

**STAMFORD PLANNING BOARD**  
**APPROVED MINUTES - TUESDAY, MARCH 5, 2019**  
*(REVISED MAY 23, 2019 - Vote for Minutes not Recorded)*  
**REGULAR MEETING**  
**GOVERNMENT CENTER - 4TH FLOOR CAFETERIA**  
**888 WASHINGTON BOULEVARD, STAMFORD, CT**

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Stamford Planning Board Members present were: Voting Members: Jay Tepper, Vice Chair; Jennifer Godzeno, Secretary (Arrived at 6:45 p.m.); Michael Totilo and Michael Buccino. Alternates: Claire Fishman (Arrived at 6:45 p.m.) and William Levin. Absent: Theresa Dell, Chair and Roger Quick, Alternate. Present for staff: David W. Woods, PhD, AICP, Deputy Director of Planning; Anthony Romano, Management Analyst, Office of Policy & Management and Jay Fountain, Interim Director, Office of Policy & Management.

Mr. Tepper called the meeting to order at 6:30 p.m. and introduced the members of the Board and staff present.

Mr. Tepper introduced the first item on the agenda.

**REQUEST FOR AUTHORIZATION (Walk-on):**

**DEMOLITION OF EXISTING POLICE HEADQUARTERS - 805 BEDFORD STREET:** This request is made for the demolition of the existing Police Headquarters located at 805 Bedford Street under Section 9-10 of the Code of Ordinances. As per the City Engineer, this structure is not cost effective to renovate for re-use. After a brief discussion, Mr. Levin recommended approval of the Demolition of Existing Police Headquarters - 805 Bedford Street and this request has been reviewed pursuant to Connecticut General Statute Section 8-24 and Section C6-30-13 of the City Charter and finds this request to be consistent with CGS Section 8-24, and the City Charter Section C6-30-13, as well as consistent with the adopted 2015 Master Plan; Mr. Buccino seconded the motion and passed unanimously with eligible members present voting, 4-0 (Buccino, Levin, Tepper and Totilo).

**REQUEST FOR AUTHORIZATION**

**SUPPLEMENTAL CAPITAL PROJECT APPROPRIATION REQUEST:**

**CENTRAL FIRE HEADQUARTERS RENOVATION - PROJECT #CP3809:** Central Headquarters elevator upgrade in the amount of \$35,000.00. After a brief discussion, Mr. Buccino recommended approval of the Central Fire Headquarters Renovation - Project #CP3809 and this request has been reviewed pursuant to Connecticut General Statute Section 8-24 and Section C6-30-13 of the City Charter and finds this request to be consistent with CGS Section 8-24, and the City Charter Section C6-30-13, as well as consistent with the adopted 2015 Master Plan; Mr. Totilo seconded the motion and passed unanimously with eligible members present voting, 4-0 (Buccino, Levin, Tepper and Totilo).

**CAPITAL BUDGET (Walk-on):**

**1. PARKING GARAGE IMPROVEMENTS - PROJECT #CP8500:** A recent parking garage assessment report was conducted for the Bedford Street and Bell Street garages indicating they require approximately \$6,100,000.00 and \$8,400,000.00 in improvements, respectively. Funding is necessary to prevent deterioration of the parking structures.

**Amount - \$2,000,000.00 - Funding source: Cap non-recurring**

After a brief discussion, Mr. Buccino recommended approval of the Parking Garage Improvements - Project #CP8500 and this request has been reviewed pursuant to Connecticut General Statute Section 8-24 and Section C6-30-13 of the City Charter and finds this request to be consistent with CGS Section 8-24, and the City Charter Section C6-30-13, as well as consistent with the adopted 2015 Master Plan; Mr. Buccino seconded the motion and passed unanimously with eligible members present voting, 4-0 (Buccino, Levin, Tepper and Totilo).

- DISTRICT-WIDE BUILDING ENVELOPE & MECHANICAL SYSTEM RENOVATION - PROJECT #000672:** Funding for Mold Task Force work regarding water intrusion issues at the following schools: Westover, West Hill, Stark, Hart, Davenport and Toquam. Projects include building envelope issues such as roof replacements, exterior and interior wall replacement, flooring replacements, window repointing, insulation replacement and HVAC replacement and/or refurbishment.

**Amount - \$60,000,000.00 - Funding source: Bond (City)**

After a brief discussion, Mr. Totilo recommended approval of the District-Wide Building Envelope & Mechanical System Renovation - Project #000672 and this request has been reviewed pursuant to Connecticut General Statute Section 8-24 and Section C6-30-13 of the City Charter and finds this request to be consistent with CGS Section 8-24, and the City Charter Section C6-30-13, as well as consistent with the adopted 2015 Master Plan; Mr. Buccino seconded the motion and passed unanimously with eligible members present voting, 4-0 (Buccino, Levin, Tepper and Totilo).

**ZONING BOARD REFERRALS:**

- ZB APPLICATION #219-01 - HP GATEWAY UNIT ONE OWNER, LLC & GATEWAY HARBOR POINT PLANNED COMMUNITY ASSOCIATION, INC. - 400-440 WASHINGTON BOULEVARD - Text Change:** Applicant is proposing to amend portions of the Transportation Center Design District.
- ZP APPLICATION #217-16 (2nd Modification) - CHARTER COMMUNICATIONS HOLDING COMPANY, LLC; HP GATEWAY UNIT ONE OWNER, LLC; HP GATEWAY UNIT TWO OWNER, LLC AND GATEWAY HARBOR POINT PLANNED COMMUNITY ASSOCIATION, INC. - 400-440 WASHINGTON BOULEVARD - Site & Architectural Plans and/or Requested Uses, General Development Plan, Special Exception and Coastal Site Plan Review:** Applicants are requesting Zoning Board approval to modify Application #217-16-MOD to incorporate a second nine (9) story office tower and associated site improvements. In connection with these proposed modifications, the applicants also request Special Exception approval for a Fee-in-Lieu payment for required BMR housing and a Fee-in-Lieu payment in lieu of the provision of on-site commuter parking spaces.

William Hennessey, Partner & Attorney with Carmody Torrance Sandak Hennessey, made the presentation for the applicant, Charter Communications Holding Company, LLC; to amend the Special Exception under Zoning Board Application #217-16 (2nd Modification) approving the construction of Phase I where the following is being requested: [a] to modify the General Development Plan to incorporate a second nine (9) story office building and associated site improvements, and to request a Special Exception approval for fee-in-lieu for the required BMR housing requirement and a fee-in-lieu of the provision for on-site commuter parking; and [b] to amend the Transportation Center Design District zoning text.

As per the City Charter upon written request prior to the meeting, interested parties can request to speak on any referral before the Planning Board prior to the Planning Board's recommendation. John Louizos, Attorney with Curtis, Brinckerhoff & Barrett, PC and Jeff Newman, with Empire State Realty Trust (the Owner/Developer of Metro Green - currently the only developed site under the TCDD zoning category) had requested to speak and made a brief presentation and provided the written request and additional documentation for the record. (*Attachment #1*)

**OMNIBUS ZONING TEXT CHANGE:**

Given the time, Dr. Woods announced he would not make a presentation about the Omnibus Bill. However, he explained to the Board that the Zoning Board was sponsoring extensive changes to the Zoning code with the goal of simplifying and clarifying. This is Phase I of two parts. Dr. Woods stated the Draft Bill was online and to please take a look at it because the comment period would end approximately on May 1, 2019.

**STATE PARKING GARAGE:**

Dr. Woods pointed out the PowerPoint presentation was provided for informational purposes as part of the 960 car State Parking Garage. In addition, Dr. Woods stated this presentation made by the State Department of Transportation was given at the Zoning Board meeting held on February 25, 2019 and could be viewed on the Zoning Board website.

**PLANNING BOARD MEETING MINUTES:**

**1/29/19 (Tabled from the February 5, 2019 meeting):** After a brief discussion, Mr. Buccino moved to recommend approval of the Planning Board Minutes of January 29, 2019; Mr. Totilo seconded the motion, and passed unanimously with eligible members present voting, 5-0 (Buccino, Godzeno, Levin, Tepper, and Totilo).

**2/05/19:** After a brief discussion, Mr. Buccino moved to recommend approval of the Planning Board Minutes of February 5, 2019; Ms. Fishman seconded the motion, and passed unanimously with eligible members present voting, 5-0 (Buccino, Fishman, Godzeno, Tepper, and Totilo).

**OLD BUSINESS:**

**NEW BUSINESS:**

At the March 4, 2019 Board of Representatives meeting and after a Public Hearing on February 27, 2019 with the Land Use Committee, the Board of Representatives overturned both Master Plan Amendments (#MP-432 & #MP-433) by one vote. (21-3-11)

Next regularly scheduled Planning Board meeting is:  
March 19, 2019

There being no further business to come before the Board, Ms. Dell adjourned the meeting at 9:50 p.m.

Respectfully Submitted,

Jennifer Godzeno, Secretary  
Stamford Planning Board

**NOTE:** *These proceedings were recorded on video and audio and are available for review in the Land Use Bureau located on the 7th Floor of the Government Center, 888 Washington Boulevard, during regular business hours.*

CURTIS, BRINCKERHOFF & BARRETT, P.C.

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\*ALSO ADMITTED IN MASSACHUSETTS

T. WARD CLEARY  
1946-1988  
RICHARD L. BRINCKERHOFF  
1949-2008  
JOHN D. HERTZ  
1957-2002  
JANE F. DONOVAN  
1967-2003

FREDERICK M. TOBIN  
RETIRED

March 5, 2019

VIA HAND DELIVERY

Ms. Theresa Dell, Chair  
Planning Board  
City of Stamford  
888 Washington Blvd  
Stamford, CT 06901

Re: ZONING BOARD REFERRALS: 1. ZB Application #219-01 – HP Gateway Unit One Owner, LLC & Gateway Harbor Point Planned Community Association, Inc. – 400-440 Washington Boulevard – Text Change. 2. ZB Application #217-16 (2<sup>nd</sup> Modification) – Charter Communications Holding Company, LLC; HP Gateway Unit One Owner, LLC; HP Gateway Unit Two Owner, LLC and Gateway Harbor Point Planned Community Association, Inc. – 400-440 Washington Boulevard – Site & Architectural Plans and/or Requested Uses, General Development Plan, Special Exception and Coastal Site Plan Review.

Dear Ms. Dell and  
Members of the Planning Board:

I write on behalf of our client, the Empire State Realty Trust ("ESRT"), to document for your consideration and for the record our initial thoughts and concerns regarding the above referenced Zoning Board referrals. These referrals are on your Board's agenda and are being considered for the first time this evening.

ESRT has been a long-standing property owner and good corporate citizen in Stamford. ESRT currently owns the adjacent Metro Center "Class A" 285,000 square foot +/- office building located at One Station Place, directly across from the Stamford Transportation Center (between Station Place, Washington Boulevard and Henry Street), the nearby land between

Metro Center, Metro Green, Henry Street and the State-owned older commuter garage, and First Stamford Place, a three-building, 800,000 square foot +/- square foot office complex located at 151 Greenwich Avenue, just off of I-95's Exit 7, directly across from South State Street, and one block from the Stamford Transportation Center.

**1. Gateway Defined:**

The referrals before you this evening concern a "gateway" expansion/modification development that will negatively impact the gateway to the South End and spread adverse ripple effects upon the Waterside, Shippan and the Cove neighborhoods.

"Gateway" is commonly defined as "any passage by or point at which a region may be entered; something that serves as an entrance or means of access." *See American Heritage Dictionary of the English Language, Fifth Edition. Copyright 2016.*

As set forth in greater detail below, this gateway is a critical access point for the neighborhoods under your Master Plan jurisdiction, and the proposed Charter expansion/modification will be detrimental to the goals and objectives of the Master Plan and relevant neighborhood studies.

**2. 2015 Master Plan and Relevant Neighborhood Plans:**

In 2015, your Board adopted the Master Plan for Stamford with the vision to "create a livable built, economic, social and political environment." The Master Plan designated that "areas adjacent to the Downtown should accommodate growth at a lesser intensity, while the character of Stamford's neighborhoods will be supported and enhanced, but not significantly altered." Over the last 15 years, Stamford has also undertaken several neighborhood plans that focus the spotlight on specific neighborhoods that have unique challenges that the City has designated as needing more detailed data to deal with these issues. In addition to the Master Plan, the studies that we believe are relevant for your Board's consideration of the Zoning Board referrals are the South End Neighborhood Study and the Stamford Train Station Transit-Oriented Development Study (November 14, 2016) (for the record all are located at <https://www.stamfordct.gov/land-use-bureau/pages/plans> and are incorporated herein by reference).

**3. Charter's Proposed Amendments and Uses Do Not Conform with the Policy Goals In the Stamford Master Plan for the Downtown and South End Area:**

As detailed in Schedule C (Project Narrative) of Charter's application, part of the property planned for their proposed expansion/modification of their new corporate headquarters is located within Category 11 of the Master Plan ("Downtown") and the portions of the property zoned MG and RM-F are in Master Plan Category #14 (Public Park). The applicant's property is also geographically located within the "South End" region of Stamford.

This is important, because even though the “Downtown” and “South End” regions of Stamford have some different short-term and long-term needs, it is clear that the Stamford Master Plan considers them to be heavily intertwined, even referring to them as “unique, but related neighborhoods.”<sup>1</sup> This is further evidenced by Chapter 5.0 of the Master Plan, entitled “Downtown and South End”, (copy attached) which outlines multiple overlapping future goals and strategies for both regions. These goals include *a preference for mix-use, pedestrian oriented district(s), affordability and compatibility with local residential areas, traffic decongestion, cultural and recreational use, and interconnectivity with the Stamford Transportation Center.*<sup>2</sup> [Emphasis added]. Upon review of Charter’s application, it becomes clear that many of these overlapping future goals and strategies would not be satisfied, and would instead in fact be hindered, if Charter’s application is approved.

**A. Mixed-Use Policy, and the Plan’s Policy Goal to Promote a Community Feel to the South End/Downtown Region Would be Undermined by Charter’s Proposed Development.**

The Master Plan specifies that the intention for the Downtown land use category should be to “provide for and protect an intensive, pedestrian-oriented mixed-use district.”<sup>3</sup> In fact, the Plan specifies that the very first factor to consider in awarding commercial floor area bonuses is whether such use would be compatible with adjacent residential areas<sup>4</sup>, highlighting a preference for commercial activity that would benefit and be interactive with local residents. Policy 5B of Chapter 5.5 of the Plan specifies that a key strategy for the downtown and south end area is to emphasize ground floor retail and pedestrian activity.<sup>5</sup> The Plan also suggests promoting regional arts and entertainment use in downtown, and that the south end focus development on artist living and work space, as well as maintain its niche for antique dealers.<sup>6</sup> These policy goals and strategies demonstrate a clear preference for downtown and south end to be a mixed use district.

Similarly, in the 2018 “South End Neighborhood Study”, prepared for the Land Use Bureau for the City of Stamford, an entire section of the neighborhood strategy is devoted to the development of “Affordable Retail”.<sup>7</sup> The neighborhood strategy recommends the City adopt zoning amendments to strengthen “retail cluster and support that district with historic preservation protections, a small business toolkit, development of new affordable retail spaces, and streetscape and park improvements.” The strategy alleges “that clusters of active local

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<sup>1</sup> Stamford Master Plan 2015-2025, Chapter 5.2 “Real Estate Market and Development Trends”, p. 102 (hereinafter, the “Master Plan”). Interestingly, Figure 16 on the following page includes the entirety of the TCDD District and the Property within the “south end”, rather than the “downtown” region.

<sup>2</sup> See id., p. 111-118.

<sup>3</sup> See id. at p. 195.

<sup>4</sup> See id. at 196.

<sup>5</sup> See id. p. 113.

<sup>6</sup> See id. 112, 118.

<sup>7</sup> South End Neighborhood Study, prepared by Collective For Community, Culture and Environment et. al, p. 54 (hereinafter, “SENS”).

retail will encourage pedestrian flow and activity on the street, increase safety and link the communities of the South End”<sup>8</sup>, and as such, these developments would be vital for the area to flourish.

Charter’s application and underlying proposals fail to demonstrate how it would further the policy goal of a mixed-use district. This would be a corporate office park *eliminating the initially planned and proposed mixed use* and that would add little to the interconnectivity and culture of the surrounding neighborhood, as a single-use corporate headquarters facility use does not generate opportunity for interactive engagement with the local community. Charter’s proposed modified use would also not allow for ground level retail that would be more conducive to a pedestrian-oriented neighborhood at this gateway location.

Charter’s proposed amendments to the zoning regulations would entirely omit the requirement for integrated mixed-use developments. Charter’s amended text calls for “complementary development which serves the mixture of uses in the district”, yet Charter fails to specify how a corporate headquarters would complement the local community. Charter’s proposals would also eliminate the need for any future developments to contain any proportional percentage of residential development, further impeding the mixed-use planning objectives for lower downtown and upper south end. While Charter attempts to rectify this by proposing a fee-in-lieu payment program, the proposal is overly broad and there is no guarantee as to the time and location of the housing. The only guarantee is that this key gateway between the downtown and the South End will not have the originally planned for and approved mixed use development.

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**B. Ensuring Affordable Housing and Preserving Residential Character: Charter’s Proposed Use Would Not Help the Affordability of the Region.**

As specified in both the Master Plan<sup>9</sup> as well as the Neighborhood Study<sup>10</sup>, maintaining affordable housing and middle-income housing is a high priority for the City in the south end region. The Master Plan specifies that a key goal for south end is to focus on revitalizing residential areas and to promote affordable homeowner housing.<sup>11</sup> To a similar end, the Neighborhood Study proposes an “Affordability Strategy”, which suggests increasing the proportion of BMR units required in proposed developments from 10% to 20%, the creation of land trusts and affordable housing funds for undeveloped areas, and encouraging developers to focus on developing cooperatives, condominiums and townhouses in addition to rentals.<sup>12</sup>

The emphasis on residential development and affordability for the south end is entirely absent from Charter’s proposals. In fact, Charter’s proposed amendments to the zoning regulations for “complementary development” and its request to “exempt” from residential use

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<sup>8</sup> Id.

<sup>9</sup> See Master Plan, Ch. 5.3, Policy 5E, p. 116-117.

<sup>10</sup> See the Study, “Affordability Strategy”, p. 6.

<sup>11</sup> See Master Plan, Ch1.3D, p. 117.

<sup>12</sup> See the Study, p. 6.

those “proposed uses that connect to the STC”, are but thinly veiled attempts to circumvent the plan’s stated goal for a south end focus on affordable residential development. These proposed amendments would undermine the plan’s and study’s desire for affordable residential development, as Charter’s amendments would establish a loophole for developers to easily circumvent any requirement for on residential use or BMR housing – despite the fact that residential use and BMR housing are quite clearly primary goals in all three of the Master Plan, the Neighborhood Study and the TCDD regulations. Besides its proposals to allow for the establishment of a fund for off-site construction of BMR housing in lieu of any such BMR housing on a proposed site, Charter’s proposals would completely undermine the policy goal of requiring future development to contribute to the affordability of the surrounding neighborhood.

**C. Connectivity to the STC and Traffic Congestion: Charter’s Parking Amendments Would Directly Work Against Decongestion Efforts.**

Both the Master Plan<sup>13</sup> and the Neighborhood Study<sup>14</sup> specify that another major focus for the south end should be investments in transportation infrastructure with a focus on traffic decongestion. The Master Plan contains similar policy goals for the Downtown area as well.<sup>15</sup> This ties in closely with another key goal for these areas, which is to improve pedestrian and bike connectivity throughout the south end, STC and downtown areas.<sup>16</sup> The policy recommendations of Ch. 4 of the Master Plan focus on adding new trolley lines to service the south end, while Ch. 5’s plan for the south end recommends a focus on water-dependent industry and enhanced harbor access to combat congestion, with non-water dependent industry on waterfront property required to provide public access to the waterfront.<sup>17</sup> Going even further, the Neighborhood Study suggests that the zoning regulations in the south end (including the TCDD District) should be modified to implement parking *maximums*, rather than parking *minimums*, as is the current case.<sup>18</sup> [Emphasis added]. Land use that “improve[s] the function of the Stamford Transportation Center *as a gateway to and connector between Downtown and the South End*” is also encouraged.<sup>19</sup> [Emphasis added].

Charter’s proposed use and amendments work against the City’s desire to combat traffic and vehicular congestion in the south end, given that Charter is seeking to increase on-site parking by 288 spots in the parking garage, as well as an amendment to the regulations that would require on-site parking for anywhere between 10-40% of total office use for any given project. Furthermore, Charter proposes eliminating up to 500 commuter parking spaces and dedicating all available parking in the garage to Charter employees (for a total of almost 2,100

<sup>13</sup> See Master Plan, Policy 5D, p. 115.

<sup>14</sup> See the Neighborhood Study, “Transportation and Streetscape”, p. 38.

<sup>15</sup> See Master Plan, p. 112.

<sup>16</sup> See Master Plan, Ch. 4D “Mobility Improvements”, Ch. 6, Policy C2, P. 152.

<sup>17</sup> See *id.* at 115.

<sup>18</sup> See Neighborhood Study, p. 48.

<sup>19</sup> See *id.*



parking spaces all dedicated to Charter employees). Around 2,100 additional cars in a non-mixed-use capacity – generally arriving and leaving at similar times. This would undoubtedly increase vehicle congestion at this gateway choke point given the combination of the more intensive office use, the additional “office only” parking spaces, and the elimination and conversion of 500 commuter spaces for Charter’s exclusive use – requiring hundreds of commuters to move their vehicles out onto the streets or other garages. At the same time, none of Charter’s other proposed amendments would do anything to directly combat or mitigate the adverse impacts of additional vehicular traffic. Charter references its project as having a direct pedestrian connection to the STC, presumably the recently constructed pedestrian bridge over Washington Boulevard, funded with more than \$4 MM of State of Connecticut tax dollars, all in order to facilitate pedestrian access for the 500 public commuters parking at the Gateway garage to the train platform. So why the need for additional “private office” parking at a transit-site with direct connectivity to the train station. And why the need for a total number of parking spaces far exceeding the standard ratio of parking spaces to office square footage typically allocated at “transit-oriented” sites? Further, the proposed requirement that all applications submit a proposed transportation management plan is vague and does not appear to do anything to lower vehicle congestion.

**D. Charter’s Application Assumes Outside Agency Conditions Based on Mere Speculation.**

On page three of Schedule C (Project Narrative), Charter asks your Board and the Zoning Board to factor into its consideration of traffic and parking, and into its ultimate decision on its application, an assumption that a new 960 +/- space DOT garage is constructed on South State Street. The language provides in relevant part “... *it is anticipated* that the existing 500 commuter spaces will be accommodated in the new DOT 960 +/- space garage to be located at South State Street.” [Emphasis added]. A zone change which is dependent upon action of other agencies over which the zoning commission has no control will not be upheld unless the necessary action appears to be a probability. *Fuller, Land Use Law and Practice* § 22:4 (citing *Jarvis Acres, Inc. v. Zoning Comm’n of East Hartford*, 163 Conn. 41, 49, 301 A.2d 244, 248 (1972); *Wilson v. Planning and Zoning Comm’n of Manchester*, 162 Conn. 19, 25, 291 A.2d 230, 233 (1971); *Stiles v. Town Council of West Hartford*, 159 Conn. 212, 221, 268 A.2d 395, 400 (1970); *Leury v. Zoning Bd. Of Stamford*, 150 Conn. 136, 145, 187 A.2d 247, 252 (1962); *Brustein v. Zoning Comm’n of Bridgeport*, 151 Conn. 101, 105, 193 A.2d 523, 525 (1963)). At this juncture, the prospect of a new DOT garage on South State Street, as well as the size of such garage (number of parking spaces) and the timing of availability of such garage (date operational for use by public commuters) is purely speculative, subjecting any approvals to challenge and thus serving as an additional rationale for a negative referral to the Zoning Board. *See, Train parking puzzle no clearer as Charter decision looms – Stamford Advocate – 3/1/2019 (copy attached).*

**E. Charter's Application Is Incomplete as it Does Not Adequately Address the new Proposed Impacts on Master Plan Category #14 (Public Park).**

The portions of the land zoned MG and RM-F are in Master Plan Category #14 (Public Park). This portion of the site abuts the Mill River providing for a unique location and experience for the public in and out of Mill River. Mill River as we know it has been rehabilitated with fish and wildlife as part of that ecosystem. Master Plan category #14. Open Space – Public Parks provides ... "The purpose of this category is to provide for and protect lands dedicated for public park, recreation and passive open space uses." Charter's new application does not adequately address the impact upon Master Plan Category # 14 and is thus incomplete.

**F. Summary.**

In summary, Charter's proposed amendments would completely scrap any requirements for developers to build BMR housing -- a key point in both the policy and the plan. Reserving an entire parking garage for Charter at the expense of 500 commuter spots, with supplemental Charter-only parking, would only exacerbate traffic congestion. Charter relies on comparatively bland amendments to permit projects purported to merely "complement" these policy goals, without providing specific or detailed analysis as to how the proposed uses would in fact complement these policies. Charter's proposal also fails to address Master Plan Category 14. Lastly, Charter's application assumes outside agency conditions regarding the potential loss of 500 commuter spaces and traffic impact based on mere speculation as to what the State may or may not do on another site. Therefore, Charter's proposal fails to abide by or advance the policy goals of the Master Plan.

**4. Jeffrey H. Newman, Senior Vice President of ESRT Testimony:**

Jeffrey Newman, Sr. VP of ESRT, is present this evening, and is prepared to provide some further perspective for your consideration.

**5. Due Process Concerns:**

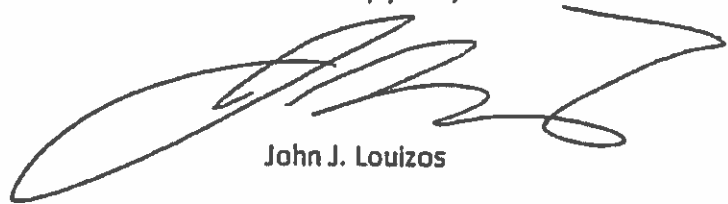
During the CT DOT presentation to the Zoning Board on February 25, 2019, it was first announced that the Planning Board would take up this matter a mere six (6) business days later on March 5, 2019. Given the March 13, 2019 deadline imposed upon the Planning Board for decision prior to a March 18, 2019 Zoning Board hearing, our client is deprived of due process to hear the applicant's presentation to the Planning Board, review documents submitted at said presentation and retain consultants to respond and answer questions accordingly.

**6. Conclusion:**

For all of the foregoing reasons, ESRT respectfully requests that (1) the Planning Board seek from the Zoning Board an extension of time, through and including April 30, 2019, for the Planning Board's rendering of its decision, in order to allow our client and interested parties reasonable due process to consider and make fully informed presentations, and (2) if the Planning Board is unable to procure such an extension of time, it disapprove the Zoning Board referrals on the merits and issue an unfavorable report to the Zoning Board.

I would be pleased to answer any questions.

Sincerely yours,

A handwritten signature in black ink, appearing to read "John J. Louizos", written over a horizontal line.

John J. Louizos

Cc: D. Woods  
R. Blessing  
J. Newman

Encl:

## CHAPTER 5.0: DOWNTOWN AND SOUTH END

### GOALS

- Capitalize on the synergies between the Downtown and South End to maximize the potential of both neighborhoods
- Maintain and augment Downtown's standing as a regional center
- Encourage revitalization of existing residential streets in the South End
- Enhance the Stamford Transportation Center as a gateway to the City of Stamford
- Improve connectivity among Downtown, the South End, the Stamford Transportation Center and adjacent neighborhoods
- Promote quality urban design and enhance streetscapes

### 5.1 INTRODUCTION

#### A. Downtown

Downtown Stamford is the heart of the City. It is Stamford's business and transit hub; a destination for arts, culture and entertainment; and home to many City residents. When Stamford's last Master Plan was adopted in 2002, it emphasized Downtown redevelopment opportunities, the need for an enhanced pedestrian network, the need to capitalize on and connect open spaces, and urban design and landscaping as tools for supporting economic vitality and making Downtown "a people place." The 2002 Plan stressed the importance of directing future growth to the Downtown near transit, focusing large-scale office and retail development in Stamford's core. Since 2002, significant progress has been made toward these goals, and they continue to ring true today.

#### B. South End

In the South End, much has changed since 2002. In the last Master Plan, the South End was discussed in conjunction with the Waterside and West Side neighborhoods; the three neighborhoods were considered together as dense, mixed-use areas adjoining Downtown. However, the South End has emerged as unique from this group, due in large part to its relationship with the Stamford Transportation Center and its connections to the waterfront. The South End will continue to be a neighborhood in its own right, separate from the Downtown, with the character of the South End neighborhood continuing to evolve in response to demand for housing near transit and the waterfront.

In 2002, the Master Plan grappled with the issue of the boundaries of the Downtown and how it should expand over time. The Plan's Future Land Use Map identified a core Downtown area generally bounded by Washington Boulevard to the west, Hoyt Street to the north, Grove Street to the east and properties just north of Tresser Boulevard to the south. Within the core, the primary goal was to promote mixed-use pedestrian-oriented infill development to complete the area's urban fabric. Outside the core area,

the plan identified “collar” areas that would allow for development of a stepped-down density and intensity from the core, providing a transition to adjacent neighborhoods. The Plan also identified a Downtown “corridor” north of the railroad tracks/I-95, intended primarily for office, residential and hotel uses with an emphasis on pedestrian-friendly design.

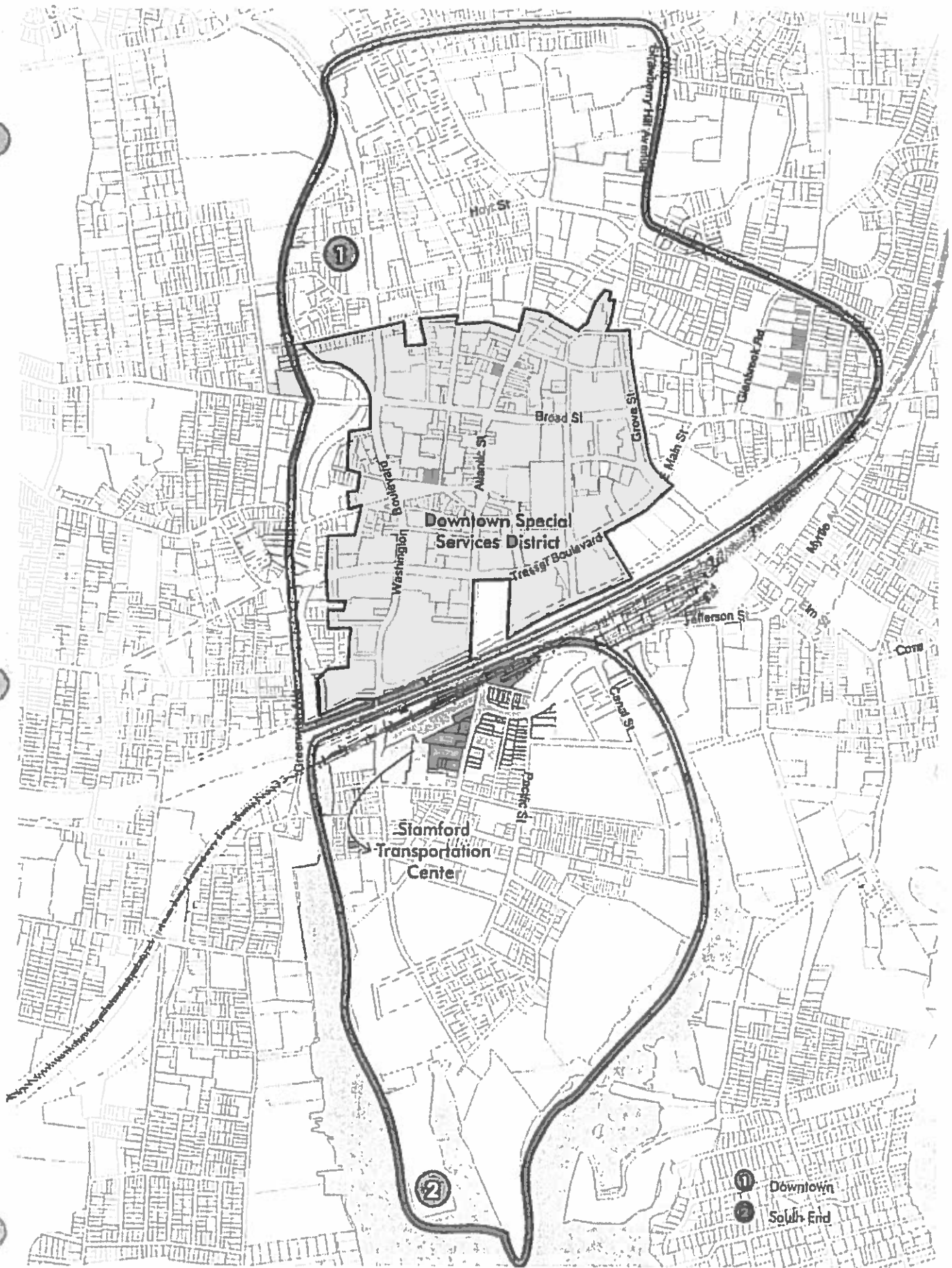
### **C. Unique Neighborhoods/Important Connections**

This basic framework remains relevant today. Concentrating large-scale office and retail development in the Downtown area continues to be an important growth management policy and economic development strategy for the City. Now, more than ever, there is a strong focus on enhancing the vitality of Downtown Stamford as an attractive, walkable and bikeable city center for living, working and entertainment. At the same time, increased attention is being paid to the area in the vicinity of the Stamford Transportation Center (STC) and the South End, which has seen unprecedented growth over the past five years. Today, the Downtown and South End, linked by the STC, remain distinct neighborhoods with their own unique characters but have become more closely linked, taking advantage of new synergies brought about by new residential development in the South End and growth Downtown. In looking forward to the next 10 years, promoting connections between these two areas will be essential to realizing the full potential of each neighborhood.



## **5.2 REAL ESTATE MARKET AND DEVELOPMENT TRENDS**

Development trends in Downtown and the South End over the past decade have shown that the transportation center is an important hub linking these unique, but related neighborhoods (see Figure 16). Both Downtown and the South End have seen substantial housing growth since 2002 as well as new retail and office development. New housing units have been largely market-rate rentals, which have attracted an increasingly affluent population. Additional residential projects planned or under construction will bring thousands more units Downtown and in the South End, as well as 400 new units of student housing being considered by UCONN as part of its plan to expand its Downtown campus. These projects demonstrate a strong demand for housing, which benefits the vitality of the City's core, increasing pedestrian activity that is essential for supporting retail, restaurant and entertainment uses.



STAMFORD MASTER PLAN

FIGURE 16: DOWNTOWN AND SOUTH END



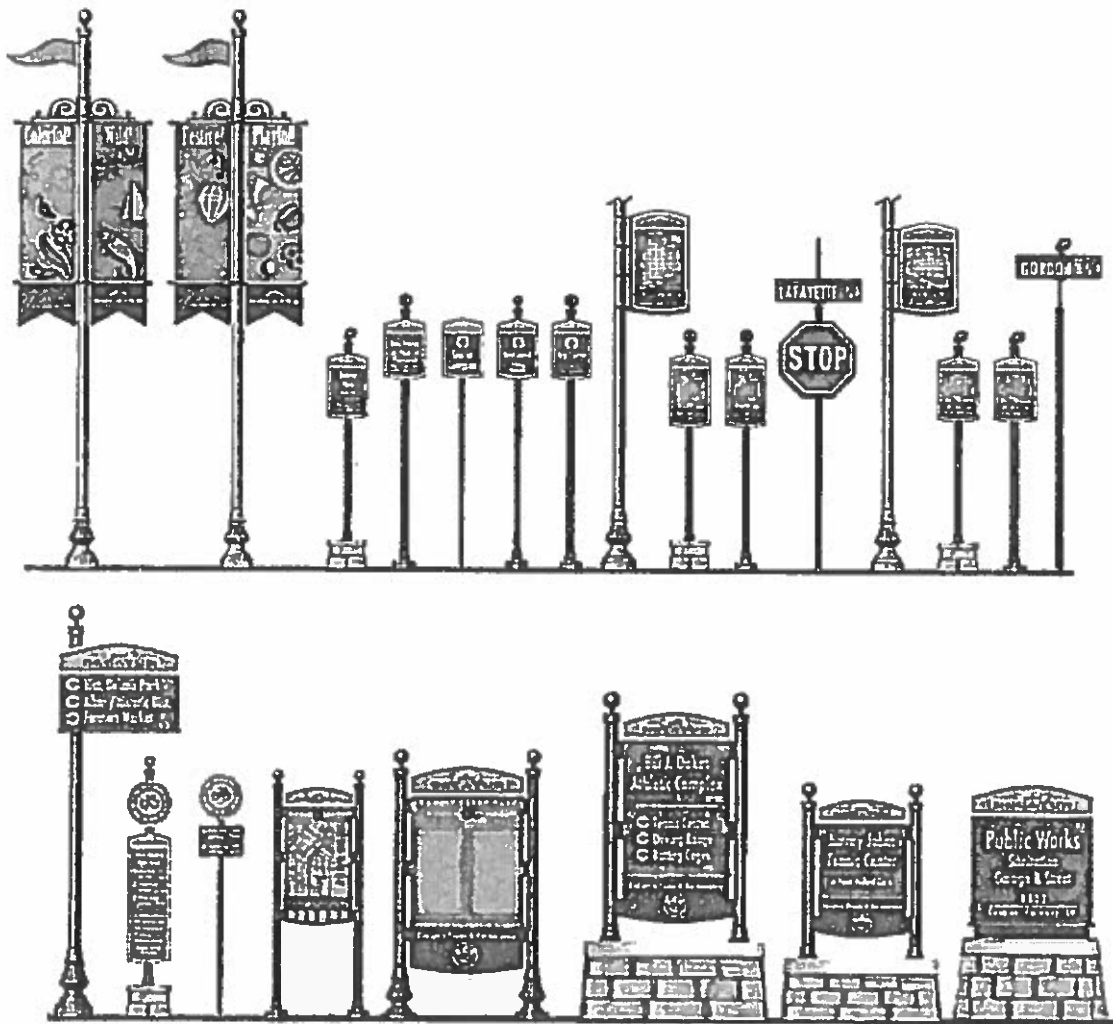
A strong residential market Downtown and in the South End is important to the strength of Downtown retail, providing both local demand and pedestrian activity. Stamford's Downtown is a regional retail center serving neighborhood shoppers while also drawing visitors from the rest of the City and nearby areas. There is 768,000 square feet of retail space at Stamford Town Center, and an additional 986,900 square feet on retail streets throughout the Downtown. According to the Downtown Special Services District (DSSD), 95 percent of this retail space is occupied. In addition, new neighborhood-scale retail has been recently built in the South End, with 193,850 square feet of retail space at Harbor Point, Canal Street and Stamford Landing. Another 232,200 square feet of retail is planned for the neighborhood to serve its expanding residential population.

While there is a strong demand in both the residential and retail markets, the citywide office vacancy rate is high at 26 percent. Despite this trend, there is strong demand for Class A office space within walking distance of the Stamford Transportation Center; office vacancy within a quarter-mile of the STC is much lower than other parts of Downtown, with desirable office spaces such as MetroCenter fully occupied. As is clearly illustrated by the demand for office space near the STC, transit-oriented development (TOD) that allows for higher-density residential and office development and lower parking ratios is both marketable and environmentally sustainable. In response to this demand, the State is developing plans for TOD at the STC. The City of Stamford strongly encourages the State to ensure that the scale, character and design of its TOD plan is pedestrian-oriented and addresses the existing physical barriers that the STC, I-95 and the rail lines currently create between Downtown and the South End. Linking Downtown and the South End via the STC will benefit both neighborhoods by generating activity and critical mass supportive of vitality. Retail, restaurants and entertainment venues in the Downtown and planned residential development in both neighborhoods will benefit from increased pedestrian activity and vibrant urban streetscapes. Concentrating office development around the STC and in the Downtown, while emphasizing residential and neighborhood-scale retail in the South End, will allow these neighborhoods to support one another while maintaining their unique identities.

### 5.3 CONNECTIVITY

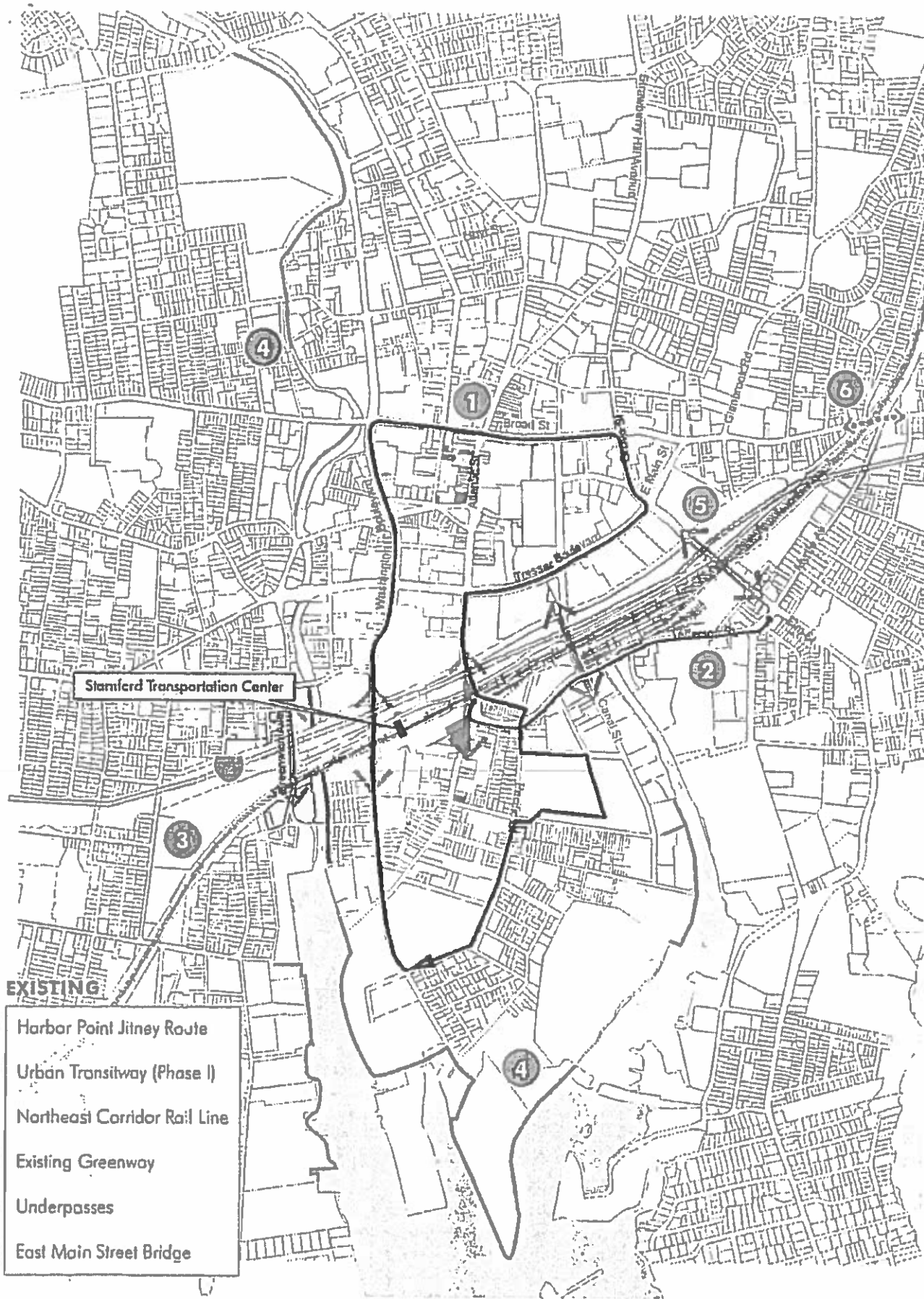
A multimodal approach to enhancing north-south and east-west linkages is essential to improving circulation between the Downtown and South End and better connecting the Downtown to adjacent neighborhoods east and west, including the West Side, Waterside, the East Side, Cove and Shippan. In order to facilitate the movement of people and vehicles to, from and around Downtown, the South End and adjacent neighborhoods the City must improve the functionality of its roadway, pedestrian and transit networks to serve all users. At the same time, it must work to promote land development policies that encourage development near transit and create the right balance of parking for residents and visitors. Currently, both Downtown and the South End have many of the building blocks necessary to achieve this goal including a roadway and pedestrian network, transit (rail access, bus service and the new Harbor Point trolley), and ample parking (see Figure 17). However, the transportation system is unbalanced. The existing bus system routes and scheduling are problematic for attracting riders; the underpasses between the train station, Downtown and the South End below I-95 and the rail line are a source of traffic congestion and are unwelcoming to pedestrians; there are many gaps in the pedestrian

network; and bicycle routes are few. The challenge will be to improve the transportation system to provide people with a range of attractive travel options. This will require connecting missing pedestrian links, creating a bicycle circulation system, addressing traffic congestion at choke points, providing a reliable and attractive transit circulator within the Downtown and connecting to adjacent neighborhoods, and improving parking management and wayfinding/signage (see Figure 18).



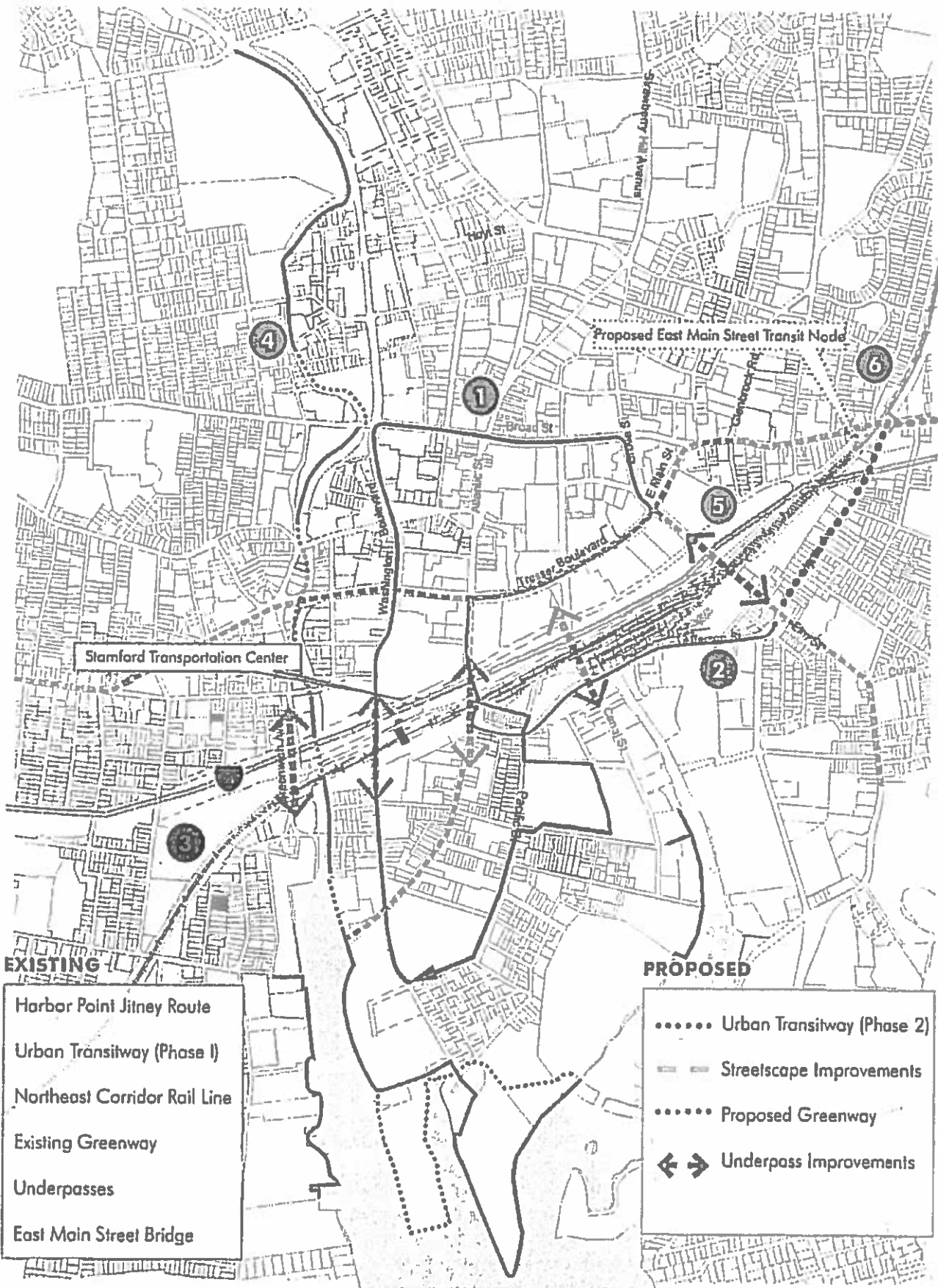
**Example of Coordinated Signage Program**  
 This image shows an example of a coordinated informational signage program. This covers all municipal and public signage, including traffic, street and points of interest. Developing a coordinated signage program can improve sense of place and visual appearance.





**EXISTING**

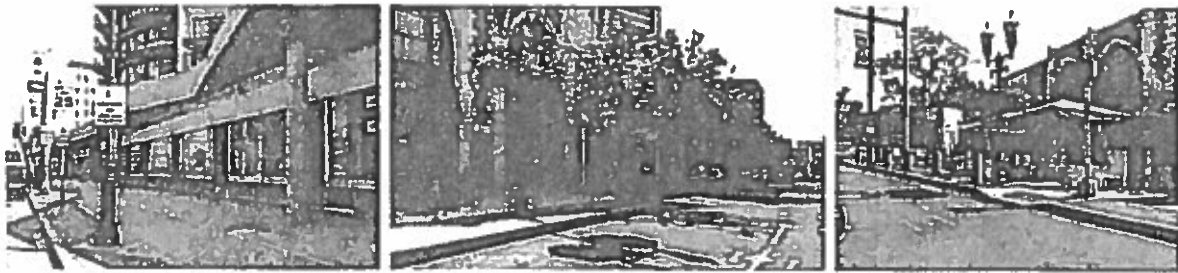
- ① Harbor Point Jitney Route
- ② Urban Transitway (Phase I)
- ③ Northeast Corridor Rail Line
- ④ Existing Greenway
- ⑤ Underpasses
- ⑥ East Main Street Bridge



- EXISTING**
- ① Harbor Point Jitney Route
  - ② Urban Transitway (Phase I)
  - ③ Northeast Corridor Rail Line
  - ④ Existing Greenway
  - ⑤ Underpasses
  - ⑥ East Main Street Bridge

- PROPOSED**
- ..... Urban Transitway (Phase 2)
  - Streetscape Improvements
  - ..... Proposed Greenway
  - ↔ Underpass Improvements

Downtown has a strong pedestrian-friendly grid at Washington Boulevard and Broad, Atlantic and Main Streets, with a thriving restaurant scene along Bedford and Summer Streets. Filling in the missing links of Downtown's pedestrian network and making streetscapes greener and more attractive is key to making Stamford a more pedestrian-friendly city. Making walking easier, safer and more attractive will encourage people to park once and walk Downtown, which will help to both reduce traffic congestion and generate the foot traffic needed to support Downtown retail and restaurants. Stamford must also become more bicycle-friendly with a comprehensive bicycle circulation system Downtown, connecting to nearby neighborhoods with bicycle routes on shared roadways and/or within dedicated bicycle lanes.

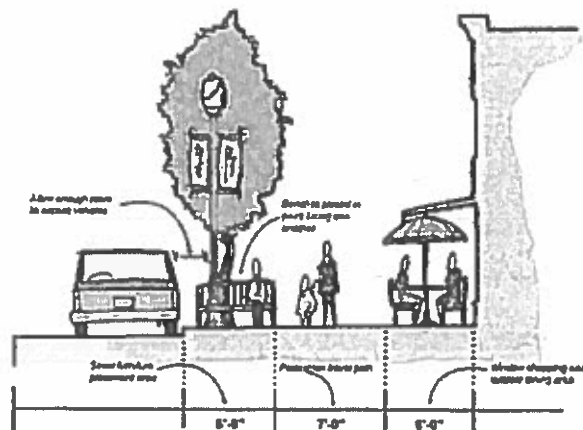
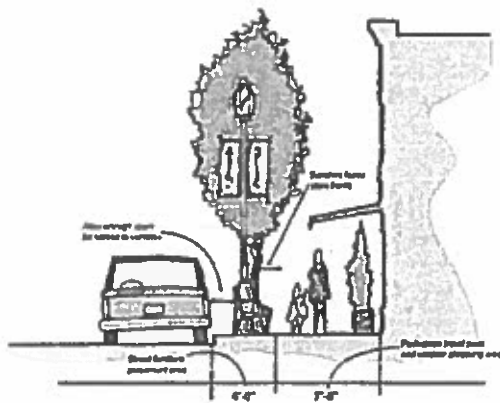


**Street Frontages in Downtown Stamford**

These images show examples of street frontages observed in downtown Stamford. The image on the left, while having ground level retail, is less successful in providing a strong and enjoyable pedestrian experience. In contrast, the center and right images show successful street frontages that provide active retail and restaurant frontages along the sidewalk, street furniture and trees, which improve pedestrian scale and enclosure. These should be replicated throughout the downtown.

**Narrow Sidewalk Condition**

**Wide Sidewalk Condition**



**Pedestrian Enclosure**

A strong sense of pedestrian enclosure along the sidewalk is an important sensory condition created through the use of physical elements such as street trees, street furniture, and building details such as cornices and awnings. Carefully placed, these elements serve to provide separation between the street's vehicular traffic and the sidewalk's pedestrian domain, and also reinforce a sense of human scale as provided by an overhead canopy. These graphics show how sidewalks, depending upon their width, can be successfully configured to provide a comfortable pedestrian environment.

Improving the capacity of the I-95 underpasses at Greenwich Avenue, Atlantic Street, Canal Street and Elm Street and East Main Street and making them safer and more attractive for pedestrians will substantially improve connectivity between Downtown and the South End. Further, the Harbor Point trolley connector should be improved with additional service and scheduling to provide frequent, reliable and attractive service between these two neighborhoods; additional east-west trolley routes should be considered linking Downtown to the West Side, Waterside, the East Side, Cove and Shippan neighborhoods.

Better management of parking in both the Downtown and South End is essential to balancing the parking needs of residents, commuters and merchants. Adequate parking to meet parking needs is essential; at the same time, allowing for reduced parking ratios near transit stations, including the STC and a future transit node (bus or rail) at East Main Street, is central to encouraging transit-oriented development and discouraging oversupply of parking. In the South End, where residents of existing residential streets rely on on-street parking, it will be important to preserve or replace on-street parking spaces as new development occurs.

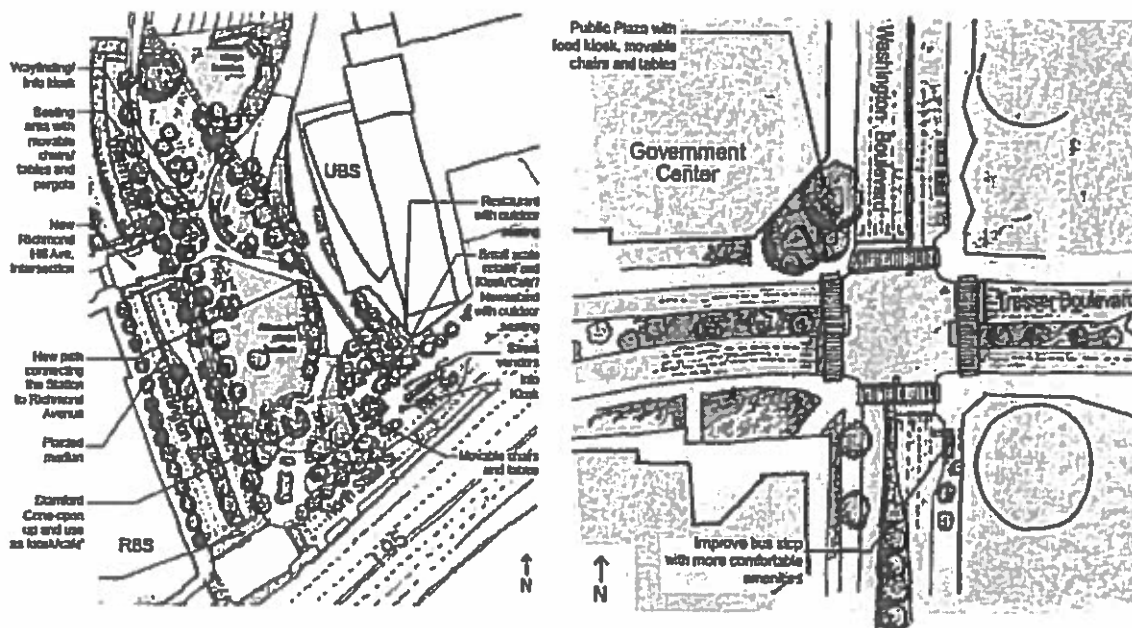
#### **5.4 RECENT STUDIES**

Several studies addressing the Downtown and train station area have been prepared since Stamford last updated its Master Plan in 2002. These studies all discuss ways to make Downtown more walkable, pedestrian-friendly and transit-oriented, as summarized below.

##### **A. Walkable Stamford, 2008**

This study, prepared for the City of Stamford by Project for Public Spaces, examines Downtown Stamford's pedestrian environment and includes "place audits," which evaluate specific locations to determine how well they serve pedestrians in Downtown Stamford. The report provides recommendations for improving the convenience, safety and attractiveness of walking between the STC and Downtown for specific locations including:

- East Main Street
- Stamford Gateway (the area between the Stamford Transportation Center and the UBS building)
- Atlantic Street
- Tresser Boulevard
- Broad Street



**Pedestrian Analyses from Walkable Stamford Study (2008) by Project for Public Spaces**  
 These images show examples of suggested streetscape improvements to encourage and improve the pedestrian environment in downtown Stamford. The image on the left suggests improvement along Washington Boulevard just north of the Stamford Transit Center, including programming the space with a wayfinding and informational kiosk. The image on the right suggests improvements to Treveser Boulevard, including medians and improved pedestrian crosswalks.

**B. Stamford Transportation Center Master Plan, 2010**

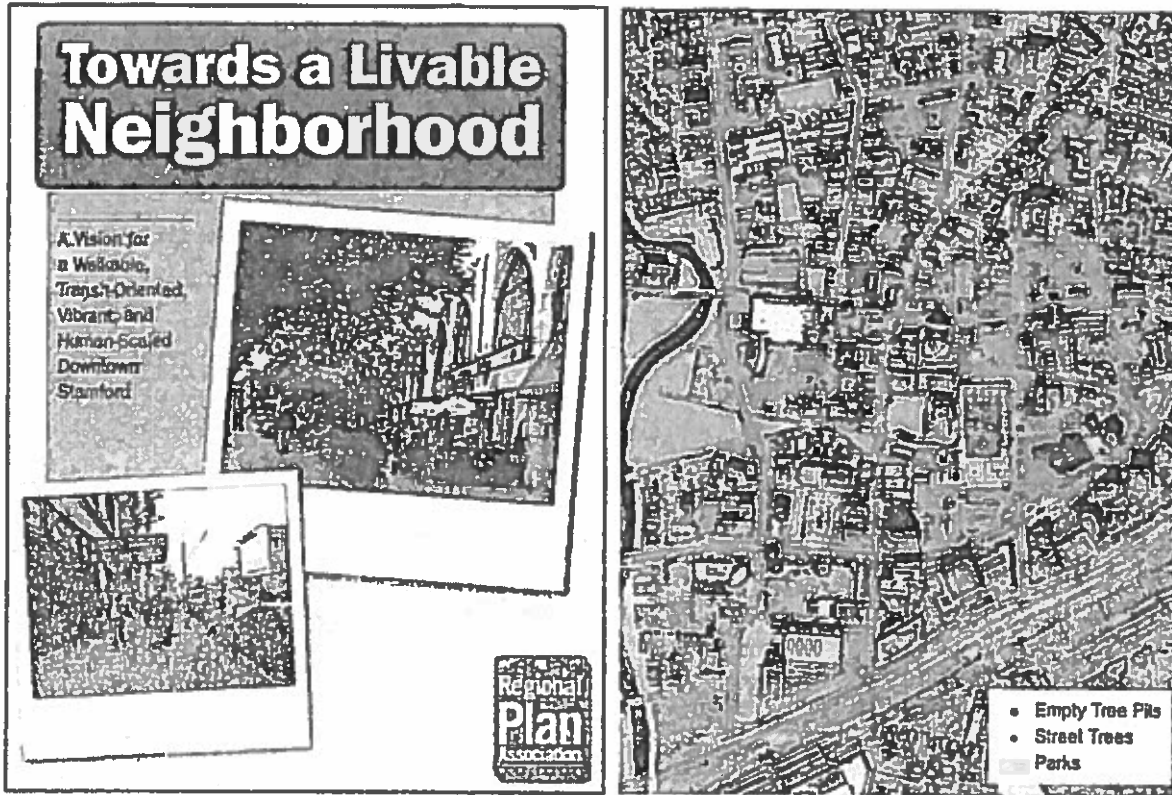
The STC Master Plan, prepared by Stantec, outlines a capital improvement plan to upgrade and enhance the efficiency of the Stamford Transportation Center, as summarized in Section 4C.

**C. Towards a Livable Neighborhood, 2010**

This study, prepared for the Downtown Special Services District (DSSD) by the Regional Plan Association, provides recommendations for transforming Downtown into a vibrant, mixed-use neighborhood organized around sidewalks, transit and green public spaces. Consistent with the recommendations of this Master Plan, as discussed in Section 3, the study recommends that new residential development continue to be built Downtown and that new office and destination retail be limited outside of the Downtown. Specifically, the study calls for:

- Concentration of intense, high-rise residential and commercial uses, entertainment and destination retail Downtown
- Infrastructure investments that strengthen connections between Downtown and surrounding neighborhoods

- Improving the pedestrian experience in order to achieve a high-value and attractive Downtown
- Private investment in new and rehabilitated buildings



***Towards a Livable Neighborhood (2010)* –Prepared for the Downtown Special Services District (DSSD) by the Regional Plan Association**

This comprehensive study of the downtown environment commissioned by the Downtown Special Services District suggested a variety of strategies to improve and continue the ongoing effort to ensure a healthy downtown in Stamford. The image on the right provides an analysis of the downtown's greenery and open space, a particularly important facet of creating an attractive and livable downtown environment.

## 5.5 DOWNTOWN AND SOUTH END GOALS AND STRATEGIES

### *Introduction*

Over the course of the next 10 years, the City should work to achieve the following goals in order to strengthen Downtown as a regional center, continue revitalizing the South End and maximize the benefits of both neighborhoods' proximity to the Stamford Transportation Center. The vision for the future of the Downtown and the South End is to capitalize on the synergies between these separate, but related neighborhoods and maximize their potential to complement and support each other.

The City has set forth the following goals for Downtown, the South End and the Stamford Transportation Center area. Policies and implementation strategies for achieving these goals are outlined below.

- Take advantage of the synergies between the Downtown and South End to maximize the potential of both neighborhoods
- Maintain and augment Downtown's standing as a regional center
- Encourage revitalization of existing residential neighborhoods in the South End
- Enhance the Stamford Transportation Center as a gateway to the City of Stamford
- Improve connectivity between Downtown, the South End, the Stamford Transportation Center and adjacent neighborhoods
- Promote quality urban design and enhance streetscapes
- Promote and enhance public waterfront access

### **Policy Recommendations**

#### **Policy 5A: Support Downtown as a Regional Center**

Downtown should remain the focal point for large-scale office and residential development as well as regional retail and cultural attractions. Office development outside of Downtown should be discouraged.

### **Implementation Strategies**

**5A.1: Concentrate regional office, retail and entertainment uses and high-density residential development in the Downtown. See Strategy 3B.1.**

**5A.2: Identify opportunities to relocate office uses that are currently situated in other neighborhoods to the Downtown.**

**5A.3: Encourage redevelopment of vacant Downtown office space for housing. See Strategy 3B.3.**

**5A.4: Explore the feasibility of the development of a convention center in Downtown Stamford near the Stamford Transportation Center. See Strategy 3A.3.**

**5A.5: Promote a regional arts and entertainment district Downtown. The City should continue to work with the Downtown Special Services District and the Stamford Cultural Development Corporation to promote arts and entertainment Downtown. This collaborative effort should focus on 1) integrating arts into the physical landscape (murals, window displays, public art, etc.); 2) promoting more efficient use of existing arts and entertainment space; and 3) creating more affordable space for arts and entertainment.**

**5A.5-a: Encourage incentives for arts and entertainment Downtown.** The City should carry out a “percent for art and amenities” program for major projects involving City, State or Federal funding.

**5A.6: Promote infill development on vacant sites within Downtown.** The City should continue to use a variety of density bonuses to enable development on hard-to-develop sites and should encourage shared parking to enhance the viability of infill development proposals.

**5A.7: Initiate a planning study by a consultant analyzing and assessing the design, connectivity and build-out of current plans for the Downtown.** This analysis should focus specifically on density and massing of potential development, site plan design standards, development of a parking management plan for Downtown, multimodal pedestrian/bicycle connectivity and potential updates to the zoning regulations. In addition, the analysis should consider vacant and underutilized parcels, parks, public facilities and conflicting land uses.

#### **Policy 5B: Make Downtown a More Pedestrian-Friendly Neighborhood**

##### **Implementation Strategies**

**5B.1: Improve pedestrian connectivity within Downtown and between Downtown and adjacent neighborhoods.** See Strategy 4C.3-d.

**5B.2: Implement streetscape and traffic calming improvements Downtown.** See Strategy 4C.3-e(2).

**5B.3: Encourage quality urban design that relates well to streets and people.** Implement the urban design recommendations of the DSSD’s *Towards a Livable Neighborhood* report, summarized in Section 5.C.

**5B.4: Emphasize ground floor retail and pedestrian activity.** The intent of this strategy is to enhance the vitality of the Downtown and South End by encouraging street activity. Key elements of this strategy include sidewalks lined with storefronts, trees and on-street parking. The majority of ground-floor space should be devoted to active uses, including stores and cultural uses, facing the sidewalk. These spaces should be transparent; inward looking retail centers should be prohibited. Multistory retail should be conditioned on sidewalk entries served with escalators or elevators. Outdoor dining should be encouraged.

**5B.5: Promote contextual commercial and residential development along Summer and Bedford Streets.** Along Summer Street between North Street and Second Street, buildings should be flush with sidewalks, with entries facing the street and landscaping to maintain the street wall where parking is provided. Along Summer Street and Bedford Street between Second and Sixth Streets,



historic homes should be preserved and any new development should be consistent with the existing streetscape character.

**Policy 5C: Encourage Public Access to the South End Waterfront**

**Implementation Strategies**

**5C.1: Protect, enhance and promote water-dependent uses.** Water-dependent uses include ferries; water taxis; boating; marinas; recreational and commercial fishing; port facilities; water-based recreational uses; industrial uses dependent on waterborne transportation; boat construction and repair; dry dock; uses which provide general public access to the waterfront; and other uses and facilities which require direct access to, or location in, marine or tidal waters and which therefore cannot be located inland. Additional marine-oriented recreational uses should be encouraged to develop along the harbor. All City-owned parkland should be periodically evaluated for its water-based recreational potential. Any uses or development that congests, restricts or otherwise limits the use of the harbor by commercial or recreational vessels should not be allowed. Structures and filling on the waterfront must also be designed in a manner that will not conflict with development of water-dependent uses and public safety.

**5C.2: Protect water-dependent industry.** Existing water-dependent industrial uses are to be protected. For almost a century, a commercial boatyard was operated on a prominent waterfront site – historically called the HELCO (Northeast Utilities) or Yacht Haven West Site – in the South End. Beginning in 1912, this site on the west branch of Stamford Harbor was occupied for more than 50 years by the Luders Marine Construction Company, a Stamford shipbuilding industry of national renown. When the City's coastal management program was being developed in the early 1980s, the boatyard then occupying the site was identified by City planners as one of the largest boatyard/marina facilities serving pleasure craft in the northeast United States. Retention of uncompromised boatyard services and facilities on this property has been a goal of Stamford's master plans since the beginning of the City's coastal management program and should continue to be a top priority. Actions at a State level to provide economic incentives for maintenance of water-dependent industries should be pursued.

**5C.3: This Master Plan encourages the development of a full-service boatyard and marina for Stamford's future.**

**5C.4: Make non-water-dependent uses contingent upon providing public access and meeting other public objectives.** Non water-dependent uses of waterfront property should only be permitted where they 1) provide meaningful general public access to the waterfront; 2) do not displace an existing water-dependent use or the opportunity to establish a new water-dependent use; 3) complement adjacent development; 4) function within the capacity of available infrastructure; and 5) achieve a high design quality.

**5C.5: Promote recreation and boating.** Recreational boating facilities should be encouraged to develop along the waterfront. Existing recreational boating and support facilities should be preserved and, when necessary, protected by public actions. Additional marine-oriented recreational uses should be encouraged to develop along the harbor coastline at appropriate sites. All City-owned parkland should be periodically evaluated for its water-based recreational potential.

**5C.6: Maintain and enhance harbor access.** To encourage water-dependent uses, any uses or development which congests, restricts or otherwise limits the use of the harbor by commercial and recreational vehicles should not be allowed. Structures and filling on the waterfront must be designed in a manner that will not conflict with development of water-dependent uses and public safety. The use of fill and structures should be designed so as to minimize negative impacts on coastal resources. Finally, the maintenance and protection of federally developed and maintained navigation channels, along with the development of a plan for the efficient and timely dredging of these channels, are priorities.

**5C.7: Manage and enhance the natural environment along the South End shoreline.** Actions to be undertaken include 1) stabilizing the beach system and creating a comprehensive beach management program; 2) preserving and restoring the major intertidal habitats in the East and West Branches for their biological and aesthetic values; 3) maintaining tidal wetlands in their natural state and emphasizing the value of State-mapped wetlands; 4) protecting and minimizing danger to life and property from coastal flooding; 5) restoring shellfish concentrations; and 6) maintaining and improving coastal and embayment water quality.

**5C.8: Development in unprotected areas on the shoreline and other flood-prone properties poses a particular challenge to emergency services, and should be carefully reviewed and must meet CAM and FEMA regulations.**

**Policy 5D: Improve Connections between Downtown, the South End and Adjacent Neighborhoods**

**5D.1: Roadways and Transit**

**Implementation Strategies**

**5D.1-a: Improve traffic circulation and reduce traffic bottlenecks.** See Strategy 4C.1-a.

**5D.1-b: Continue a trolley or priority bus service connecting Downtown, the Stamford Transportation Center and the South End.** See Strategy 4C.2-b.

**5D.1-c: Improve the function of the Stamford Transportation Center as a gateway to and connector between Downtown and the South End.** See Strategy 4B.1.

**5D.1-d: Implement new express bus service along the Urban Transitway from East Main Street to the Stamford Transportation Center. Work with CT Transit to provide express bus service from a new transit node at East Main Street and Myrtle Avenue to the Stamford Transportation Center.**

**5D.1-e: Promote bus connections between Downtown and adjacent neighborhoods and make bus travel more desirable. Improve frequency and reliability of bus service between Downtown and adjacent neighborhoods to both the north-south and east-west.**

## **5D.2: Pedestrian and Bicycle Connections**

### **Implementation Strategies**

**5D.2-a: Improve pedestrian connectivity between Downtown and the South End. See Strategy 4C.3-d.**

**5D.2-b: Establish a clearly delineated bicycle route(s) between Downtown and the South End. A clearly delineated bicycle route or routes should be established to connect Downtown and the South End. Such route(s) could be designated as shared roadways or could be demarcated with dedicated bicycle lanes, as appropriate.**

## **5D.3: Open Space Connections**

### **Implementation Strategies**

**5D.3-a: Continue to pursue the Mill River Plan and promote a continuous greenway from Scalzi Park to Kosciuszko Park. The Mill River Master Plan calls for a continuous greenway along the western boundary of Downtown from Broad Street to Pulaski Street in the South End connecting Scalzi and Kosciuszko Parks. Portions of this greenway have been implemented and the City should continue to work with the Mill River Collaborative to complete the greenway.**

**5D.3-b: Upgrade Kosciuszko Park to make it more of a neighborhood and citywide asset.**

**5D.3-c: Maximize the potential of public plazas and open spaces Downtown and in the South End. Enhance the quality, visibility and use of public plazas and open spaces with both passive and active activity. Provide seating and shade to allow for quiet enjoyment and promote public events such as farmers' markets and outdoor concerts at these locations.**

**5D.3-d: Link open spaces and public plazas Downtown along Main Street to create an east-west greenway. Create a green streetscape with landscaping along Main Street that connects Columbus Park and Veterans Park to Mill River Park.**

## **Policy 5E: Balance New Development and Neighborhood Preservation in the South End**

### **Implementation Strategies**

**5E.1: Promote neighborhood revitalization.** The City should work with the South End Neighborhood Revitalization Zone (NRZ) to revitalize existing residential streets in the neighborhood to ensure that South End redevelopment benefits existing as well as new residents. The City should establish a fee-in-lieu program for meeting affordable housing requirements for new development that would provide funding for the revitalization of existing residential streets in the South End.

**5E.2: Promote affordable homeowner housing.** The City should work to promote affordable homeownership as part of a strategy to stabilize existing residential streets and prevent displacement of existing residents as redevelopment occurs.

**5E.3: Encourage relocation of industrial uses from residential areas.** With the exception of water-dependent industrial uses, existing industrial uses adjacent to residential streets in the South End should ultimately be encouraged to relocate to away from residential areas, to existing industrial areas elsewhere in the City. In the interim, measures should be taken to reduce conflicts between residential and industrial uses, particularly uses that generate nuisances that disrupt neighborhood quality-of-life.

**5E.4: Preserve neighborhood parking.** Parking for existing residences on neighborhood streets should be preserved or replaced if on-street parking spaces are eliminated as a result of new development, as many older residences do not have driveways or garages.

**5E.5: Calm neighborhood traffic.** Heavier vehicular traffic in the South End should be directed mainly toward Canal Street and Washington Boulevard. Pacific and Atlantic Streets should continue to function as lower-volume neighborhood streets. Allowing on-street parking on Canal Street during off-peak hours should be considered as a strategy to reduce vehicular speeds and provide additional neighborhood parking.

**5E.6: Promote mixed-use development along the Urban Transitway.** A mix of residential and commercial uses should be promoted along the transitway, stepping down in height and density away from the Downtown. Ground-floor retail should be promoted to create a pedestrian-friendly environment along the transitway.

**5E.7: Analyze and assess the design, connectivity and build-out of current plans for the South End.** This analysis should include assessment of the Harbor Point General Development Plan, planned transit-oriented development at the Stamford Transportation Center, the Gateway development proposal and existing and potential future zoning. In addition, the analysis should consider vacant and underutilized parcels, parks, public facilities and conflicting land uses.

**Policy 5F: Support retention of the arts community in the South End.**

**Implementation Strategies**

**5F.1: Promote artist live/work space.** The City should support retention of arts space in the South End. Conversion of industrial space to artist live/work space should be encouraged. The City should work with the Stamford Cultural Development Corporation and the Loft Artists Association to promote this effort.

**5F.2: Encourage connections between the South End arts community and Downtown arts and entertainment.** The City should work with the Stamford Cultural Development Corporation and the Loft Artists Association to connect South End artists with Downtown exhibition and performance space.

**5F.3: Retain niche antiques market in the South End.** The South End has a significant number of antique dealers, particularly along Canal Street, which attract visitors to Stamford and contribute to the unique character of the South End.

stamford  
advocate

<https://www.stamfordadvocate.com/local/article/Train-parking-puzzle-no-clearer-as-Charter-13654021.php>

## Train parking puzzle no clearer as Charter decision looms

By Barry Lytton Updated 9:41 pm EST, Thursday, February 28, 2019

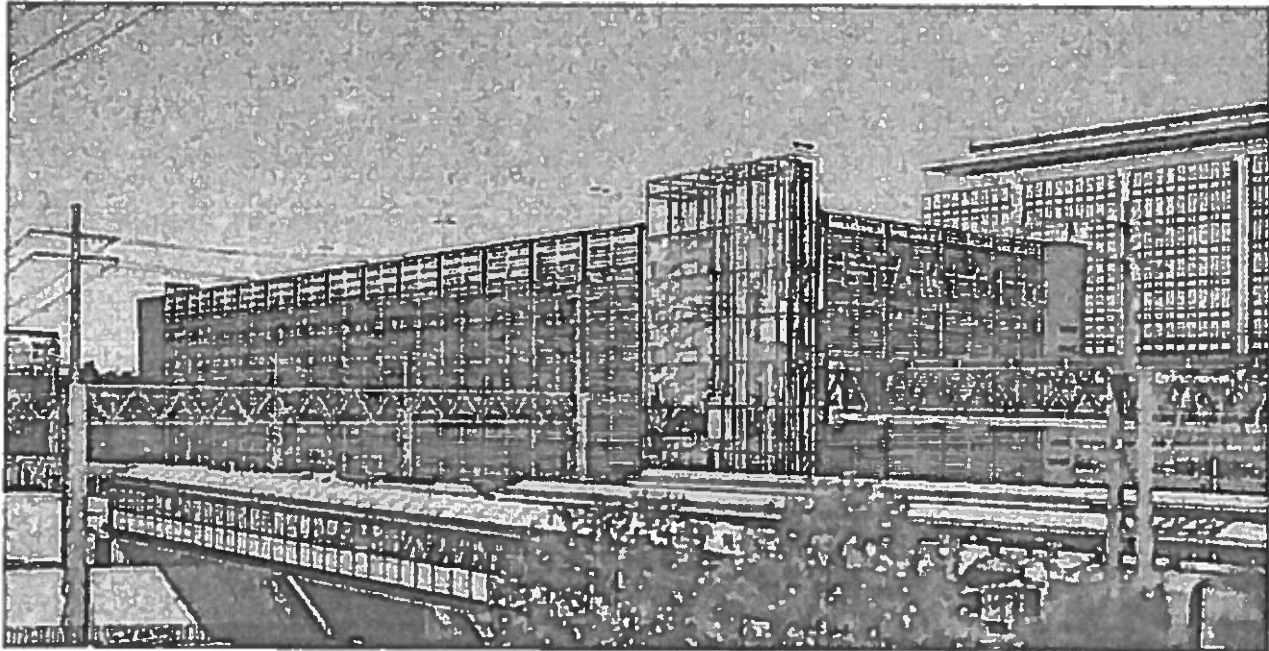


IMAGE 1 OF 4

Buy Photo

Renderings from the state Department of Transportation's Rocky Hill design firm, CHA Consulting, show the 960-space, eight-story Stamford train station parking garage that will be built on South State Street

... more

**STAMFORD** — As the wait continues for a citywide study of parking supply and need the future puzzle for commuters seeking spots at the Stamford Transportation Center gets no clearer.

At the crux of the puzzle is the state Department of Transportation's \$100 million, 960-spot commuter garage — now slated to come on line in summer 2022 — on South State Street.

With the new garage comes the decommissioning of the old 727-spot structure along Station Place.

### Recommended Video



That would appear to deliver a net gain of 233 spots. But as with most things having to do with the train station and parking, the equation is not that simple.

The largest question mark stems from the fact that bulk of commuter parking around the station comes from private garages, giving city planners limited control.

"We are looking now at managing parking," said Transportation Bureau Chief Jim Travers. "This is a really important opportunity to see how we're working with our partners."

The state this week offered an update on the new garage to the Zoning Board. In a somewhat cryptic presentation with 2017 data augmented by some 2019 numbers, state officials told the Zoning Board there is nothing to worry about. No matter the changes already taking shape, future supply will handle demand, said Jeff Parker, of CHA Consulting, the DOT's design firm.

"Simply put ... it's more than existing demand," Parker said, adding "(but) we also have to anticipate the loss of commuter parking in the area."

The 727-spot garage is now in such disrepair it is down to around 200 spaces. A 2004 addition added 1,200 spaces to the equation, but several of those spaces will be off-line for repairs in the spring and summer.

In all, the state now has some 1,500 operational spots, while private garages account for the rest — some 2,500 spots around the Transportation Center in three other garages.

Those spots can't be counted on, however. The Gateway Garage, owned by Harbor Point developer Building and Land Technology, accounts for more than 1,500 spots available for those who take the train. But those spots will be cut down to 500 at most once Gateway becomes home to Charter Communications' new headquarters, which BLT is now building.

Moreover, BLT and Charter have also requested the city let it buyout of those 500. The city will discuss and likely vote on the request next month.

The citywide parking study will look at every part of the city, but many are most concerned with the future of parking at the train station.

The Land Use and Transportation bureaus are now refining a request for proposals for a city-wide inventory of parking spots and the demand for them.

"The study will include a lot of research," Land Use Bureau Chief Ralph Blessing has said. "We have to go really granular."

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