Mr. Stein & Members of the Zoning Board:

During its regularly scheduled meeting held on Tuesday, April 19, 2022, the Planning Board reviewed the above captioned application referred in accordance with the requirements of the Stamford Charter.

Applicant is proposing a rezoning of the property from M-G (General Industrial District) Zone to R-HD (Residential-High Density Multifamily District) Zone.

After some discussion, the Planning Board unanimously voted to recommended *approval* of **ZB Application #222-03** and this request is compatible with the neighborhood and consistent with Master Plan Category #9 (Urban Mixed-Use).

Sincerely,

STAMFORD PLANNING BOARD

A handwritten signature in blue ink, appearing to read "Theresa Dell".

Theresa Dell, Chair

TD/lac

From: Petise, Frank <FPetise@StamfordCT.gov>

Sent: Tuesday, May 24, 2022 4:37 PM

To: Stein, David <DStein@StamfordCT.gov>; Blessing, Ralph <RBlessing@StamfordCT.gov>

Subject: 222-04 441 Canal Street - TTP Review

Good afternoon David and Ralph,

The following email is an update to our previously submitted Staff Report for 441 Canal Street. Our Staff Report included the following upgrades and in kind contributions:

- 1) Canal and Dock – signal upgrades - \$125K contribution
- 2) John and Market – Pedestrian safety upgrades - \$75k
- 3) John and Dock – raised crosswalk and bump outs – We had previously estimated this at approx. \$100k when we originally reviewed the in kind work and contributions for the project, however based on the estimate submitted by the applicant yesterday, the cost of the raised intersection and bump-outs is \$57k.

In light of this information the applicant should increase the in kind Pedestrian Safety Upgrades by \$50k to bring the total pedestrian safety upgrade contributions to \$125k. This increase in safety upgrade can be used towards several projects shown on the attached map. This map represents a ¼ mile walkshed of the 441 Canal Street Project with both the improvements included in our staff report as well as additional potential improvements within the walkshed:

- Pacific and Dock Street – traffic signal pedestrian safety upgrades - \$20k
- Pacific and Market – raised intersection and bump outs - \$150K - \$180k
- Market and Lock – new crosswalk and bump outs – approximately \$50k

These projects will promote pedestrian safety and walkability in the vicinity of the proposed development. The bump outs and raised intersection will also serve as a traffic calming measure to slow vehicle speeds further enhancing pedestrian safety.

Please let me know if you have any questions.

Thank you,
Frank

Frank W. Petise, P.E.

Transportation Bureau Chief

City of Stamford

Transportation, Traffic & Parking

ph: 203-977-4124

m: 475-359-1729

fpetise@stamfordct.gov

See an issue? Let us know and track the progress.

www.stamfordct.gov/Fixit

RECEIVED

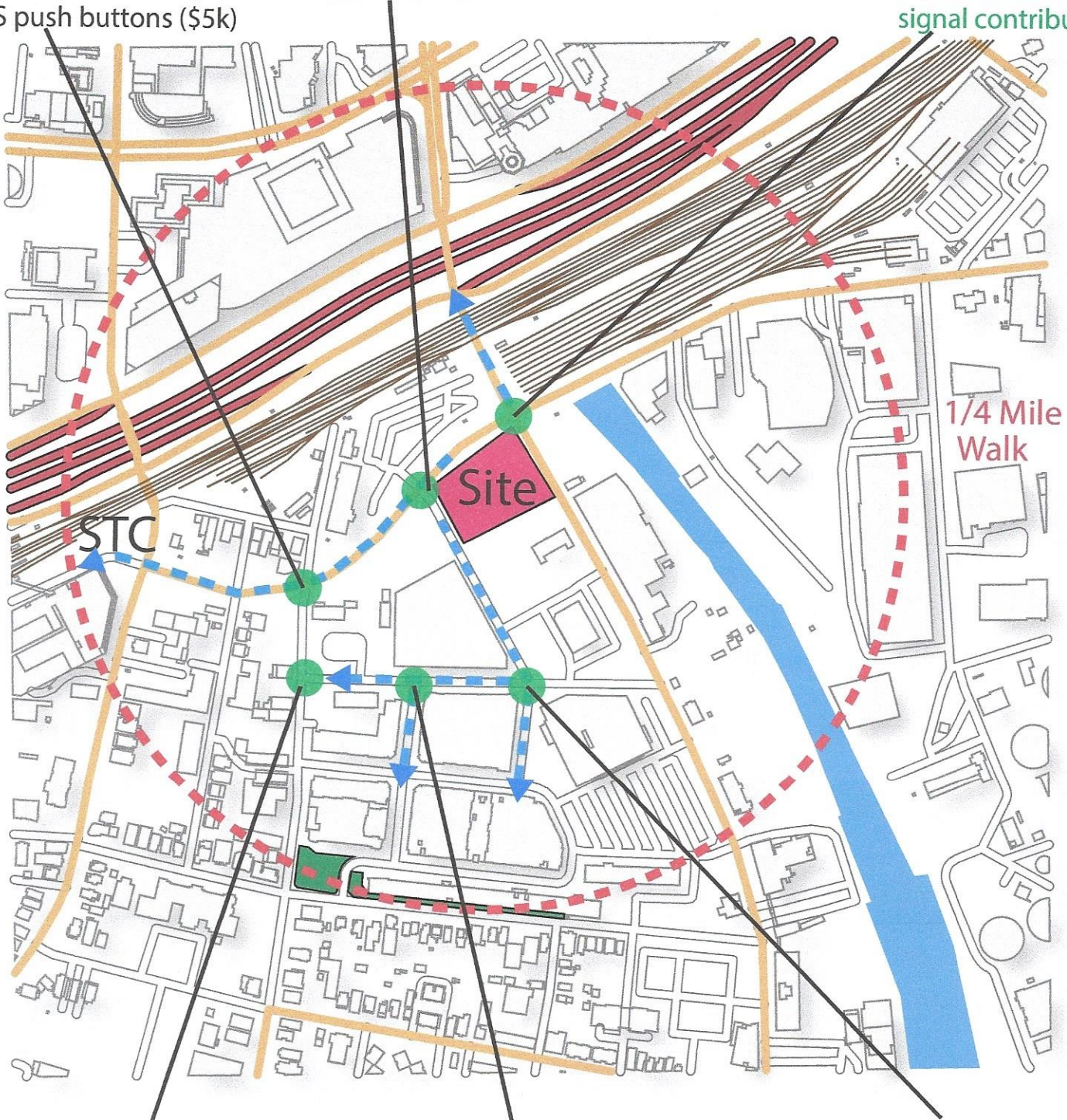
MAY 27 2022

ZONING BOARD

Pacific and Dock
yield to pedestrian sign (\$15k)
AGPS push buttons (\$5k)

John and Dock
raised crosswalk, bump out, new radius
(included in the current comments.
Approx \$57k)

Canal and Dock:
signal upgrades,
Yield to ped signs
(included in \$125k
signal contributions)



1/4 Mile
Walk

Site

STC

Pacific and Market:
raised intersection, new
crosswalks, bump outs
(Approximately \$150k)

Lock and Market:
new crosswalks, bump outs
(Approximately \$50k)

John and Market:
bump outs, safety
islands (included in
\$75k pedestrian
improvements
contributions)

ZB # 22204

Briscoe, Tracy

From: Mathur, Vineeta
Sent: Monday, May 23, 2022 6:49 PM
To: Zoning Board
Subject: Fw: 441 Canal - TTP improvements
Attachments: Revised TTP Estimate 2022-05-23 TTP comments.pdf

From: Petise, Frank
Sent: Monday, May 23, 2022 4:43 PM
To: Blessing, Ralph; Buttenwieser, Luke
Cc: Mathur, Vineeta
Subject: RE: 441 Canal - TTP improvements

Hi Ralph,

We reviewed the estimate, overall the numbers make sense. If the City were to build the curb and sidewalk with our Citywide on call contract the prices would be lower but that is due to the fact that the quantity in a Citywide bid are much greater (i.e. 17,000 sf of sidewalk vs. 700 s.f.). The unit prices reflect what we would see in project specific bids (i.e. Lower Summer, Atlantic and Main, etc.). I made some notations on the estimate, I would not include repaving Canal or the pavement markings as a contribution as they would likely be included in the Road Opening permits. Please let us know if you have any questions.

Thanks,
Frank

Frank W. Petise, P.E.

Transportation Bureau Chief
City of Stamford
Transportation, Traffic & Parking
ph: 203-977-4124
m: 475-359-1729
fpetise@stamfordct.gov

See an issue? Let us know and track the progress.
www.stamfordct.gov/Fixit

From: Blessing, Ralph
Sent: Monday, May 23, 2022 4:07 PM
To: Petise, Frank; Buttenwieser, Luke
Cc: Mathur, Vineeta
Subject: FW: 441 Canal - TTP improvements

Frank, Luke,

Could you please have a look at the attached and let me know if the numbers make sense? If we could get something before tonight that would be great but if you need more time that's not a problem either.

Thanks,

Ralph

From: Lisa L. Feinberg <LFeinberg@carmodylaw.com>
Sent: Monday, May 23, 2022 3:54 PM
To: Blessing, Ralph <RBlessing@StamfordCT.gov>
Cc: William J. Hennessey Jr. <WHennessey@carmodylaw.com>
Subject: 441 Canal - TTP improvements

Ralph,

As we discussed, I asked Redniss & Mead to put together an estimate for all of the public improvements related to the proposed project at 441 Canal Street. As you can see, our client's contribution is in excess of half a million dollars. Please let me know if you would like to discuss any of this further.

Thanks,

Lisa

Lisa L. Feinberg | [Bio](#)

Carmody Torrance Sandak & Hennessey LLP

1055 Washington Blvd., 4th Floor | Stamford, CT 06901-2218

Direct: [203-252-2677](tel:203-252-2677) | Fax: [203-325-8608](tel:203-325-8608)

LFeinberg@carmodylaw.com | www.carmodylaw.com

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Opinion of Probable Cost for TTP Work

Project: 441 Canal Street	Project #: 7300	Date: 5/23/2022
Location: Stamford, CT	By: AJP	Checked: AJP

The Pavement on Canal will likely be required with the Road Opening Permits

Type Cost Estimate

Item	Unit	Quantity	Unit Cost	Total Cost
Streetscape Improvements				
Concrete Curb	LF	186**	\$57.50	\$10,695.00
Concrete Sidewalk	SF	665**	\$29.00	\$19,285.00
Raised Pedestrian Crosswalk - John St	SF	771	\$35.00	\$26,985.00
Pavement (Reclaim & Repave) - Canal Street	SY	628	\$85.00	\$53,380.00

Subtotal: \$110,345.00

Publicly Accessible Amenity Space*

Planter Curbs	LF	755	\$22.00	\$16,610.00
Shade Trees (3-3 1/2" cal.)	Each	14	\$980.00	\$13,720.00
Small Trees (2 1/2-3" cal.)	Each	100	\$85.00	\$8,500.00
Lightpole Including Foundation	Each	16	\$7,300.00	\$116,800.00
2" Lighting Conduit	LF	850	\$19.00	\$16,150.00
Hardscape	SF	8408	\$15.00	\$126,120.00
Landscape Wall	LF	139	\$150.00	\$20,850.00
Benches	Each	7	\$5,000.00	\$35,000.00
Plantings	LS	1	\$12,000.00	\$12,000.00
Steps	LS	1	\$16,000.00	\$16,000.00

Subtotal: \$221,796.75 *

Pavement Markings

John Street - On-Street Parking Striping	LF	190	\$6.00	\$1,140.00
Canal Street - On-Street Parking Striping	LF	390	\$6.00	\$2,340.00
John Street - Drive Entrance Striping	LF	80	\$6.00	\$480.00
Canal Street - Drive Entrance Striping	LF	56	\$6.00	\$336.00
John Street - On-Street Sign	Each	4	\$275.00	\$1,100.00
Canal Street - On-Street Sign	Each	7	\$275.00	\$1,925.00

Subtotal: \$7,321.00

Total Streetscape Cost

\$339,462.75

Additional Off Site Improvements

Pedestrian Safety Improvements (Market/John ST)	LS	-	\$75,000.00	\$75,000.00
Traffic Signal Improvements (Canal/Dock ST)	LS	-	\$125,000.00	\$125,000.00

Subtotal: \$200,000.00

Total Cost

\$539,462.75

* Publicly accessible amenity space subtotal reduced to 58.1% to remove cost of 5% of lot area requirement

** Only where there are not currently public walk or curbs

See comments from Fire Marshall below.

Vineeta Mathur
Principal Planner
Land Use Bureau
City of Stamford
888 Washington Blvd, Stamford, CT - 06901
203-977-4716
vmathur@stamfordct.gov

From: Seely, Walter
Sent: Thursday, February 24, 2022 8:22:24 PM
To: Mathur, Vineeta
Cc: Armstrong, Chad; Francis, David
Subject: Zoning & Planning Application # 222-04 First National Joint Venture LLC

Good evening Vineeta

I have reviewed plans for Zoning & Planning Application # 222-04 First National Joint Venture LLC Proposed 19 story building of mixed use retail spaces and 401 apartments. Fire Marshal's Office has no objections to the proposed application.

Respectfully

Walter (Bud) Seely

**Fire Marshal
Stamford Fire Department
Office of the Fire Marshal
888 Washington Blvd. 7th Floor
Stamford, CT. 06902
203-977-4651**

MAYOR
CAROLINE SIMMONS

DIRECTOR OF OPERATIONS
MATT QUIÑONES
Email: mquinones@stamfordct.gov



TRANSPORTATION BUREAU CHIEF
FRANK W. PETISE, P.E.
Email: fpetise@stamfordct.gov

OFFICE OF OPERATIONS
TRANSPORTATION, TRAFFIC & PARKING
Tel: (203) 977-5466/Fax: (203) 977-4004
Government Center, 888 Washington Blvd., 7TH Floor, Stamford, CT 06901

INTEROFFICE MEMORANDIUM

TO: Zoning Board Office

FROM: Frank W. Petise, P.E.
Transportation Bureau Chief

A handwritten signature in blue ink, appearing to read "Luke Battenwieser", is written over the "FROM" field and extends into the right margin.

Luke Battenwieser
Transportation Bureau Staff

DATE: May 4, 2022

RE: Zoning Board Application 222-04

Application #222-04

441 Canal Street
Canal Street Fund LLC

The Transportation, Traffic & Parking Department (TTP) has reviewed the following documents:

- Zoning Board application received February 11, 2022;
- Project narrative;
- Civil Engineering Plans prepared by Redniss & Mead dated February 3, 2022;
- Architectural Plans prepared by HLW dated through January 21, 2022;
- Landscaping and Lighting Plans prepared by Environmental Land solutions Dated February 3, 2022;
- Proposed Open Space Exhibit prepared by Redniss and Mead dated February 1, 2022; and,
- Traffic/Transportation Study and TDM/Parking Management Plan prepared by SLR dated February 2022.

The Department has met with the applicant on numerous occasions to address the Department's concerns about the project. The comments in blue reflect the agreement that the applicant and department have come to related to this project.

The proposed development at 441 Canal Street seeks to construct a mixed-use apartment building consisting of 401 residential units and 6,800 Square Feet of Commercial Space. The units are broken down as follows: 31 studio, 276 single Bedroom, 61 two bedroom, 28 three bedroom, and 5 duplex apartments. The exact use of the commercial space is currently undecided, but for the purposes of this application, a restaurant is used as a placeholder. The proposed off-street number of parking spaces is 429 with access to the parking garage located on Canal Street and John Street. The proposed development is anticipated to generate 190 Weekday morning trips and 200 Weekday afternoon trips. However, due to the site being within a quarter mile of the Stamford Transportation Center (STC) and being mixed-use in nature, by using Connecticut Department of Transportation Guidelines, it is anticipated there will be a 25% Transit Oriented Development and Internal Capture Reduction Credit. This credit leads to the actual anticipated weekday morning trips estimated to be 140 and 145 in the afternoon peak.

The Department is supportive of mixed-use developments built within walking distance of transportation hubs, and being within 1/4 mile of the STC, this proposed development is a prime Transit Oriented Development (TOD) project. Being located near to transportation centers and retail locations is the hallmark of TOD and TOD itself is well known to reduce car trips and promote travel by walking and biking, which reduces the overall vehicular impact on roadway networks. However, to truly benefit from the proximity to the STC, the surrounding roadways must be designed in a way to promote walkability as proximity alone does not suffice. It is worth noting that this development, even with its proximity to the STC, is anticipated to

negatively impact Stamford's roadway system. However, as part of this review, TTP has identified various interventions to be undertaken by the developer to reduce the development's impact on the City's roadway system. Per Chapter 231, Article XII Complete Streets, any publically or privately funded Transportation Improvement Project shall meet the needs of all Users including but not limited to motorists, pedestrians, bicyclists, and transit vehicles. Using a two-pronged approach of improving walkability and traffic signal upgrades, the Department's recommended conditions of approval will assist in reducing the anticipate impact of this development and to make sure it is harmonious with the neighborhood and city. Transit Oriented Development is a known way to reduce car trips and create more walkable and friendlier places for people to live, work, and recreate. The Department supports this development as it is a strong TOD-based development, and by incorporating the below comments, further enhance the project's Transit Oriented and mixed-use characteristics.

Transportation and Mobility Impact Report

The Department has made several improvements to the mobility infrastructure in Stamford specifically in the South End and in Downtown to allow the city to continue to grow in a thoughtful manner. Our Department has worked to increase safety and minimize congestion through multiple different transportation engineering treatments such as improving walkability, adding bicycle infrastructure, and upgrading and synchronizing our traffic signal system.

Improving safety is the Department's number one goal and the Department achieves improved safety for all roadway users through Complete Street designs. Based on the crash data provided

by the Applicant's mobility study, there were two pedestrian related crashes that occurred directly adjacent to the development site at the intersection of Canal Street and Dock Street and Dock Street at John Street. Both were the result of vehicles turning into pedestrians who were crossing in the crosswalk. Additionally, the intersection of Canal Street and Dock Street has 45 crashes in the last three years and has been identified by the City as a high crash location. As mentioned previously, based on the Applicant's submitted mobility study, this development is anticipated to generate an estimated 140 vehicle trips in the weekday morning peak and 145 vehicle trips in the weekday afternoon peak. The trip generation calculations are based on a 20% reduction in trips due to the proposed development being located within walking distance to the STC and 5% reduction due to potential internal capture because the mixed use nature of the building. It is the Department's position that this 20% reduction will only be realized if the surrounding area fosters an environment of walkability. The anticipated vehicular trip generation rates will be higher than predicted if the walking credit is not fully realized, subsequently leading to increased vehicular congestion as a result of the development. Additionally, the submitted mobility study does not provide anticipated trip generation rates for weekends, which may be higher since the TOD credit will be reduced due to less residents commuting. However, the site is located in a mixed-use neighborhood with several parks, restaurants, and other amenities located to the southwest of the property. However, the ability to walk and not drive to these locations is dependent upon the overall walkability of the surrounding environment. To increase pedestrian based trips, meet the anticipated walk credit of the building, improve safety, increase the overall sustainability of the building, and more harmoniously fit into the neighborhood, the Department will require the

Applicant to design and construct the following pedestrian safety and mobility projects in the immediate vicinity of the Site to improve safety, reduce car trips, and lower the overall impact of the development on the City's roadway network. The physical mobility improvements shall consist of the following:

1. At the intersection of John Street and Dock Street: a bump out on the southeast corner of the intersection (as recommended by the Applicant's mobility study), a tightened corner radius on the southwest corner, and a raised crosswalk crossing John Street. These improvements seek to address the previous pedestrian crash that occurred at this location, highlight the entrance to the building, and improve walkability to the train station. The applicant will undertake this work as part of their site work and will be responsible for 100% of the cost for design and construction. The plans for these improvements will be developed by the applicant and approved by the Department as part of the building permit process and implemented prior to the issuance of a Certificate of Occupancy.
2. At the intersection of John Street and Market Street: Pedestrian safety improvements. This intersection directly connects pedestrians from the site to the Town and Lock Street area as well as to the Pacific Street commercial area. This intersection is over built with poor sight distances, long crossing distances, and high vehicle speeds that discourage pedestrian crossing. These improvements are proven to improve safety for pedestrians and reduce vehicle speeds. The applicant will provide a check, prior to the issuance of a

Building Permit, to the Department for \$75,000 for the department to undertake this work to improve pedestrian safety.

While the pedestrian improvements will have benefits and support the 25% reduction in vehicular trips there will still be increases in vehicular congestion on the surrounding roadways. The second part of the City's traffic mitigation efforts include upgrades to the traffic signal system adjacent to the proposed development site. With the proposed vehicular trips being generated from the site, the Level of Service at the heavily used intersections of Canal Street and Dock Street and Canal Street and South State Street is anticipated to go from "D" to an "E" and from "E" to a "F" respectively in the afternoon peak hours. This represents a degradation of the signal and a "failure" of the intersection. The Applicant's mobility study recommends changing the signal timings for these intersections to improve the Level of Service. However, upon analysis of the Applicant's Mobility Study, to achieve improvements to these intersections, there will be degradation in Level of Service for certain movements at intersections on Atlantic Street, so there does not appear to be an overall net benefit based on the applicants proposed improvements. Furthermore, the majority of the traffic generated from the Site will utilize the intersection of Canal Street and Dock Street and then use the intersection of Canal Street and South State Street.

To address the anticipated increase in congestion at these intersections, the applicant shall contribute to the City a check, prior to the issuance of a Building Permit so all improvements can be implemented before the building opens, for \$125,000 for the various traffic signal improvements outlined below at the intersection of Canal Street and Dock Street. These

improvements improve the operations of the signal as well as safety and will go hand in hand with the Department's pedestrian safety and mobility conditions.

1. 15 year LEDs: to improve visibility and reliability of the signals. Rear end collisions were the most common intersection crashes composing 45% of all crashes in the study area. More visible signals has the ability to reduce rear-end collisions
2. AGPs Push-Buttons: for ADA compliance
3. Retroreflective Signal Back plates: to improve visibility and reliability of the signals. Rear end collisions were the most common intersection crashes composing 45% of all crashes in the study area. More visible signals has the ability to reduce rear-end collisions
4. City-Standard Yield to Ped/No Turn On Red: To improve pedestrian safety and address one of the pedestrian related crashes that occurred at this location.
5. Illuminated street name signs: More visible street name signs allows drivers to select a lane in advance of the intersection to reduce same-direction sideswipe crashes which were the third most common type of crash at this location.
6. Push buttons within 10' of ramps: for ADA compliance
7. Paint signal mast arms black: to increase the lifespan of the signals
8. Add second Gridsmart due to shadow: The new building and the accompanying shadow will reduce the effectiveness of our camera detection system, limiting the ability for the traffic signal to detect cars in such a large intersection. The

new Gridsmart camera will improve the reliability and operation of the intersection.

9. Lighting at the NW and SW corners: to improve safety

10. Adaptive signals at Canal Street and N. State Street, S. State Street, and Dock Street: to mitigate congestion from the proposed development without sacrificing the performance of other traffic signals. These improvements will improve vehicular operations at these three key, connected intersections which are anticipated to receive the majority of the Site traffic.

The applicant has agreed to this and will contribute a check for \$125,000 for the traffic signal improvements prior to the issuance of a building permit.

Multiple plans including the City Master Plan, the Stamford Bicycle and Pedestrian Master Plan, the Citywide Traffic Calming Master Plan, and the South End Neighborhood Study call for these improvements to ensure development is properly integrated into the neighborhood. In fact the South End Neighborhood Study says that shifting people to modes other than driving such as walking, biking, and transit usage “is the best solution to congestion problems”. Furthermore, the study calls for these specific proposed improvements to reduce speeding (which has been a particular source of concern of the neighborhood) and improve walkability, which again will reduce the overall impact of the proposed development. They will increase safety and walkability from the proposed development site to the STC as well as to the greater South End neighborhood.

The Department believes these improvements are essential to mitigate to the best extent feasible potential impacts to the City's roadway network. The comments and off-site improvements are in-line with similar sized developments as shown below:

1. 777 Summer Street

- 376 Dwelling Units
- \$550,000 for traffic signal and pedestrian safety projects

2. 245 Atlantic Street

- 293 Dwelling Units
- \$350,000 for traffic signal and pedestrian safety improvements

3. 885 Washington Blvd

- 414 Dwelling units and 20,000 Sq ft of retail
- \$480,000 for traffic signal and pedestrian safety improvements

4. 210 Long Ridge Road

- 200 Unit Senior Housing
- \$400,000 for traffic signal and pedestrian safety improvements

Parking Review

The proposed site will have approximately 429 on-site parking spaces and with on-street parking on John Street and Canal Street (the on-street spaces are not included in the site's calculated total). This meets the Zoning requirements without any reductions due to on-site BMR units. Additionally, the over 100 bike parking spaces contribute well to the overall parking arrangement of the site. The location of the site and its TOD nature along with the implementation of the Department's proposed mobility improvements mean that there is a

likelihood that residents can comfortably live car-free, reducing the overall demand for parking. Additionally, the unbundling of parking has been shown to reduce the need for parking and lower housing costs.

The Department does have concerns with the gated entry of the garage and the possibility of queueing into the City ROW. Please reference comment 11 under Architectural Plan review. Additionally, the shared use nature, while not official, between the retail parking and residential parking does not appear to be of concern as the retail and residential occupancy times in the garage would not conflict. Additionally, the retail uses can be supported with the on-street spaces. However, to monitor the unofficial nature of the shared parking on-site, the Applicant shall also be required to submit semi-annual reports to the Land Use Bureau and Transportation, Traffic, and Parking Bureau on the actual usage of the shared Parking Facility and bike parking for the first two years and annually thereafter.

Civil Plan Review

SE-1

1. The applicant shall add a Pavement Markings and Signage Plan including the sidewalk, amenity strip, street signage, items placed in the amenity strip, and any other items from the Landscaping Plans, and the approved pavement markings plans prepared by Redniss and Mead for both John Street and Canal Street which should be revised to show new curb cut locations and revised on-street parking locations. [The applicant has agreed to this comment.](#)

2. The curb line from the proposed site shall evenly meet the curb line at 523 Canal Street for improved street maintenance and to ensure a consistent cross section of the roadway. The applicant has agreed to this comment with the understanding that there will be no conflicts with utilities and the applicant will not undertake any utility relocations. The plans shall be revised and finalized during the building permit process.
3. The pedestrian ramp at the southeast corner of John Street and Dock Street shall be signal directional and direct pedestrians to only cross John Street. The applicant has agreed to this comment.
4. The proposed bollard light fixtures appear to be placed within the City Right-of-Way. These fixtures will need to be approved by the Stamford Engineering Department. The applicant will relocate or seek approval for any non-standard lighting fixtures in the ROW.
5. The proposed new sidewalk shall match in with the existing sidewalk on both the eastern and western frontages of 523 Canal Street. The applicant has agreed to this comment.
6. The applicant shall clarify the material for the proposed curb. The applicant has agreed to this comment.
7. For all required sidewalks or parts thereof on private property, a public access easement, in form and substance satisfactory to the City Law Department, shall be recorded on the City of Stamford land records. The applicant has agreed to this comment.

SE-3

1. The applicant shall undertake Curb to Curb repaving of John Street from the southern portion of new pavement on John Street to the northern limit of the paving area from the development at 523 Canal Street. Per the applicant, the extent of the utility installation may not warrant full repaving of the roadway. However, this paving may be required based on the restoration requirements of the Engineering Department and for the installation of pavement markings on the street.
2. The applicant shall undertake Curb to Curb repaving of Canal Street from the intersection of Dock Street to the northern limit of the paving area from the development at 523 Canal Street. Repaving of Canal Street will only be required for the street south of the secondary lobby entrance on Canal Street to the northern paving limits from 523 Canal Street.
3. Prior to an issuance of a Building Permit, Maintenance and Protection of Traffic Plans shall be submitted, for review and approval, for all phases of work showing any proposed sidewalk closures, lane closures, and or street closures or any other excavation or obstruction of the City Right-of-Way. The applicant has agreed to this comment.
4. Prior to the issuance of a Building Permit, the applicant shall provide for review and approval, a construction parking management for the duration of construction limiting impact to neighborhood, on-street parking. The applicant has agreed to this comment.

SE-4

1. It appears the sidewalks will remain open during construction. Please confirm if this is the case and if not, please reference comment three (3) for sheet SE-3). The applicant has agreed to this comment and will confirm during the building permit process.
2. Signage alerting pedestrians and motorists of entering and exiting construction vehicles shall be posted at all construction access drives. The applicant has agreed to this comment.
3. No construction vehicles related to this proposed development will be permitted to queue or back out onto City Streets. Applicant shall provide a plan prior to the issuance of a building permit detailing how on-street vehicle queuing will be mitigated the highest extent feasible. The applicant has agreed to this comment.
4. All construction gates shall swing into the site and not into the public Right-of-Way. The applicant has agreed to this comment.

Architectural Plan Review

1. The Class B Bike parking location shall be sited per Section 12.J.2 a 5 and closer to the retail location. The applicant has agreed to install uncovered bike racks in front of the retail space. Final plans for the location and specifications of the buke racks shall be submitted and approved by the Department prior to issuance of a building permit.
2. The gate arrangement for the access drive on John Street shall be reversed. The applicant has agreed to this comment and has revised the gate location.

3. Applicant shall show turning movement templates inside the garage for box delivery trucks. The applicant has agreed to this comment.
4. Stop signs, stop bars, and a Double Yellow Centerline shall be shown for all parking garage ramps where applicable. The applicant has agreed to this comment.
5. ADA parking spaces shall be located as close to entry doors as possible. The applicant has agreed to this comment.
6. The applicant shall clarify how they will designate spaces for retail employees and customers inside the garage. The applicant has agreed to this comment.
7. The applicant shall clarify if wheelstops shall be used in the garage. The applicant has agreed to this comment.
8. For all Elective Vehicle (EV) parking spaces, the applicant shall show locations of charging stations. No power cords shall cross walking paths. The applicant has agreed to this comment.
9. The applicant shall clarify how the garage gate system will function with retail customers and employees being able to access the garage. The applicant has agreed to this comment.
10. The applicant shall specify the internal control height of the garage. The applicant has agreed to this comment.
11. Per Section 12.A.3.d "Gated driveways for any Parking Facility shall require approval by the Transportation, Traffic and Parking Bureau to ensure safe operation, minimal impact on the operation of the adjacent streets and pedestrian right-of-ways and sufficient queuing space." The applicant shall detail how vehicle queues won't back out of the

garage and block the sidewalk and or roadway. There cannot be any obstruction of the City Right-of-Way from queuing vehicles. The Department recommends moving the locations of the gates further into the garage to increase storage capacity. The applicant has provided updated drawings that show the entry gates moved further into the garage to limit possible queuing back out onto the roadway. There shall be no queuing of vehicles into the public ROW as a result of the gated entry system.

12. For both exit corridors parallel to the access drives, there shall be a grade separated sidewalk connecting the building exit corridors to the City sidewalk. The applicant has agreed to this comment.

13. Stop signs, stop bars, and Double Yellow Center lines shall be placed at either garage access drive. Stop signs and Stop bars shall be placed a minimum of 4' back from the edge of the sidewalk. The applicant has agreed to this comment.

14. The applicant shall clarify if the garages will have doors. Per the applicant, there will be overhead doors at both locations.

Landscaping Plan Review

1. The proposed street trees and street lighting shall be coordinated with the proposed on-street parking spaces so there won't be conflicts with vehicle doors. The Applicant will endeavor to avoid conflicts to the maximum extent practical without reducing the number of street trees.

2. The applicant shall revise the location for the third tree west of the intersection of Canal Street and Dock Street as to not interfere with the City's overhead traffic sign. The applicant has agreed to this comment.
3. The first street light west of the intersection of Canal Street and Dock Street conflicts with the location of the City Traffic Signal Mast Pole. The applicant has agreed to this comment.
4. The Department will defer to the Environment Protection Board Staff, but we recommended alternating species of street trees to improve resilience from blight or disease. The applicant has agreed to this comment and plans on revising the landscaping plans.
5. The plantings at either access drive shall be low growth plantings to improve sightlines for vehicles exiting the site. The applicant has agreed to this comment.
6. All street tree locations shall be in compliance with the Stamford Street Tree manual. Locations of trees and other amenity zone objects should not conflict. The Department will work with the Applicant to properly site the street trees in relation to other items in the amenity strip.

The Department reserves the right to make additional comments.

MAYOR
CAROLINE SIMMONS



CHAIRMAN
DR DAMIAN ORTELLI
VICE CHAIRMAN
RAYMOND L. REDNISS
SECRETARY
MICHAEL PENSIERO
SAM ABERNETHY
PAUL ADELBERG
RUSS HOLLANDER (ALT.)
ROBERT M. KARP
WILLIAM MALLOY, JR.

**CITY OF STAMFORD, CONNECTICUT
HARBOR MANAGEMENT
COMMISSION**

90 Magee Avenue
Stamford, Connecticut 06902

March 27, 2022

Ms. Vineeta Mathur
Associate Planner
Land Use Bureau
Stamford Government Center
888 Washington Blvd.
Stamford, CT 06901

Subject: Application 222-04: First National Joint Ventures, LLC and Canal Street Fund LLC –Site and Architectural Plans and/or Requested Uses, Special Permit, and Coastal Site Plan Review

Dear Ms. Mathur:

The Stamford Harbor Management Commission (SHMC) has reviewed the above-referenced application by First National Joint Ventures, LLC and Canal Street Fund LLC (the Applicants) for Zoning Board approval of a mixed-use development project affecting property at 0 (001-7722) Canal Street, 441 & 481 Canal Street, and 50 John Street, Stamford, CT. The proposed project consists of 401 apartments, ground floor retail space, amenity space, 429 parking spaces, and associated landscaping and site improvements.

As the proposed project affects property located within the coastal boundary and therefore may affect property on, in, or contiguous to the Harbor Management Area, it is subject to review by the SHMC to determine its consistency with the Stamford Harbor Management Plan. The requirements of this review are specified in Sec. 22a-113p of the Connecticut General Statutes, Sec. 6-62 of the Stamford Code of Ordinances, and the Harbor Management Plan. Pursuant to the General Statutes, City Code, and the Plan, a 2/3 vote of all members of the Zoning Board is needed to approve a proposal that has not received a favorable recommendation from the SHMC.

The SHMC discussed this matter during its meeting on March 15, 2022. Insofar as the proposed project is expected Zoning Map change is not anticipated to significantly affect the Harbor Management Area, the SHMC approved a motion to find no objection to the proposal.

The SHMC considered this application during its meeting on March 15, 2022 with the understanding, based on information provided by the Applicants, that the proposed project is

expected to significantly improve storm water conditions on the project site on which there is currently no management of storm water. Following discussion, the SHMC approved a motion to: 1) find the application consistent with the Harbor Management Plan insofar as the proposed project is expected to significantly improve storm water conditions on the property, and provided the Engineering Bureau determines compliance with all City storm water management requirements; and 2) express support for inclusion of the proposed “green roof” stormwater management improvements and the proposed planting of street trees on the site.

In addition, the SHMC transmits the following general comments concerning storm water management to the Zoning Board and Applicants.

1. The SHMC is concerned about the potential adverse impacts of storm water runoff from impervious areas draining into the Harbor Management Area. The Plan calls for protection and improvement of water quality in the Harbor Management Area and encourages and supports appropriate Best Management Practices to avoid or otherwise mitigate nonpoint source (storm water) pollution.
2. The SHMC encourages and supports runoff reduction and low impact development practices in all coastal area development projects, including new development and significant site improvement projects, pursuant to the City’s NPDES permit issued by the State of Connecticut.
3. The SHMC encourages and supports, as a condition of coastal area development project approval, an appropriate storm water management maintenance agreement to ensure continued maintenance by the owner of any engineered storm water management system included in such projects.

Please be advised that the SHMC reserves its right to review the proposal and provide additional comments at such time as it may be modified or be the subject of another application, additional information is provided, or the proposal is the subject of a public hearing.

If you have any questions or require any additional information, please contact me at (315) 651-0070 or dortelli@stamfordct.gov.

Sincerely,

Dr. Damian Ortelli

Dr. Damian Ortelli
Chairman, Stamford Harbor Management Commission

cc:

Frank Fedeli, Stamford Office of Operations

William Hennessey, Jr., Attorney for Applicants

Susan Jacobson, CT DEEP Land and Water Resources Division

Robert Karp, Chairman, SHMC Application Review Committee

MAYOR
Caroline Simmons



DIRECTOR OF OPERATIONS
Matthew Quiñones

Land Use Bureau Chief
Ralph Blessing

Acting Principal Planner
Vineeta Mathur
(203) 977-4716
vmathur@stamfordct.gov

**CITY OF STAMFORD
PLANNING BOARD
LAND USE BUREAU
888 WASHINGTON BOULEVARD
STAMFORD, CT 06904 -2152**

April 20, 2022
(Revised April 22, 2022)

Mr. David Stein, Chair
City of Stamford
Zoning Board
888 Washington Boulevard
Stamford, CT 06902

RE: APPLICATION #222-04 - FIRST NATIONAL JOINT VENTURE, LLC & CANAL STREET FUND, LLC (Collectively the Applicants) - 0 (001-7722) CANAL STREET, 441 & 481 CANAL STREET and 50 JOHN STREET - Site & Architectural Plans and/or Requested Uses, Special Permit and Coastal Site Plan Review

Dear Mr. Stein & Members of the Zoning Board:

During its regularly scheduled meeting held on Tuesday, April 19, 2022, the Planning Board reviewed the above captioned application referred in accordance with the requirements of the Stamford Charter.

Applicant is proposing the construction of a mixed-use building consisting of 401 apartments, ground floor retail space, amenity space, 429 parking spaces and associated landscaping and site improvements.

After some discussion, the Planning Board unanimously voted to recommended **approval** of **ZB Application #222-04** with a strong recommendation the Zoning Board consider raising the BMRs to 50% and 65% of AMI and be onsite instead of receiving a fee-in-lieu payment for possible placement at other sites and this request is compatible with the neighborhood and consistent with Master Plan Category #9 (Urban Mixed-Use).

Sincerely,

STAMFORD PLANNING BOARD

Handwritten signature of Theresa Dell in blue ink.

Theresa Dell, Chair

TD/lac