

# V-C District Text Amendment

October 2018



# LUB

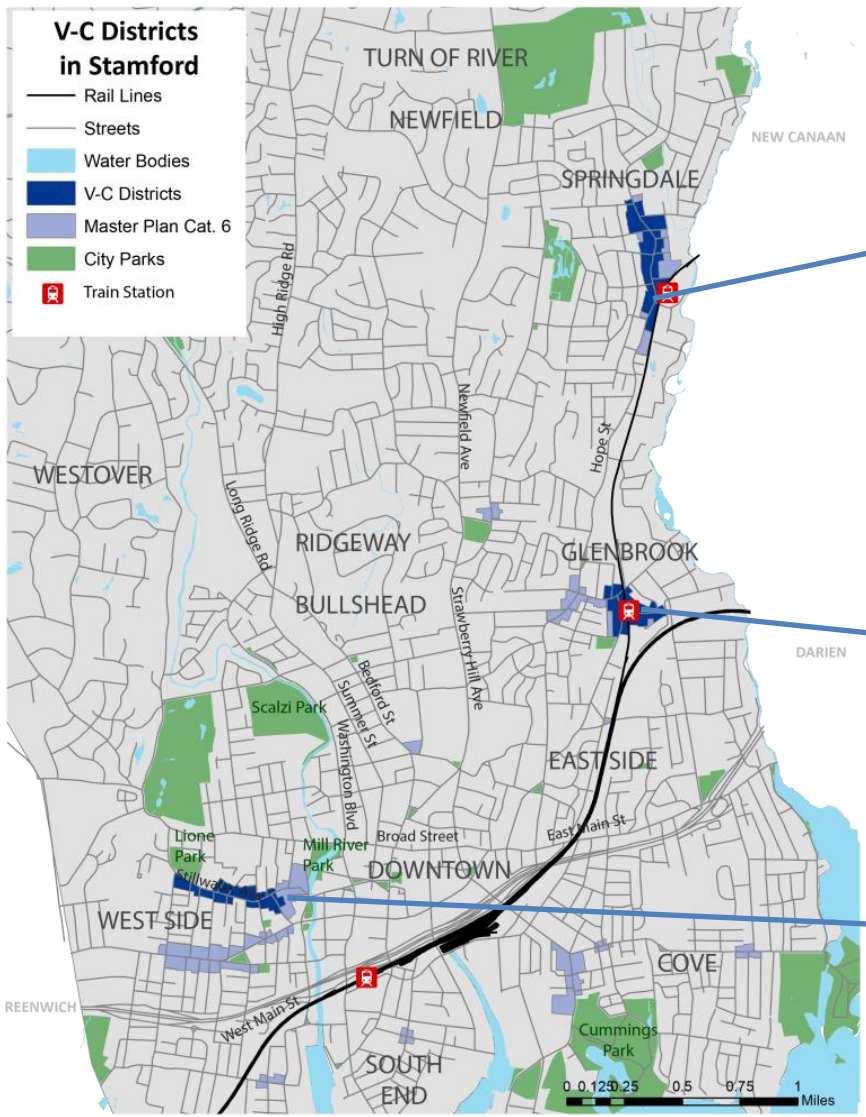
City of Stamford Land Use Bureau

- V-C district Goals & background
- Proposed Changes to V-C
  - Protect single-family districts
  - Improve urban Design
  - Lower permitted heights on side streets
  - Glenbrook Springdale V-C
  - West Side – Stillwater Ave V-C

# Goals of the V-C District

- Reinforce the Master Plan vision to create ‘Main Street’ character for neighborhood centers
- Address traffic and urban design issues
- Create connections between neighborhood centers
- Link open space
- Improve the public realm
- Manage parking creatively

# Current V-C Districts in Stamford



**Springdale**

- Rezoned in 2009
- 157 units created

**Glenbrook**

- Rezoned in 2010
- 60 units created

**Stillwater Ave**

- Rezoned in 2011
- 6 units, pending construction

# V-C District Timeline

- 2000 V-C district Vision developed by Glenbrook Springdale Community Design Workshop & RPA
- 2002 The 2002 Master Plan called for 'Main Street' development in Springdale & Glenbrook
- 2007 Study completed by Phillips, Preiss, Shapiro & RPA with draft for Village Commercial (V-C) regulations
- 2008 The Zoning Board adopted the Village Commercial District (V-C) Regulations
- 2009 Glenbrook and Springdale rezoned to V-C
- 2011 Amendment to V-C Text for Stillwater neighborhood
- 2015 Master Plan Map of the City of Stamford to change to Category 6, Commercial - Neighborhood Business
- 2015 Amendment to increase max. building height from 3 to 4 stories in all V-C districts
- 2017 Amendment to require stricter review for conversion of uses above 5,000 sq.ft.

# Goals of the Proposed V-C District Changes

- Prohibit the expansion of V-C districts into established single-family residential districts
- Provide a wider buffer (side and rear yards) and between V-C districts and single-family residential districts
- Increase parking requirements
- Better respond to character of specific neighborhoods
- Reduce residential densities
- Reduce building height, in particular on side streets
- Prohibit commercial uses on Side streets
- Stronger incentives for ground floor commercial uses along Arterial Streets
- Strengthen urban design

# Protecting Single-family Districts

## New Rules would explicitly prohibit expansion of V-C districts into single family neighborhoods

- In order to protect surrounding one-family residential neighborhoods, land currently zoned RA-3, RA-2, RA-1, R-20, R-10, or R7 1/2 **shall not** be rezoned to V-C.
- Land zoned R-6 or R-5 shall **only** be rezoned to V-C if the Zoning and Planning Boards find that that the new zoning would fit the context of the existing built environment.
- Increased rear and new side yard requirements for lots abutting on single family districts





# Protecting Single-family Districts

On land beyond 100 feet of Arterial Streets, only residential uses\* would be allowed, to create a buffer between the commercial Arterial Streets and single-family districts

\*same uses as in the R-MF medium density residential district



## **Arterial Streets**

### *Glenbrook:*

- Glenbrook Rd
- Crescent St

### *Springdale:*

- Hope St

### *West Side*

- Stillwater Ave



# Improve Urban Design

## Encourage ground floor retail:

Maximum FAR on arterial streets can only be achieved in mixed-use buildings

## Better Urban Design Controls

Design controls in particular for ground floors

## Open Space:

At least 15% of the lot shall be landscaped and have pervious surface.

## Street trees:

1 tree per 25' of street frontage required; where the requirement cannot be met, \$5,000 payment

## Signage:

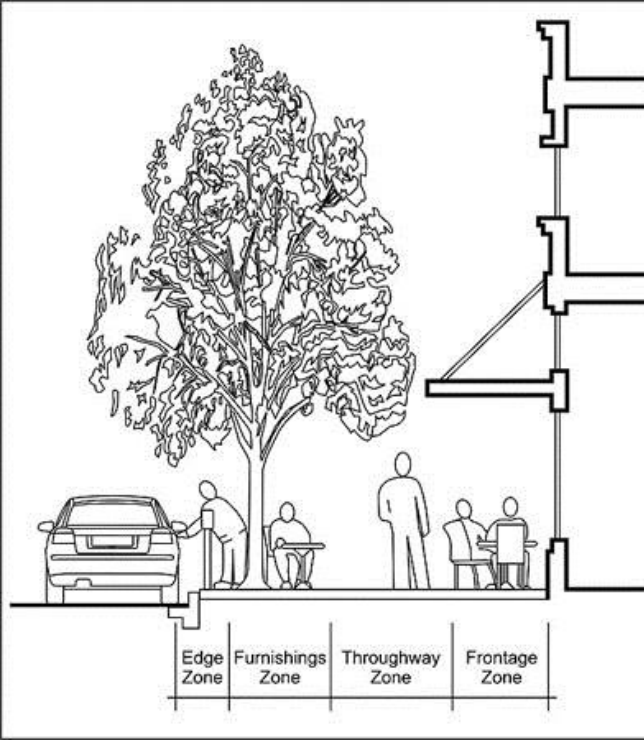
Signage to follow stricter Architectural Review Design District standards instead of C-N sign standards.



# Improve Urban Design – Sidewalks and Curb Cuts

- Minimum front setback to be increased to 15' on arterial streets and reduced to 10' on all other street
- Curb cut limitations proposed

		CURRENT		PROPOSED	
		Arterial Streets	Side Streets	Arterial Streets	Side Streets
Front Setback (from curb line)		12'	12'	15' (no more than 20')	10' (no more than 15')
Side setback		None required 4' if provided	None required 4' if provided	15' if abutting single family Else 0' 10' if provided	15' if abutting single family Else 0' 10 if provided
Curb cut location		-	-	On corner lots parking to be accessed from side street	
		-	-	Curb cut to be more than 50' from intersection	



Institute of Transportation Engineers

# New BMR Formula

## Currently

- Projects 10 units and larger must provide **10%** of units affordable to households earning 50% or less of Area Median Income
- No bonus FAR

## Proposed

- Projects 10 units or larger must provide **15%** of units affordable to Households with the following income spread
  - 6% at 50% AMI
  - 5% at 65% AMI
  - 4% at 80% AMI
- Bonus of 0.25 FAR if all BMR units are provided on site
- Reduction of minimum unit size from 650sf to 500sf if at least 20% of units are affordable to households earning 80% or less

# Simplified Review Procedure

- Large projects\* to be reviewed by Zoning Board
- Smaller projects subject to review by staff
- All projects referred to Neighborhood Associations or similar

\* Large projects: more than 20,000 sf in floor area or 40,000 sf in lot area.

# Springdale / Glenbrook

- Commercial uses only permitted along Arterial Roads (Hope St, Glenbrook Rd and Crescent St)
- Building heights on Side Streets cannot exceed 3 stories
- On arterial streets 4 stories are allowed only on lots with more than 60' frontage on the arterial street, after a setback

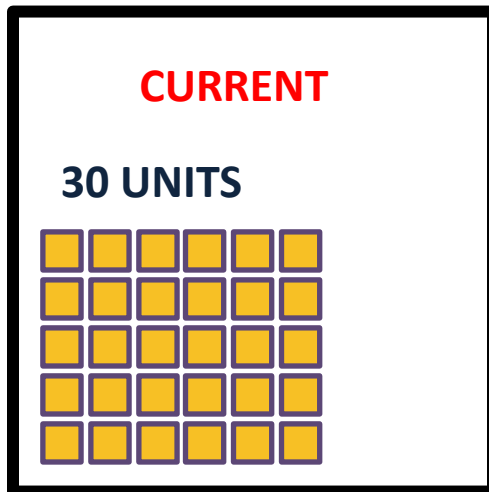


# Springdale / Glenbrook

By requiring larger units the number of permitted apartments on a lot would decrease

- Reduce residential FAR to 1.25 (from 1.5)
- Increase minimum unit size from 500 to 650 sf (*except affordable units*)

*Example: on a 10,000 sf lot the number of apartments would decrease by a third*



**$\frac{1}{3}$  fewer units!**



■ = 1 APARTMENT UNIT



# Parking

**Residential,  
spaces per  
unit**

**Highest  
requirement in  
the city!**

**Retail /  
personal  
service  
estab., per  
business**



	V-C Glenbrook / Springdale*	Current
Residential, spaces per unit	Studio: 1.0 1BR: 1.5 2 or more BR: 2.0	Studio: 1.0 1 BR: 1.25 2 BR: 1.5 3 or more BR: 1.67
Retail / personal service estab., per business	3 per 1,000sf, the first 2,000sf of each business are excluded	3 per 1,000sf, the first 3,500sf of each business are excluded



Stamford Advocate

**Increase residential and  
commercial parking  
requirements**

\*Lower requirements for BMR units



# West Side – Stillwater Avenue



- Only along Arterial Roads (Stillwater Avenue), commercial uses would be permitted
- Building heights on side streets cannot exceed 4 stories
- On arterial building height cannot exceed 5 stories, with setback

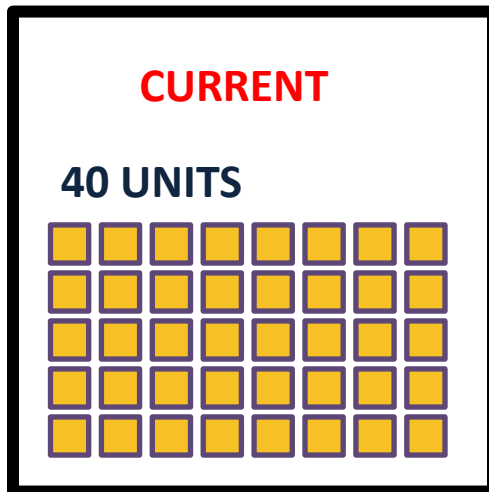


# West Side – Stillwater Avenue

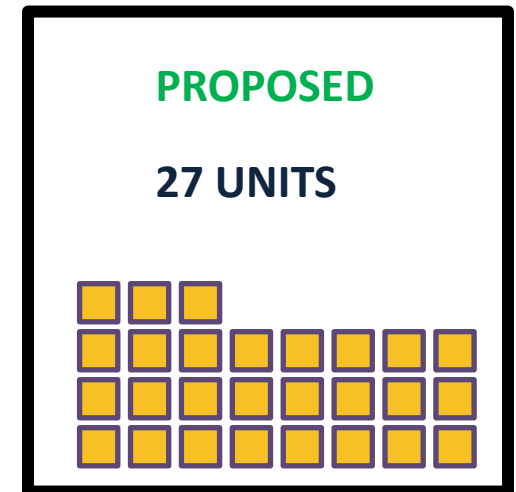
By requiring larger units the number of permitted apartments on a lot would decrease

- Reduce residential FAR to 1.75 (from 2.0 on large lots (1 acre +))
- Increase minimum unit size from 500 to 650 sf

*Example: on a 10,000 sf lot the number of apartments would decrease by a third*



**$\frac{1}{3}$  fewer units!**



■ = 1 APARTMENT UNIT

# West Side – Stillwater Avenue

	V-C Stillwater Ave*	Current
<b>Residential, spaces per unit</b>	Same as current	Studio: 1.0 1 BR: 1.25 2 BR: 1.5 3 or more BR: 1.67
<b>Retail / personal service estab., per business</b>	3 per 1,000sf, the first 2,000sf of each business are excluded	3 per 1,000sf, the first 3,500sf of each business are excluded

\*Lower requirements for BMR units

**Maintain residential and  
increase commercial parking  
requirements**



# Summary

- Protect single-family neighborhoods
- Improve urban design
- Lower densities
- Increase parking
- Be neighborhood specific