V-C District Text Amendment

October 2018
Outline

• 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

- **Glenbrook**
  - Rezoned in 2010
  - 60 units created

- **Springdale**
  - Rezoned in 2009
  - 157 units created

- **Stillwater Ave**
  - Rezoned in 2011
  - 6 units, pending construction

Add pictures and dates for when each neighborhood was rezoned; add development (completed units) for each neighborhood (also % of housing units in neighborhood?)
## V-C District Timeline

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

Knickerbocker Ave
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

Existing mixed use on Stillwater Ave
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 set back to be increased to 15’ on arterial streets and reduced to 10’ on all other streets
- Curb cut limitations proposed

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

Institute of Transportation Engineers
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
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 \(\text{except affordable units}\)

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

![Current: 30 units](image1)

![Proposed: 19 units](image2)

\(\frac{1}{3}\) fewer units!
# Parking

## V-C Glenbrook / Springdale*

<table>
<thead>
<tr>
<th></th>
<th>Residential, spaces per unit</th>
<th>Current</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>1.0</td>
<td>Studio: 1.0</td>
</tr>
<tr>
<td>1BR</td>
<td>1.5</td>
<td>1 BR: 1.25</td>
</tr>
<tr>
<td>2 or more BR</td>
<td>2.0</td>
<td>2 BR: 1.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 or more BR: 1.67</td>
</tr>
</tbody>
</table>

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

---

*Increase residential and commercial parking requirements*
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
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*

- CURRENT: 40 UNITS
- PROPOSED: 27 UNITS

\[ \frac{1}{3} \text{ fewer units!} \]
## West Side – Stillwater Avenue

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

*Lower requirements for BMR units

Maintain residential and increase commercial parking requirements

*Stamford Advocate*
Summary

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