

Schedule A – Special Permit Summary and Statement of Findings

On November 16th, 2022, TR BROAD II, LLC and 122-124 BROAD STREET, LLC (the “Applicants”) filed applications for Special Permit and for Approval of Site and Architectural Plans and/or Requested Uses (collectively, “App. No. 222-37”) with the Stamford Zoning Board. The Applicant proposes constructing a multi-family residential 13-story building containing 198 apartment units.

Application No. 222-37 was subsequently referred to various municipal departments, including the Transportation, Traffic and Parking Department (“TTP”). Upon consultation with TTP, it was determined that the original plans contained 19 compact parking spaces, which are no longer permitted under the current zoning regulations without a Special Permit. The applicants’ architects have redesigned the parking levels of the original plans so as to reduce the number of compact spaces from 19 to 11.

In addition, after consultation with TTP and the land use staff, it was determined that the original plan to locate 37 spaces in the Bedford Street garage created issues which could be avoided by placing all of the spaces within the project parking areas using tandem and valet parking as permitted by Special Permit pursuant to Section 12.D.1(c).

In accordance with those determinations, the Applicants hereby amend App. No. 222-37 to include:

1. A Special Permit pursuant to Section 12.D.1(g) of the Stamford Zoning Regulations to permit 11 compact parking spaces, the dimensions of which comply with the width requirements but are 16’ feet in length in lieu of the required 18’ (those 11 spaces are shown on the attached plans, highlighted in yellow);
2. A Special Permit pursuant to Section 12.D.1(c) to allow 7 tandem spots (each containing two parking spaces) on each of levels 2 and 3 for a total of 28 tandem spaces (the tandem spaces are shown on the attached plans highlighted in brown); and to allow 89 valet spaces, 44 on level 2 and 45 on level 3 (the valet spaces are shown on the attached plans highlighted in blue), at a rate greater than 20%.

The proposed modifications to the parking plans will produce more than adequate and seamlessly functioning parking for both the residential and ancillary uses proposed for this project and the proposal is in compliance with section 19-3.2 of the zoning regulations as follows:

Special Permits shall be granted by the reviewing board only upon a finding that the proposed use or structure or the proposed extension or alteration of an existing use or structure is in accord with the public convenience and welfare after taking into account, where appropriate:

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.*

The proposed modifications to the parking area does not change the size or dimensions of the proposed building or the parking areas and will provide onsite parking which will properly function for all uses on the site. Moreover, it contains the required number of spaces and the applicant seeks no reduction in the number of required parking spaces.

- 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.*

The proposed changes to the parking plan will have no adverse impact whatsoever on the surrounding community by reason of noise, fumes, vibration, artificial lighting, or other potential disturbance to the health, safety, or peaceful enjoyment of the property. In fact, by providing all parking within the project building, no spaces will be taken up in the Bedford Street garage.

- 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.*

The traffic can be safely and adequately accommodated on the surrounding streets. Parking is safely and adequately provided on site. See accompanying traffic report.

- 4. The nature of the surrounding area and the extent to which the proposed use or feature might impair its present and future development.*

The surrounding area includes a variety of residential, commercial, and retail uses. The proposed changes to the parking structure will free up spaces that were originally planned for the Bedford Street garage and will serve as an enhancement to the neighborhood and place people on the streets thereby increasing the patronage of nearby retail and service establishments.

- 5. The Master Plan of the City of Stamford and all statements of the purpose and intent of these regulations.*

The Master Plan of the City of Stamford and all statements of the purpose and intent Category 11 (Downtown) of the Master Plan contemplates “to provide for and protect an intensive, pedestrian-oriented mixed-use district. Intended is a full array of retail office cultural recreation and residential uses serviced by mass transportation and integrated pedestrian access system, always at grade, enhanced by up-to-date lighting, seating, planting, signage, etc., to assure a desirable mixing and interaction of people and activities.

The proposed development fits within this category and fulfills the policy goals of the neighborhood. See also the statement of findings submitted with App. No. 222-37.