



MEMORANDUM

To: Zoning Board of the City of Stamford
From: Lisa L. Feinberg
Date: June 3, 2024
Re: Special Permit Standards for ZB App. No. 223-38 (800 Long Ridge Road)

This memorandum summarizes why Zoning Board Application No. 223-38 is a permitted use in the Designed Commercial District (the "C-D district") and satisfies all the Special Permit standards in § 19.C.2.a of the Stamford Zoning Regulations, such that any site plan concerns can and should be addressed with conditions of approval.

Zoning Board Review of Special Permit Applications

A special permit "allows a property owner to put [its] property to a use which the regulations expressly permit under the conditions specified in the zoning regulations themselves." W A T R, Inc. v. Zoning Board of Appeals, 158 Conn. 196, 200 (1969). As set forth in more detail below, the proposed multifamily use is permitted in the C-D district and satisfies the Special Permit standards set forth in § 19.C.2.a of the Stamford Zoning Regulations. Moreover, the Zoning Board can control any potential external impacts of the proposed development by imposing conditions of approval, as it has done with past approvals for similar multifamily developments.

General Statutes § 8-2(a)(3) provides in relevant part that a municipality's zoning regulations "may provide that certain classes or kinds of buildings, structures or use of land are permitted only after obtaining a special permit . . . from a zoning commission . . . subject to standards set forth in the regulations and to conditions necessary to protect the public health, safety, convenience and property values." When considering an application for a special permit use, "[t]he . . . zoning commission . . . has already made the decision that the use authorized by the special permit is acceptable in the district if potential adverse side effects can be controlled or eliminated through the use of conditions on the permit or modifications of the plan. Hence the issue in special permit cases is how to mitigate side effects.' T. Tondro, Connecticut Land Use Regulation, (2d Ed.1992), pp. 178-79." Irwin v. Planning & Zoning Commission, 45 Conn. App. 89, 95 (1997), rev'd sub nom. on other grounds, 244 Conn. 619 (1998).

In *McLoughlin v. Planning & Zoning Commission*, 342 Conn. 737, 745-46 (2022), our Supreme Court summarized the concept of a special permit as follows:

“[T]he goal of an application for a special [permit] is to seek permission to vary the use of a particular piece of property from that for which it is zoned, without offending the uses permitted as of right in the particular zoning district.”¹ (Internal quotation marks omitted.) *Municipal Funding, LLC v. Zoning Board of Appeals*, 270 Conn. 447, 454 (2004). “The rationale for special permits or special exceptions² is that [although] certain uses are generally compatible with uses permitted as of right in particular zoning districts, their precise location and mode of operation must be regulated [by the special permit process] because of topography, traffic problems, neighboring uses, etc. of the site.” (Footnote added.) R. Fuller, 9 Connecticut Practice Series: Land Use Law and Practice (4th Ed. 2015) § 5:1, p. 191. The special permit approval function may be delegated to a zoning commission, planning commission, or a zoning board of appeals, and, “[i]n order for [that] administrative agency to approve a special permit, it must determine that **(1) the proposed use of the property is expressly permitted under the zoning regulations, (2) the standards in the regulations are satisfied, [and] (3) any conditions necessary to protect public health, safety, convenience, and property values as provided by General Statutes § 8-2 can be established.**” *Id.*, p. 192.

Based on the following analysis, the Application satisfies the three criteria set forth above for approving a special permit.

I. The Zoning Regulations Permit Multifamily Residential Use in the C-D District

In 2021, the Zoning Board amended the regulations for the C-D district to allow for multifamily dwellings in large C-D districts via Special Permit approval. Specifically, § 9.G.3.c. permits multifamily dwellings in contiguous C-D districts with more than 50 acres, regardless of the size of the individual parcels. The C-D district in which the Property is located is 79.9± acres.³ The proposed development also complies with all area, height, bulk, and parking requirements for the C-D district, as demonstrated in the zoning data charts submitted with the Application.

Because the Property is already in the C-D district and the proposed multifamily use is permitted in the C-D district, the Zoning Board’s inquiry is not whether the proposed use is an acceptable use for the Property. Rather, the Zoning Board’s inquiry is limited to whether there will be any

¹Notably, the C-D district does not include *any* as-of-right uses.

²“The terms “special permit” and “special exception” have the same meaning and can be used interchangeably.” R. Fuller, 9 Connecticut Practice Series: Land Use Law and Practice (4th Ed. 2015) § 5:1, p. 191.” *McLoughlin v. Planning & Zoning Commission*, 342 Conn. 737, 745 n.4 (2022).

³This total was calculated by adding the acreage listed on the Tax Assessor’s field cards for the three (3) properties comprising the C-D district in which the Property is located.

adverse impacts to the city from the proposed development on the Property, and, if so, whether the Zoning Board can attach reasonable conditions to its approval of the Application which would appropriately mitigate these potential adverse impacts.

II. The Application Satisfies the Special Permit Standards in § 19.C.2.

In accordance with General Statutes § 8-2(a)(3), the Zoning Board has adopted specific standards for evaluating potential adverse impacts associated with Special Permit applications, and these standards are enumerated in § 19.C.2.a in the Stamford Zoning Regulations. The Applicant submits that the Application satisfies each Special Permit standard as follows (standard is provided in italics with Applicant's response below):

19.C.2.a.(1) the location and nature of the proposed site including its size and configuration, the proposed size, scale and arrangement of Structures, drives and Parking Areas and the proximity of existing dwellings and other Structures.

Location & Nature of Site

Long Ridge Road is one of Stamford's main arterial north-south connections. Although there are residential streets and homes with direct access from Long Ridge Road, most of the frontage on the west side of the street is improved with large commercial, educational or institutional uses. This is particularly true in the vicinity of the subject site as evidenced by the attached **Exhibit A**. Commercial uses border the Property to the north and south. Low-density single-family housing occupies most of the land west of the Property. However, this condition is consistent with all of the C-D districts in Stamford as demonstrated on the attached **Exhibit B**. Thus, if a site's adjacency to single-family districts was a factor in determining whether multifamily housing should be permitted on a C-D zoned site, it would not be permitted in any of them.

Site Size & Configuration

The Property consists of twenty-five (25) acres of land that has been used for commercial purposes since 1978. As previously noted, although several single-family homes are directly adjacent to the west of the Property, most of these homes sit more than 120 feet above Long Ridge Road and roughly fifty feet (50') above the elevation where the proposed development would be constructed. The existing, dense foliage that borders the site will completely obstruct the view of the new development from these properties during the warmer months, and additional evergreen plantings proposed by the Applicant will further enhance this condition for the remainder of the year. The Applicant has worked directly with adjacent neighbors to address their concerns and has added more screening based on these discussions too.

Size, Scale & Arrangement of Structures, Drives & Parking Areas

The new buildings will be constructed on almost the exact same footprint as the existing office building and parking garage as shown on the attached **Exhibit C**. The new apartment

building is also almost the exact same height as the existing office building, as depicted on the attached **Exhibit D**. The layout of the proposed drives and parking areas is designed to mimic the existing site layout, which has remained unchanged for nearly five decades.

Proximity of Existing Dwellings & Other Structures

In accordance with the regulations for the C-D district, the proposed buildings maintain a minimum setback of 100' from the border of all residential zones. As depicted on the attached **Exhibit E**, the closest dwellings are between 256 feet and 387 feet away from the proposed apartment buildings, respectively. These distances are consistent with other recently approved projects in nearby C-D districts. For example, as shown on **Exhibit F**, the approved Mozaic senior housing development at 210 Long Ridge Road is 300± feet from the nearest single-family dwelling, and the Waterstone senior housing development at 215 High Ridge Road is 350± feet from the nearest single-family home. The three (3) projects are remarkably similar in several other fundamental ways. Notably, these recently approved projects are generally the same density and height as what is being proposed here, and in the case of Waterstone, considerably more visible. The attached **Exhibit G** compares the zoning data for Mozaic and Waterstone with the proposed development.

*19.C.2.a.(2) the nature and intensity of the proposed use in relation to its site and the surrounding area. Operations in connection with Special Permit uses shall not be injurious to the neighborhood, shall be in harmony with the **general purpose and intent of these Regulations**, and shall not be **more objectionable to nearby properties** by reason of noise, fumes, vibration, artificial lighting or other potential disturbances to the health, safety or peaceful enjoyment of property **than the public necessity demands**.*

Nature & Intensity of Multifamily Use

The proposed development seeks to replace a large, vacant office building with multifamily housing. Although the density associated with the proposed multifamily project exceeds the density associated with a single-family subdivision, the use remains the same – residential. Moreover, as articulated in the *Assessment of Residential Compatibility: Multi-Family Residential Proximate to Single-Family Residential* prepared by Goman + York and included here as **Exhibit H**, “in land use planning and zoning (the regulation of land use), multifamily residential is considered a less intensive use than the existing commercial office use.” Therefore, if approved, the proposed development would result in a more compatible, less intense use of the site than currently permitted on the Property.

Not More Objectional than Public Necessity Demands

By designing buildings that are similar in scale and footprint to the existing office building and parking garage on the Property, the Applicant has proposed a development that minimizes additional impact on the site and provides consistency for the surrounding neighborhood.

Moreover, replacing commercial office space with a residential use will simultaneously address the public need for additional housing and remove vacant commercial office space outside of the central business district from the market. The Property is a 25-acre site that was already occupied by a more intensive use making it the perfect location to address these dual crises. Accordingly, the proposed development will not be more objectionable to nearby properties than the public necessity demands.

General Purpose and Intent of these Regulations

Section 1.A of the Stamford Zoning Regulations provides the purpose of the regulations:

*The purpose of this Zoning Code is to **encourage the most appropriate use of land; to conserve and stabilize the value of property; to provide adequate open spaces for Light and Air; to prevent and fight fires; to prevent undue concentration of population; to lessen congestion on Streets; to facilitate adequate provisions for community utilities and facilities such as transportation, water, sewerage, schools, parks and other public requirements; to promote health, safety and the general welfare; and to that end to designate, regulate and restrict the location and use of Buildings, Structures and land for agriculture, residence, commerce, trade, industry or other purposes; to regulate and limit the height, number of Stories and size of Buildings and other Structures hereafter erected or altered; to regulate and determine the size of Yards and other open spaces; and to regulate and limit the density of population; and for said purposes to divide the city into zoning districts of such number, shape and area as may be deemed best suited to carry out these regulations....***

Encourage Appropriate Use & Regulate Height, Size, Yards, Open Space & Density

As previously noted, the Zoning Board determined the appropriate uses, building height, building size, yard space, open space and density for the C-D zone when the Board adopted the current text in 2021.

Conserve & Stabilize Property Value

These changes were made to address the severe vacancy rates in the suburban office parks, corresponding depreciation in value and encourage their adaptive reuse and redevelopment with uses that will increase the grand list. Multifamily residential is one of these uses. On average, each multifamily housing unit generates \$7,000 in tax revenue. For the proposed project, this equates to an estimated \$2.4 million in property taxes annually. Today, the office site generates approximately \$785,000.00, and this amount will only decrease now that the building is entirely vacant.

Undue Concentration of Population & Provide Adequate Open Space

Although there has been some multifamily development along High Ridge Road and Long Ridge Road over the years, in the last decade or so, most of the multifamily development has been confined to the Downtown and South End neighborhood, resulting in a concentration of new population in these areas. By permitting low-density multifamily development⁴ on these large office park sites, the Zoning Board will address this concentration of development and provide an opportunity for people to enjoy a more suburban environment in a multifamily format. Moreover, by reducing the permitted building and lot coverage and allowing for four (4) stories, the substantial open space that has become associated with these sites can be maintained.

Transportation, Water, Sewerage

Sites currently zoned C-D and of a sufficient size to allow for multifamily development, such as the Property, are located on main arterial roads with access to municipal sewer, water and transportation resources. This ensures the availability of the necessary infrastructure to accommodate denser development. In connection with the Application, the Applicant has confirmed that this is the case by obtaining “will-serve” letters from all of the requisite utility companies and agencies which are attached as **Exhibit I**. These letters, in addition to reports from the Applicant’s professionals, reviews by the relevant Stamford departments and recent presentations from the Stamford Water Pollution Control Authority (“WPCA”) and Aquarion, ensure that there is adequate electric service, natural gas, water supply, and public sewer service to meet the demands of the proposed development. Documents related to the WPCA and Aquarion presentations are attached as **Exhibit J**.

Similarly, the Applicant has also engaged with Stamford Hospital and Stamford’s Director of Public Safety, Health & Welfare, Lou DeRubeis, to confirm there will be no adverse impacts to public health and safety from the proposed development. A letter from Stamford Hospital leadership confirming the Hospital is well-equipped to accommodate the proposed housing is attached as **Exhibit K**. Moreover, based on discussions with Mr. DeRubeis, the Applicant understands that Stamford plans for continued development which is why the city is well-prepared. By way of example, the Fire Department recently received approval for a new Deputy Fire Chief in North Stamford, and the Police Department recently opened a new Stamford Regional Police Academy to create “homegrown” opportunities for recruitment. In addition, Stamford Emergency Medical Services is located just a few properties south of the proposed development.

Schools

The impact on the public schools created by increased development of apartment buildings has been well-documented over the last few years. Based on information provided by the

⁴Although some may argue the proposal is not low-density, it is virtually the same density as permitted in the RM-1 Multi-family Low Density Design District.

Stamford Public Schools, new apartment buildings generally contribute a de minimis number of children to the public school system as reflected in attached **Exhibit L**.

Parks

Notably, the text amendment to the C-D district in 2021 incorporated a requirement for Publicly Accessible Amenity Space, thereby requiring new development to contribute to park land for the residents of the City to enjoy. The proposed project will include over an acre of publicly accessible walking paths.

Sustainability

Pursuant to Section 15.F of the Zoning Regulations, the Applicant has submitted the first of three required Sustainability Scorecards, and the estimated score is consistent with other projects that have been approved by the Zoning Board as shown on **Exhibit M**. Notably, the regulation does not require a specific score to be obtained. Rather, a scorecard plaque must be conspicuously displayed in the new building educating the public on the building's score.

19.C.2.a.(3) the resulting traffic patterns, the adequacy of existing Streets to accommodate the traffic associated with the proposed use, the adequacy of proposed off-street parking and loading, and the extent to which proposed driveways may cause a safety hazard, or traffic nuisance.

Traffic Patterns

As previously noted, the Applicant has gone to great lengths to maintain the existing vehicular circulation on the Property, including the access drive which includes a traffic signal. At the request of the Transportation, Traffic and Parking Bureau ("TTP"), the Applicant has also agreed to make physical upgrades to the offsite sidewalk infrastructure, contribute approximately \$250,000 as a fee-in-lieu payment for sidewalks along Long Ridge Road and contribute an additional \$250,000 to make technical upgrades to the traffic signal to accommodate additional pedestrian activity at this location.

Adequacy of Existing Streets

Long Ridge Road is a main arterial roadway in Stamford, best equipped to accommodate growth, and the proposed change of use will not have any adverse impacts on this roadway. In fact, based on a recent presentation from Luke Bittenweiser in the Transportation, Traffic & Parking Bureau, traffic on Long Ridge Road, south of the Merritt Parkway, has decreased by seven percent (7%) since 1991. A copy of an exhibit from Mr. Bittenweiser's recent Vision Zero presentation is attached as **Exhibit N**. Moreover, as detailed in the Traffic Impact Study prepared by Fuss & O'Neill, dated September 2023, the proposed development will result in a substantial reduction in site generated traffic as compared to the office use and will not have a significant impact on traffic operations. Specifically, compared to the existing office land use, the proposed development will result in a

substantial reduction in site generated traffic of 206 trips during the morning peak hour and 185 trips during the afternoon peak hour.⁵

To further support the data provided in connection with the Traffic Study utilizing numbers supplied by the Institute of Transportation Engineers (“ITE”), the Applicant also studied how the estimated peak trip counts compare to an existing multifamily development. On April 11, 2024, Fuss & O’Neill took trip counts at the Curb apartment complex at 200 Glover Avenue in Norwalk. Fuss & O’Neill used this data to estimate trip counts for the proposed development, which is roughly half the size of Curb. It then compared this data to the trip counts for the proposed development that it included in its Traffic Study, which were calculated using data from the ITE. The results of this analysis are below:

	Curb Development (761 units) 4.11.24 Counts*	800 LRR Multifamily (354 units) Based on Curb Estimate	800 LRR Multifamily (354 units) Based on ITE Estimate
AM Peak	274	127	144
PM Peak	337	156	139

*These totals represent a 20 percent increase from the actual trip counts to account for trips occurring by public transportation because unlike Curb, there is no rail station near 800 Long Ridge Road.

Based on this data, Fuss & O’Neill concluded that the ITE rates that were utilized are comparable to the observed rates occurring at the Curb (approximately 17 trips more in the morning peak hour and approximately 17 trips less in the afternoon peak hour). The complete analysis provided by Fuss & O’Neill is attached as **Exhibit O**.

Fuss & O’Neill also studied how an alternative special permit use, such as a public or private school, compares to the proposed multifamily housing. The results of this analysis are below:

	Weekday AM Peak (entering)	Weekday AM Peak (exiting)	Weekday AM Peak (total)	Weekday PM Peak (entering)	Weekday PM Peak (exiting)	Weekday PM Peak (total)
Proposed Use	90	160	250	135	112	247
1,000 Student Private K-8	599	470	1,069	282	318	600
500 Student Private K-8	288	226	514	142	160	302

Based on this data, the proposed residential use at the proposed density will result in significantly fewer vehicular trips during peak hours than other potentially viable uses permitted in the C-D zone.

Adequacy of Proposed Parking

⁵Since submitting the Application, the Applicant received comments from TTP requesting additional information. Fuss & O’Neill prepared the requested information in a memo dated May 22, 2024.

Today, the Property includes a 512-space parking garage and 168 surface parking spaces. The proposed development would include 348 spaces under the buildings and 265 spaces outside. This is a net-reduction of 67 parking spaces. The proposed parking complies with the parking requirements for the mixed-use development and will adequately meet the needs of the residents, guests and commercial use.

*19.C.2.a.(4) the **nature of the surrounding area** and the extent to which the proposed use or feature might **impair its present and future Development**.*

Nature of Surrounding Area

The area surrounding the Property includes a variety of uses, such as two (2) other office parks, a medical office building and daycare facility, a high school, a senior living facility, an acute care facility, and single-family and condominium communities.

Impairment of Present and Future Development

Today, the Property is one of several large suburban office parks that is entirely vacant. Moreover, this condition is not exclusive to these properties. As evidenced by the attached **Exhibit P** prepared by JLL, office vacancy for Class B buildings outside the central business district is approximately 56%. This is compounded by significant vacancies in other parts of the city, leases due to expire in the next couple of years and commercial office debt maturing at unprecedented levels.

Single-family homes account for 82% of the land in Stamford. If we do not appropriately utilize these vacant commercial properties, the tax burden will shift from the remaining 18% to the residential properties. At a Zoning Board meeting on January 22, 2024, Benjamin Barnes, Stamford's Director of Administration, gave a presentation highlighting the positive impact that multifamily residential development has had on the City. He stated that, since 2013, new development has added \$2.1 billion to Stamford's \$24.4 billion grand list, which has generated \$52.7 million in tax revenue and \$102 million in building permit fees. Since 2018, the largest increase in property tax revenue has come from the construction of new apartments, and that commercial and industrial development has lagged behind. Yet, the new development has not resulted in a strain on City services. For example, since 2013, school enrollment has only increased by 183 students. A copy of Mr. Barnes' presentation materials is attached as **Exhibit Q**. More recently, the Stamford Advocate published an article in which it stated that due to the 2022 revaluation, the average Stamford property owner's tax bill will increase by about 1.8 percent, notwithstanding an increase to the gross tax levy of 2.5%.⁶ According to Richard Freedman, the Chair of the Board of Finance, the average tax increase is lower because of organic growth in the grand list from new developments.⁷ Thus, without new development, Stamford residents are almost certain to see higher tax increases in the future.

⁶Brianna Gurciullo, *Average Stamford Tax Bill Likely to See Increase Even Though Mill Rates Are Lower Year Over Year*, STAMFORD ADVOCATE, May 20, 2024, <https://www.stamfordadvocate.com/news/article/stamford-tax-bill-increase-mill-rates-19462573.php>.

⁷Id.

Nothing impairs development more than higher taxes. Meanwhile, there is significant evidence that new multifamily housing has a positive impact on the value of surrounding properties as detailed by the attached **Exhibit R** and the Goman + York report provided as **Exhibit H**.

If approved, the proposed development will not impair the present or future development of the surrounding area. Rather, it will improve the area by replacing an underutilized office park with uses that are in much greater demand in Stamford. The proposed development will better serve the City's needs by providing additional housing, including desperately needed affordable housing, and adding tax revenue.

*19.C.2.a.(5) the **Master Plan** of the City of Stamford and all statements of the **purpose and intent of these regulations**.*

The Stamford Planning Board is the reviewing authority when it comes to compliance with the Master Plan, and the Planning Board unanimously found that the proposed development is in harmony with Master Plan Category 8, where the Property is located and furthers numerous Master Plan goals, policies and objectives:

Policy 3B.2: Concentrate office development in the Downtown and redevelop underutilized office space in suburban style office parks for mixed-use development.

Policy 4E.4: Consider opportunities for mixed-use transit supportive redevelopment of underutilized office parks on High Ridge and Long Ridge Roads.

Policy 6A.1: Balance new development with preservation of existing residential communities.

Policy 6B: Preserve existing and create new affordable housing.

Policy 6C.2: Promote development of a variety of housing types.

Policy 6C.4: Continue encouraging conversion of vacant office buildings to residential use.

Implementation Strategy NTW1.4 states: "Explore the feasibility of rezoning certain vacant or underutilized commercial/office properties along Long Ridge Road for multifamily residential and mixed-use development."

A copy of the Planning Board letter is attached as **Exhibit S**. Additionally, as detailed earlier in this section, the Application complies with the purpose and intent of the Zoning Regulations.

III. The Zoning Board Can Reasonably Attach Conditions of Approval Necessary to Protect the Public Health, Safety, Convenience, and Property Values

Section 19.C.2.b. of the Zoning Regulations provides that the Zoning Board may attach to a Special Permit approval reasonable conditions and safeguards as it deems necessary to protect the general health, safety, welfare, and property values of the neighborhood. This section goes on to enumerate a non-exhaustive list of types of conditions that the Zoning Board can attach to an approval.

Based on the foregoing, the Applicant submits that there will be no adverse impacts from the proposed development. However, to further protect the public from unanticipated inconveniences, the Applicant submits that, pursuant to § 19.C.2.b., the Zoning Board can reasonably attach conditions of approval. In fact, the Zoning Board regularly attaches such conditions of approval to multifamily developments across Stamford based on general and site-specific considerations. The Land Use Bureau has developed a template with these conditions. Below is a list of examples of standard conditions from this template that could reasonably be applied to an approval of the Application:

- **STANDARD CONDITION: Transportation Demand Management Plan** – *The applicant shall submit a final Transportation Demand Management Plan and report annually on how many building occupants commute by means of transportation other than a single occupied car. Should fewer than 20 percent of the buildings use such means of transportation, an owner, tenant, or property manager shall submit proposals for increasing that share.*

This condition allows the Zoning Board to protect public safety and convenience by requiring a property owner to track the modes of transportation being used to travel to and from its property and identify specific steps it will take to increase the use of public transportation and carpooling, which in turn will mitigate the traffic impacts of an approved development.

- **STANDARD CONDITION: Off-site Traffic Improvements** – *The applicant shall contribute an agreed upon sum of money or complete in-kind construction, or both, toward improving the pedestrian experience and traffic conditions in the vicinity of an approved development.*

This condition allows the Zoning Board to improve public safety by requiring an applicant to contribute to and/or make improvements to nearby roads, sidewalks, intersections, and other infrastructure based on the impact to same caused by the proposed development. Notably, the Applicant has already agreed to make physical offsite pedestrian improvements and contribute \$250,000 for additional improvements to the traffic signal and an addition \$250,000 for sidewalk improvements along Long Ridge Road.

- **STANDARD CONDITION: Drainage Maintenance Agreement** – *The applicant shall execute and record on the Land Records a Drainage Maintenance Agreement to ensure the full and proper function of all installed drainage facilities.*

This condition allows the Zoning Board to protect public health and safety by ensuring continued maintenance of new drainage infrastructure and providing an enforcement mechanism for the City to use should there be issues with drainage facilities at an approved development.

- **STANDARD CONDITION: Landscape Maintenance Agreement** – *The applicant shall execute and record on the Land Records a Landscape Maintenance Agreement to ensure the success of the planted features.*

This condition allows the Zoning Board to protect property values and peaceful enjoyment of property by ensuring continued maintenance of landscaping and providing an enforcement mechanism for the City to use should the landscaping on a property change or become unsightly.

- **STANDARD CONDITION: Property Maintenance** – *The applicant shall maintain its property in good condition up until and during the construction process. Existing lawn areas shall be mowed and maintained, and construction debris shall be kept to a reasonable minimum.*

This condition allows the Zoning Board to protect public health, safety, and property values by protecting against blight.

- **STANDARD CONDITION: Façade Maintenance** – *The applicant shall maintain all façades facing and visible from the public right-of-way in first class condition.*

This condition allows the Zoning Board to protect property values by ensuring that an approved development will be properly maintained.

The Zoning Board also has the power to add conditions that are not on this list should it find that there are site-specific concerns that can be addressed with such conditions. The Zoning Board has the power to use these same tools for the present Application to ensure that the proposed development will not be injurious to the surrounding neighborhood.

For all of these reasons, the Application meets or exceeds the requirements of the Stamford Zoning Regulations, and the three-part test for approval of a special permit.⁸

⁸Please note that copies of the curricula vitae for the professionals who have prepared the plans and reports referenced in this memorandum are enclosed as **Exhibit T**.