

**MINUTES OF THE ZONING BOARD
PUBLIC HEARING & REGULAR MEETING,
TUESDAY, OCTOBER 27, 2015, AT 7:00 P.M., AT
TURN OF RIVER SCHOOL AUDITORIUM,
117 VINE ROAD, STAMFORD, CT**

Present for the Board: Thomas Mills (Chair), Barry Michelson (Secretary), Rosanne McManus, William Morris, David Stein and Joanna Gwozdzowski. Present for staff: Norman Cole, Land Use Bureau Chief and David Killeen, Associate Planner.

Mr. Mills called the meeting to order at 7:20 pm.

PUBLIC HEARING (continued from Monday, October 26, 2015)

1. **Appl. 215-02 – THE STRAND/BRC GROUP, LLC, Text change**, to Amend Article III, Section 9(J)(5)(b) of the SRD-S District to increase permitted non-residential floor area ratio (FAR) from 0.20 to 0.23.
2. **Appl. 215-03 – THE STRAND/BRC GROUP, LLC, Washington Blvd./Bateman Way, Amend GDP**, requesting approval to amend the General Development Plan (GDP) for Harbor Point, originally approved as Application 206-57, by: 1) removing the note on the plan stating “maintain existing boat storage operation” and adding a note to read “Block P7 Permitted Uses: Office and Retail, Public Access, Marina, Parking” and 2) deleting the language of approval Condition #7 and replacing it with “Subject to SRD regulations, any future final site plan application, for full development of the 14 acre site, shall include a marina and public access improvements which shall be subject to review and approval of the Zoning Board.” in the SRD-S district, and to seek Coastal Site Plan Review of these amendments.
3. **Appl. 215-04 – SOUTHFIELD PROPERTY, LLC, Text change**, to Amend Article III, Section 9AAAA DWD Designed Waterfront Development District standards regarding maximum building height, minimum front setback, retention of existing structures and exemption of Water Dependent Uses from the calculation of building coverage, ground coverage, public access, preservation of visual resources and landscaping.
4. **Appl. 215-05 – WATERFRONT OFFICE BUILDING, LP, Map Change**, requesting approval to amend the Zoning Map to change from CWD to DWD for approximately 8.15 acres of property known as Stamford Landing and identified as 46, 62, 68 and 78 Southfield Avenue, Block #25.
5. **Appl. 215-06 – SOUTHFIELD PROPERTY LLC and WATERFRONT OFFICE BUILDING, LP, 28, 46, 62, 68, 78 Southfield Avenue, and 2 Selleck Street, Special Exception, General Development Plans and Coastal Site Plan Review**, requesting approval of special exceptions and General Development Plan to construct 261 units of housing and a full service boatyard and marina with public access to the waterfront and water-dependent uses on approximately 13.4 acres on Southfield Avenue in a DW-D zone. Special Exceptions being requested for proposed uses and development of the project and to establish a DWD district and to provide residential, retail and office and a boatyard/marina use and general public access.
6. **Appl. 215-07 – SOUTHFIELD PROPERTY LLC and WATERFRONT OFFICE BUILDING, LP, 28, 46, 62, 68, 78 Southfield Avenue, and 2 Selleck Street, Final Site**

and Architectural Plans & Requested Uses, Special Exception and Coastal Site Plan Review, requesting approval of Final Site & Architectural Plans, Special Exception and Coastal Site Plan Review to construct 261 units of housing and a full service boatyard and marina with public access to the waterfront and water-dependent uses on approximately 13.4 acres on Southfield Avenue in a DW-D zone.

7. **CSPR-978 – WATERFRONT MAGEE, LLC, 205 Magee Avenue**, to provide winter boat storage on 3.5 acres in M-G zone, temporary parking, no utilities and no equipment storage.

Mr. Mills read a description of the applications into the record and introduced Pam Lenzion, of MarineTec Management & Consulting Company.

Ms. Lenzion reviewed the Market Study and then reviewed the proposed facilities. She noted the market has changed, shifting from sail to power and toward smaller boats. Commercial sales tax is a deterrent. The proposed 3-acres is a good size but the roadway and the public walkways through the site present a security issue. The Marina is going to be phased in. Hauling boats from Davenport will interfere with boatyard operations. It's okay to have 205 Magee operated by an independent business separate from the boatyard. It would be hard to get a 14-acre boatyard up and operating. She suggested they should remove the road from the boatyard and also re-route the public access path. Barge traffic is 250+ per year. Hinckley is a quality operator. The hauling route should be limited to 28' boats.

Mr. Mills asked if the Board would like to ask questions.

Ms. McManus asked if the change in boat market has impacted other parts of Connecticut and Long Island Sound? Answer: the whole boat industry has been impacted; it's not growing. What amenities should the marina have? Answer: WiFi, restaurant, service facilities, 100 amp electric service, a fuel dock and possibly a bigger travel lift.

Mr. Morris noted that Hinckley had a different study of the market that showed the majority of boats to be 30' to 40'. Why? Ms. Lenzion said she couldn't comment. Mr. Morris said Hinckley wasn't interested in the storage business. Ms. Lenzion said money is in repairs; Hinckley knows their business. Mr. Morris asked why sales tax is a factor since it's been in place since the 1980's? Ms. Lenzion said because other states are cheaper. Mr. Morris said he didn't think the Market Study is giving an accurate explanation of what was happening at Yacht Haven (YHW). He asked if she collected her own data to verify the Market Study? Ms. Lenzion said the Market Study used all the available data and she added her own experience. Mr. Morris asked if she had contacted Brewer Yacht Club? Ms. Lenzion said no, that was not her scope. Bermello Ajamil did that task.

Mr. Michelson asked if the proposed facilities would attract the big boats to return? Ms. Lenzion said yes but she was talking about transients. Mr. Michelson noted the scope of services required a cash flow analysis. Ms. Lenzion said her job was to review the Applicant's financials. Mr. Michelson asked about growth potential for the proposed development. Ms. Lenzion said a lot could be done. 80% of boatyards in the country are small, much more modern and automated.

Ms. Gwozdzowski asked if there was an evaluation of the need to improve the West Beach ramp? Ms. Lenzion said she looked at it once and it could be widened. Ms. Gwozdzowski

asked what the range of boat heights was to be hauled? She also asked if Ms. Lenzion had driven down Magee Avenue which is tree-lined. Ms. Lenzion said yes, she had and the trees were a concern because they would tear the shrink-warp on the boats. She didn't think the boatyard should be putting small boats on trailers. Ms. Gwozdzowski asked what security was needed at Davenport and what the road impact would be with the boat movements.

Mr. Stein asked if Stamford could be seen as a boating destination or are other amenities needed? Ms. Lenzion said Stamford was a power boat destination and WiFi, lounge and other things would need to be added. Mr. Stein said the recommendation was for 3 separate operators and asked what the issue was with BLT running the \$205m marina. She stated that the facilities would need to be marketed.

Mr. Mills asked how tall should an efficient rack storage be? Ms. Lenzion said 50 feet. Mr. Mills asked about how service was handled at Newport and some of the other marinas that were provided as examples.

Mr. Michelson asked if it was good to have housing around the boatyard? Ms. Lenzion said she was concerned about the noise impacts.

Ms. Gwozdzowski asked if a non-contiguous boatyard would be a problem? Ms. Lenzion said no. They can be separate and it would improve the service.

Mr. Mills asked how long does it take to haul a boat? Ms. Lenzion said 20 to 30 minutes. Mr. Mills asked how much notice should there be to terminate a lease? Ms. Lenzion said 90 days is standard but 12 months is preferable.

Mr. Mills took a brief recess and resumed the public hearing at 9:13pm.

Mr. Mills asked if anyone from the public wanted to comment.

Mr. Kevin Dailey, 18 Oaklawn Avenue, said the market study was faulty. Hinckley would like a bigger building. Peer review is lacking. As a boat dealer, there's no evidence demand for large boats is dropping. Taxes have not been an impediment to sales. There is no expansion potential at Davenport. Brewer's Yacht Haven employed 80 to 100 people. The road through the proposed site is a major issue. He asked the Zoning Board to reject all applications. Mr. Dailey read from a written statement.

Mr. Paul Norton, 39 Dolphin Cove Quay, said Yacht Haven West (YHW) was oversized. Off-site boat storage is feasible and he was in support of the application. It could return a workable boatyard to the City.

Dr. Damian Ortelli, Chairman of the Harbor Management Commission said he found the applications inconsistent with the Stamford Harbor Management plan and read comments from a letter that was placed into the record.

Cynthia Reeder, Old Stamford Road, said there were conflicts between Bronstein's statements and those of Hinckley's CFO. We should not settle for less than a world-class boatyard/Marina in Stamford. "Transfer of development rights" from 205 Magee to SRD-S is flawed. Is BLT agreeing that 205 Magee will forever have no development rights? She urged the Board to deny the applications.

Carolyn Goldberg, 18 Rising Rock Road, said it looks like Hinckley didn't design the boatyard, BLT did.

Reeves Potts, from Brewer's Marina, discussed the years of operation on the 14-acre parcel and commented that the current owners offered short term leases that didn't support capital investments by the tenant. They have 24 other boatyards that are all doing well. He does not believe the proposed boatyard will work. Individuals doing their own trailering will not work. Inside boat storage is the key. The sailboat industry is making a comeback. 1/3 of the boats from Yacht Haven West were from New Jersey and this wasn't reflected in the market studies. A full-service marina could be a destination for Stamford.

Bob Bayer, Greenwich, CT, said these applications don't work with the current economics. The plan is flawed. The Southfield Avenue site does not have enough water.

Due to the lateness of the hour, Mr. Mills tabled discussion of all other matters to the next meeting which will be held on November 9, 2015 at 7:30pm on the 4th floor cafeteria at 888 Washington Blvd.

Respectfully submitted,

Barry Michelson, Secretary
Stamford Zoning Board