



City of Stamford
Zoning Board

STAFF REPORT

TO: CITY OF STAMFORD ZONING BOARD
FROM: VINEETA MATHUR, PRINCIPAL PLANNER
SUBJECT: **ZB #224-18 Zoning Map Change**
APPLICANTS: **Continental Family Holdings LLC (Owner) by Michael J. Cacace**
DATE: November 24, 2025 (**Revised December 15, 2025**)

MASTER PLAN: 2015 Master Plan Category 3 (Residential – Low Density Multi Family),
2015 Master Plan Category 5 (Residential – High Density Multi Family), 2025 Comprehensive
Plan Category MU1 – Mixed Use Neighborhood Center

ZONING: **M-G (General - Industrial)**

REQUESTED ACTIONS:

224-18	Zoning Map Change	Change from M-G zoning district to RM-1 and RM-F zoning districts
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Introduction

Continental Family Holdings LLC (Owner and Applicant) and Michael J. Cacace (co-applicant) are requesting approval of a Zoning Map Change from M-G zoning district to a split of RM-1 and RM-F zoning districts. The subject property is located at 23 Barry Place. The site is located in the Waterside neighborhood.

Background

The site previously housed the warehouse and offices for Conair Corporation. The building was demolished in October 2024. The subject site 23 Barry Place is currently vacant. The lot adjacent to this site (50 Barry Place) was recently developed as an ice-skating rink per Zoning Board approval 223-01. The Master Plan Category for the property was amended for this site in 2024 changing the Category from Category 13 (Industrial-General) to Category 3 (Low Density Multifamily) and Category 5 (High Density Multifamily).

Site and Surroundings

The site is 9.17 acres in size. Innis Arden Golf Club is located to the west and south of the site in a R-10 single-family zoning district. To the east of the site is St. Clement's Church and Sound Beach Day School (Preschool) in the R-6 two-family residential district. The area to the north is occupied by various commercial and industrial uses including home furnishings and food production in the M-G general manufacturing district. The event venue Loading Dock is located at the intersection of Barry Place and Melrose Place.

224-18 Zoning Map Change

The applicant has proposed a change from M-G to the RM-1 district for the front portion of the site (4.18 acre) and M-G to R-MF for the rear portion (5.13 acre) of the site as shown on Map 1. A comparison of the existing and proposed zoning standards is given in Table 1 below.

a. Change from M-G to RM-1

The applicant proposes a change from M-G district to RM-1 Zoning District for 4.18 acres of land (including a portion of Barry Place). As per Section 5.EE.1 Purpose "The purpose of this multi-family design district is to set aside and protect areas which have been or may be developed predominantly for low density multi-family dwellings of various types. These districts may be located adjacent to single-family districts and provide for a logical transition in density between such districts and higher intensity zones." Staff believes that the RM-1 low-density multiple-family design district provides a gradual transition from the single-family district with allowable height of 2 ½ story, required frontage of 50' and density of 15 units an acre (with BMR Premium) and is appropriate for the location. The proposed district is consistent with Master Plan Category 3 (Low-Density Multifamily). See comparison of densities in Table 2.

**Map 1.
Proposed
Zoning Map
Change**

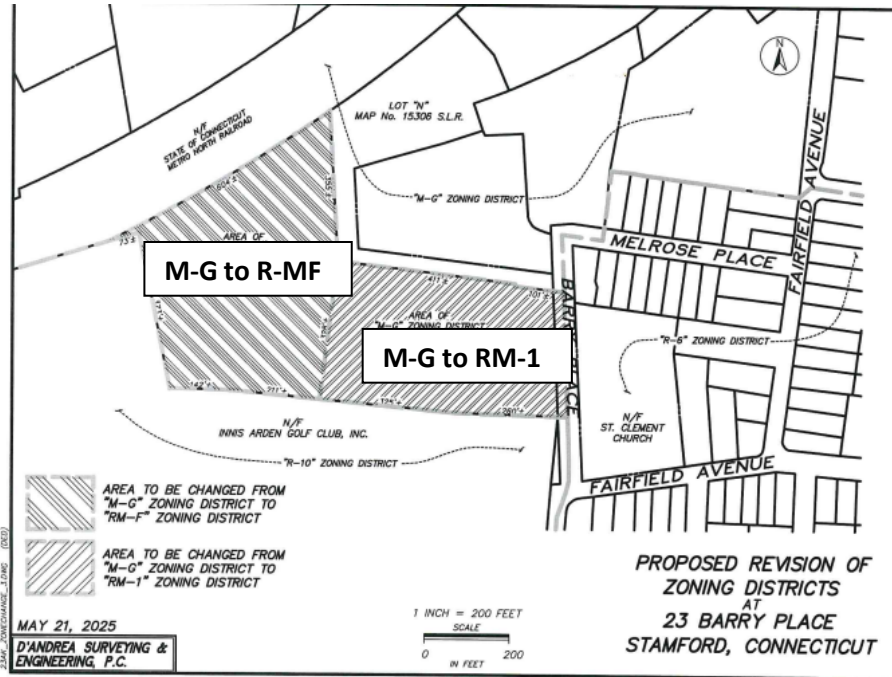


Table 1:

**Zoning
Comparison
Chart**

Zone Change from M-G to RM-F and RM-1¹

Standard ¹	M-G	RM-1	RM-F ¹
Min. Lot Area	4,000	5,000	20,000
Max Building Stories	4	2 1/2	4
Max Building Height	50'	30' (40')	40'
Max Building Area	80%	25% (27%)	35%
Residential Density	N/A	3750 sf per family	1500 sf per family
BMR Requirement	N/A	10%	10%
Front Setback	10' street 35' center street	25' street 50' center street	15' street 40' street center
Side Setback	0 (4' if provided)	10' one side 20' both sides	15'
Rear Setback	15'	30'	30'
Frontage	40'	50'	100'
Nonresidential Floor Area Ratio	1.0	0	0

Notes

1. Requirements based on subject property lot area of over 20,000 sf

Map 2. Existing Zoning in the surrounding area

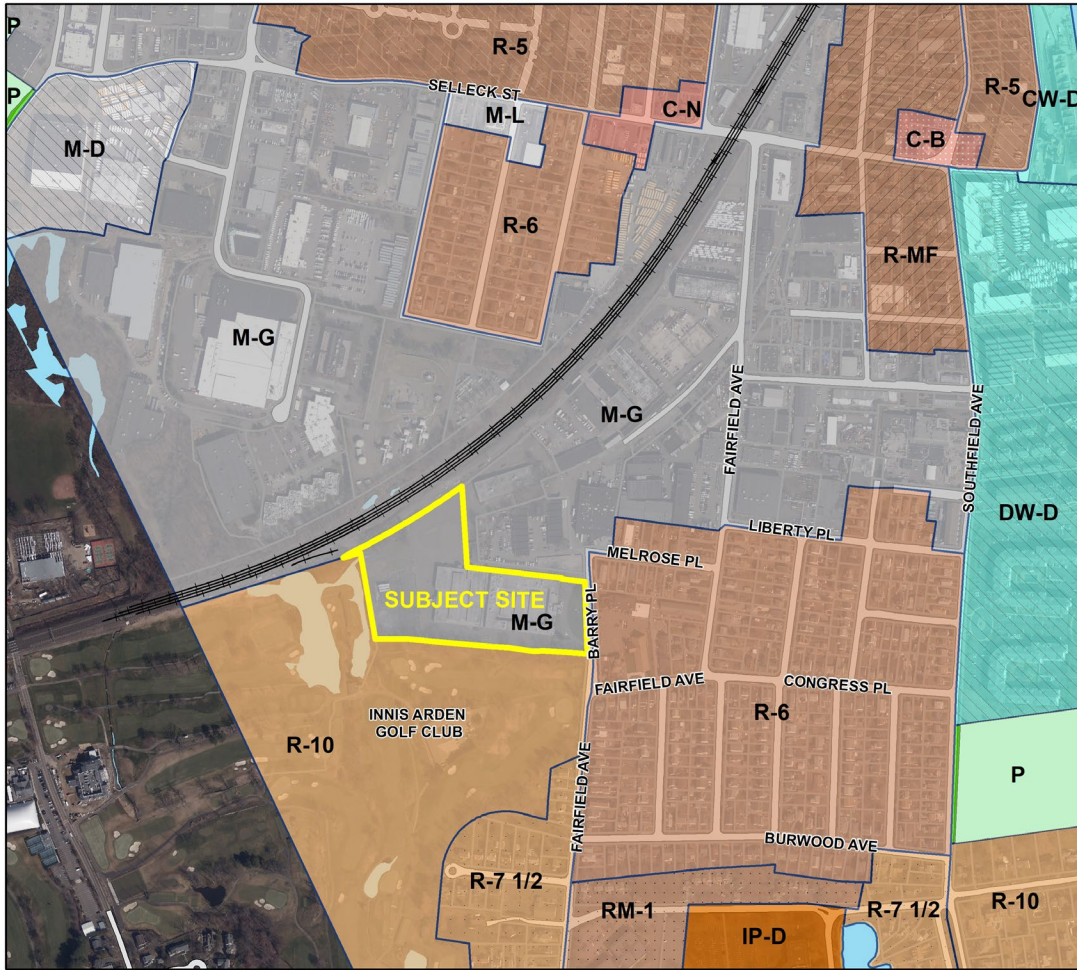


Table 2. Permitted Density in the surrounding area

Zoning District (s)	Maximum Permitted density (with BMR premium where applicable)	Potential units for the 9.13 acre site (with BMR premium where applicable)
Proposal (R-MF & RM-1)	1,089 sf per family (R-MF) & 2,904 sf per family (RM-1)	265 (205 in R-MF + 60 in RM-1)
R-6	3,000 sf per family	132
R- 7 ½	7,500 sf per family	53
R - 10	10,000 sf per family	39
RM-1	2,904 sf per family	137

b. Change from M-G to R-MF

Applicant proposes a change from M-G General Manufacturing Zoning District to R-MF for the rear 5.13 acre of the parcel. The R-MF zoning district requires 100' of frontage, allows 4 stories/40' building height and maximum density of 40 units an acre when BMR units are provided on-site.

Incompatibility with surrounding zoning

As per Section 5.FF.1, Purpose, the R-MF zoning district is set aside for areas which may be developed for *high* middle-density housing in low rise buildings. As further stated in the purpose section, the district intends for new development to be harmonious and compatible with existing buildings. The proposed rezoning of the R-MF portion will allow up to 205 units on the rear portion of the lot. Staff believes that the proposed density is inconsistent with the permitted density in the surrounding area as shown on the chart above. The surrounding zoning districts of R-6, R- 7 ½ and R-10 allow significantly lower density and scale compared to the R-MF zoning district as noted in Table 2. For example, while the requested R-MF zoning district allows 40 units an acre (with BMR bonus), the R-6 district density allows roughly 14 units per acre when developed as two family units on subdivided lots. Actual densities under R-6 will likely be lower to allow for roadways. While the R-MF zoning district allows buildings which are 4 stories/40 feet, the R-6, R 7 ½ and R-10 districts allow 2 ½ story/30 foot tall, detached buildings.

Creation of a split zone condition

Further, the portion of the parcel proposed for the R-MF district does not have direct frontage on Barry Place but will be accessed through the RM-1 portion of the site. This creates a split lot condition negating the front setback requirement for the R-MF portion of the site and the rear setback for the RM-1 portion.

The Master Plan category at the time of zoning map change application filing was Master Plan category 5 (High-Density Multi-Family) and the current Comprehensive Plan category is MU1 (Mixed Use Urban Center). The R-MF zoning district may be appropriate in these Master Plan/Comprehensive Plan categories *only* when supported by the surrounding road infrastructure and compatible with the surrounding densities.

Inadequate street infrastructure

Barry Place and Melrose Place are single lane roads in each direction with no shoulders and no signalized traffic controls. Further, the site will have a single means of access on Barry Place serving both the R-MF and RM-1 multifamily housing. This creates conditions for potential bottlenecks with vehicles entering and exiting the development and through travelling vehicles.

Projected increase in traffic

Table 2 in the applicant’s traffic study (dated November 5, 2025) shown below compares the trip generation for manufacturing/warehousing uses permitted under the current zoning with residential use which would be permitted under the proposed zoning. The trip generation for manufacturing/warehousing use is provided as a range given that industrial trip generation can vary widely based on the type of industrial use. The trip generation for the residential scenario is substantially higher than the low end of manufacturing/warehousing trip generation for almost all time frames for the in and out directions and close to the high end of manufacturing/warehousing trip generation in terms of total trips. For example, projected residential use will result in 103 total trips (in and out) in the AM peak hour on weekdays compared to a range of 47 to 134 total trips by manufacturing/warehouse use in the same time period. Similarly, the total 119 PM peak hour residential trips will be more than double the low end of the manufacturing/warehousing trips of 45 and comparable to the high end of the manufacturing/warehousing trip generation of 134. The increase in trips by the residential use is the starkest during the Saturday peak hour. While manufacturing/warehousing use is projected to generate in the range of 8 to 30 total trips, the residential use will generate a total of 125 total trips. Staff believes that the potential for increased traffic during weekends as well as certain weekday peak periods is not supported by the existing roadway conditions.

Table 2: Trip Generation Summary

Type	ITE Land Use Code	Use	Size	A.M. Peak Hour			P.M. Peak Hour			Saturday Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Previous Use (for comparison only)	140	Manufacturing	164,000 SF	31 to 98	16 to 36	47 to 134	11 to 56	34 to 78	45 to 134	5 to 15	3 to 15	8 to 30
	150	Warehousing										
Proposed	215	Single-Family Attached Housing	60 Units	8	25	33	24	15	39	21	23	44
	221	Multifamily Housing (Mid-Rise)	201 Units	18	52	70	48	32	80	41	40	81
Total Residential Development Trips			261	26	77	103	72	47	119	62	63	125

Source: *Trip Generation*, 11th Edition, Institute of Transportation Engineers

During the public hearing held on November 24, 2025 the applicant pointed to several residential complexes on Southfield Avenue (such as TGM Anchor Point, Southfield Landing and Harbor Landing) which are built at densities and typologies which are similar to those that will be permissible under the proposed rezoning. Staff believes that the roadway conditions are substantially different on Southfield Avenue compared to Barry Place and Melrose Place based on several factors. Southfield Avenue is a well improved road with sidewalks on both sides, a wide

southbound lane encompassing a shared bike lane and a northbound lane with a dedicated bike lane. Southfield Avenue widens at Selleck Street to allow a dedicated left and right turn lane in the northbound direction.



View of Southfield Avenue at Selleck Street looking south



View of Barry Place at Melrose Place looking south

The presence of better pedestrian, bike and vehicular infrastructure along Southfield Avenue make it well suited for medium to high density multifamily residential use that have developed along the waterfront. The developments along Southfield Avenue are closer to the Stamford Transportation Center compared to the subject site on Barry Place. While Stamford Landing is an approximately 17 minute walk to the Stamford Transportation Center, the train station is approximately a 32 minute walk from 23 Barry Place. The developments along Southfield Avenue are also supported by walkable amenities such as a boardwalk, Bocuzzi Park and restaurants.

The lack of consistent sidewalks along Melrose Place and Fairfield Avenue along with its industrial surroundings make walking a less desirable travel mode. The lack of pedestrian and bike infrastructure and distance from Stamford Transportation center make the site almost exclusively reliant on cars compared to development along Southfield Avenue which are accessible to the train station and the rest of the city with various modes of transportation.

Staff recommends that the applicant modify their rezoning proposal to better suit the location. Staff believes that other medium density Zoning Districts such as R-5 may be preferable alternatives to the proposed RM-F zoning district. The R-5 zoning district allows buildings up to 3 stories and 30 ft and would allow a density of 22 units an acre (with BMR bonus) resulting in approximately 200 units for a 9.13 acre site. A lower density district such as R-5 would also allow for creation of meaningful at-grade open space.

Referral Comments

Planning Board

The Planning Board reviewed application 224-18 Zoning Map Change during the regularly scheduled meeting held on May 22, 2024 and recommended approval of the application. The Planning Board found the request to be in general harmony with Master Plan Category #3 (Residential – Low Density Multifamily) and Master Plan Category #5 (Residential – High Density Multifamily) of the 2015 Master Plan.

Transportation Traffic and Parking Bureau

Luke Bittenweiser, in a letter dated May 21, 2025 provided comments on the Zoning Map Change application (224-18) and raised concerns about the pedestrian and vehicular infrastructure in the surrounding area to support the potential density of residential units. Updated plans and traffic impact analysis were submitted by the applicant in response to TTP's initial comments.

Additional comments from TTP were received on December 15, 2025 reiterating concerns regarding deficiencies in the road infrastructure, increase in traffic over current conditions and potential manufacturing uses, need to evaluate addition of a traffic signal to mitigate the increase in traffic, concern regarding degradation of level of service at the intersection of Selleck and Fairfield Avenue among other comments. The letter also noted that the impact of increased traffic from the new ice hockey rink needs to be taken into consideration. The letter noted that Melrose

Place has limited capacity to handle any increase in traffic and will require reconstruction to support new development.

Environmental Protection Board

Lindsay Tomaszewski, Environmental Analyst, Environmental Protection Board provided comments in a memo dated May 22, 2024 with regards to Application 224-18 Zoning Map Change and stated that EPB review and approval of erosion and sediment control measures, stormwater management facilities, landscaping, compliance with PB 4047, and other items will be required. The letter noted that any work proposed within the designated conservation easement and/or wetland upland review areas, will require a special permit from EPB prior to authorization for development.

Summary

Staff is supportive of development of multi-family housing at the subject site which meets the needs for middle housing and affordable housing as identified in the City's Comprehensive Plan. However, staff has concerns about the overall density and scale proposed at the site resulting from the rezoning to a combination of R-MF and RM-1 zoning districts. Staff believes that the R-MF district is not appropriate for the site based on the lower density single-family and two-family zoning in the surrounding area. Further, there is a concern that existing roadway infrastructure may not support the addition of housing at the scale that is proposed. Staff recommends that the applicant modify their application utilizing zoning districts such as R-5 and RM-1 to facilitate the redevelopment of this property.