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The Stamford Experience in the Twenty-First Century: Analyzing Urban Development Conflict at the Neighborhood Level

Michael Hernandez
michaelghernandez@outlook.com

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The Stamford Experience in the Twenty-First Century: Analyzing Urban Development Conflict at the Neighborhood Level

Michael Hernández
Department of Political Science
University of Connecticut

Thesis Supervisor: Dr. Mary Donegan
Honors Adviser: Dr. Matthew Singer

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Abstract:

At a time when mid-size cities around the country are growing rapidly and taking on all kinds of development, it is important for scholars to understand residents' views on development. This paper reviews some of the extant literature on urban development conflict, with a focus on the legacy of urban renewal, models of citizen participation, urban redevelopment, and the back-to-the-city movement towards an understanding of resident opposition to development. The literature review also helped create a framework to answer three questions: (1) what is (or are) the central conflict(s) over urban development in Stamford, Connecticut since 2007, (2) considering a new wave of development in the South End neighborhood and the ensuing influx of residents, how do new and old residents view the benefits of current development, and (3) how similar or dissimilar are these conflicts and views compared to the urban renewal era? To answer these questions, this paper considered the South End neighborhood in the city of Stamford, Connecticut as a case study. Through a review of Zoning Board minutes/testimonies since 2007, newspaper articles, and conversations with two experts, it was possible to catalog residents' views of recent development and identify differences between old and new residents. Surprisingly, Stamford residents have expressed little opposition to development, unlike other cities. While most of the literature focuses on large cities such as New York and Washington, D.C., this study aims to expand the existing literature by using a mid-size city as a case study.

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¹ Assistant Professor in-Residence, Urban and Community Studies, University of Connecticut

² Alan R. Bennett Honors Professor, Political Science, University of Connecticut

³ Director of Housing and Development, City of Stamford

⁴ Administrative Assistant, Land Use Bureau, City of Stamford

⁵ Principal Planner, Redniss and Mead

⁶ Principal Planner, Land Use Bureau, City of Stamford

Introduction

In 1986, the former director of the Stamford Urban Redevelopment Commission Jack Condlin claimed that “a hundred years from now, some urban planner will do a doctorate on the Stamford Experience” (Charles 1986). The so-called “Stamford Experience” has been a 60-year experiment in urban development that has transformed the small New England town into a corporate powerhouse and has been dubbed one of the most successful urban redevelopment projects in U.S. history. Stamford is not alone in its growth; after decades of Urban Renewal-fueled population decline, plenty of U.S. cities experienced considerable growth in the first decade of the 21st century leading up to the Great Recession. Then during the 2010s urban cores around the country grew in the context of the so-called “return to the city” movement led by millennials and retiring boomers (Frey 2020). Stamford is emblematic of this reversal, experiencing metro New York City’s significant urban renewal efforts before rebounding and eventually adding 10,000 new residents (Del Valle 2021).

This paper considers the city’s South End neighborhood as a case study to answer three questions: (1) what are the central conflict(s) over urban development in Stamford, Connecticut since 2007, (2) considering a new wave of development in the South End neighborhood and the ensuing influx of residents, how do new and old residents view the benefits of current development, and (3) how similar or dissimilar are these conflicts and views compared to the urban renewal era?

To answer these questions, this study looked at data from three sources: (1) newspaper articles, (2) Zoning Board testimony, and (3) conversations with local Stamford experts. The newspapers include the *Stamford Advocate*, which has been the main periodical publication in the city since 1829, and the *New York Times*. These two publications have covered most developments in Stamford. The Zoning Board testimony includes records from 2007 to the

present, which covers a 15-year period of mass development in South End neighborhood. Finally, the local experts are city officials with insight into current and past development. Together, these three sources of primary data helped stitch a picture of residents' views on development.

Before diving into the Stamford Experience, the first section of this paper covers literature on urban renewal, the models of the citizen participation ladder, urban redevelopment, the back-to-the-city movement, and the debates around conflict between residents and developers.⁷ This comprehensive literature review contextualizes the study within our current moment. The second section goes into more detail about research methods. The third section discusses the case study. The fourth and fifth sections enumerate and interpret the study's findings. Finally, the conclusion section places this study in the context of the broader discipline.

Given the history of urban renewal and other subsequent measures to redevelop America's urban core, I argue that modern conflict between residents and developers is not new and follows similar patterns to the urban renewal period and more recent periods of development. Moreover, as more cities have experienced a renaissance and lured in millennials into their urban cores, I argue that policy choices to lure new residents to urban cores have revealed divergent views of development between new and old residents. Specifically, newer residents tend to support new development while older residents are less likely to support new development. The views of residents are nuanced and often personalized so that instead of being opposed to development in general, residents seek to influence specific developments by asking for modifications. Along the same lines, both new and old residents tend to acknowledge the benefits of development. A closer look at two major developments reveals that conflicts in this

⁷ Urban discussions of such terms as "NIMBYism" or "YIMBYism" are not addressed here because they are beyond the scope of this paper and do not fit within the research and scholarly framework presented here.

new era of development are different from the urban renewal era because residents are less opposed to development in general and can be mobilized by a political group and even a private developer.

LITERATURE REVIEW

The literature on urban development covers a lot of ground, yet many of the issues are connected. This paper will look at some of those connections and identify studies and models that have taken urban studies to a place where the concerns of residents are front and center and taken seriously--specifically the citizen participation ladder that came out of the urban renewal era and the implications of urban redevelopment in the 21st century. An overview of this literature helps set up a typology of actors and interactions around neighborhood-specific development that will be observed in the case study of Stamford.

The Legacy of Urban Renewal

A substantial amount of the literature in urban studies is dedicated to the period of urban renewal, a federal government program that reshaped American cities in the 1950s and 1960s. The program of urban renewal was launched through the Housing Act of 1949 and officially ended in 1974. The program was amended through the Housing Act of 1954 and subsequent acts that loosened regulations. Eventually these acts would be known as the “urban renewal” acts (McGraw 1955). The goal of the program was to address decades of urban disinvestment and demographic changes. The program included federal funds for the redevelopment of large swaths of land in America’s urban cores. This required slum clearance of condemned areas that were supposed to be replaced with housing, though there were plenty of loopholes that allowed for commercial construction. The scale of development prompted debates about land-use, displacement, and a plethora of other issues.

Initially there was a lot of support for the program from different groups who hoped to further their agendas, which was reflected in the grand proposals and renderings presented to the public. However, the program also showed that “the nation’s democratic tradition and devotion to individual rights [clashed] with efforts by big government or big developers to displace or burden the little people” (Teaford 2000). In other words, people were opposed to the urban renewal program and in some cases resisted projects in their cities. To put it in numbers, about 2,500 neighborhoods were razed during the program’s existence, most of which housed communities of color (Hyra 2012).

The urban renewal program coincided with another major development in America’s cities: the interstate highway. Only twenty years earlier, General Motors had held an exhibition called “Futurama” at the 1939 World’s Fair in New York City showing the future of cities for the year 1960. The model included handsome skyscrapers, automated highways going through cities and vast suburbs (Kalan 2022). A version of what Futurama envisioned became reality with the passage of the Federal-Aid Highway Act of 1956. Cities radically changed their built environment. Coupled together, the Housing Acts and the Federal-Aid Highway Act dramatically changed the landscape. Avila and Rose (2009) summarize this phenomenon succinctly:

“Like promoters of earlier railroad station projects, leaders of renewal efforts in Pittsburgh, Chicago, and other cities assumed that a combination of slum clearance, handsome office towers, and great expressways would bring white middle-class people back to downtown. Once downtown was easy to reach and looked safe and attractive, went the argument, well-off urbanites would want to rent corporate space, move into upscale apartments, or perhaps just go shopping at Chicago’s Marshall Field & Co.,” (p. 338).

While the aspirations of the urban renewal program were ambitious and sought to revive America’s downtowns, the results were different. For example, in New York City Robert Moses

used urban renewal funds to build the Cross-Bronx Expressway through a vibrant neighborhood, permanently splitting it and destroying the local economy (Caro 1974).

Additionally, at this time there was a shift in demographics with so-called “white flight” as white residents moved to the suburbs and left behind an economically depressed inner city. This was made possible by the availability of credit to purchase homes and cars in a post-war booming economy via the Housing Acts and the GI Bill (Avila & Rose 2009). The newly built highways were a means of transportation but not a means of connectivity as it helped create single-use spaces and the decimate multi-use spaces. Suburbanization, enabled by highways, exacerbated spatial segregation along racial lines. Moreover, the benefits of changes in the built environment overwhelmingly went to white Americans (Avila & Rose 2009). This resulted from the practice of redlining, which were race-based exclusionary practices in real estate like steering and the use of covenants. Essentially, areas with predominantly white residents were graded as the “safest” places where banks could invest while areas with ethnic minorities were graded as “hazardous” (Locket et al. 2021). Another important factor was accessibility to high-paying jobs. Jobs followed the flight of white residents out of the urban core, placing them further way from communities of color who tend to have lower rates of car ownership. A study even showed that discrimination and redlining have caused higher unemployment rates among African Americans (Zenou & Boccard 2000).

Some scholars have suggested that this period of “new urban renewal” from 1992 to 2007 was similar to old urban renewal and just as detrimental to urban black America. However, there are three major developments in the new form of urban renewal that distinguish it from its original form in the 20th century. First, strategies in new urban renewal were about expanding and growing the downtown area rather than preserving it. Second, there were different actors

involved the second time around not just the federal government. Third, there were mixed consequences for urban black America because of the intersection between race and class. Finally, poverty was shifted to the periphery of the city or the “inner suburbs” (Hyra 2012).

From Growth Machine Model to Community Benefits

A direct response to understand the process of urban renewal was the emergence of the so-called “growth machine model” in urban studies. Writing in the 1970s, sociologist Harvey Molotch looked at how the interests of various groups within a locality are related to the idea of “growth”; how urban elites come together to secure external resources for growth (Molotch 1976). This claim is derived from a simpler idea that cities are looking to grow their populations to set off a chain reaction of growth in industry, retail, housing, and other sectors. Similarly, the growth machine model adopts the idea of land-based interests and the aggregation of parcels of lands. In other words, people getting involved at the local level have a lot to gain or lose from their land. Other entities including newspapers, businesses, and nonprofits also get involved because they are pro-growth, and they want a say in the distribution of goods within a city. It is worth noting that there is essentially no role for citizen participation in the growth machine model. Even forty years after the growth machine was first proposed, it is still a guiding model for the American urban context--specially when looking at the “movers and the shakers” of urban politics (Cox 2019).

Molotch’s growth machine model has been reconsidered given two innovations in urban development: community benefit agreements (CBAs) and value-conscious growth. Consider:

“In contrast to the historical conflict between use and exchange values, CBAs can change the relationship between developers and communities by fostering collaboration and turning adversaries into partners, which can help developers in the city approval process and avoid costly delays and lawsuits” (Saito & Truong 2015, p.283).

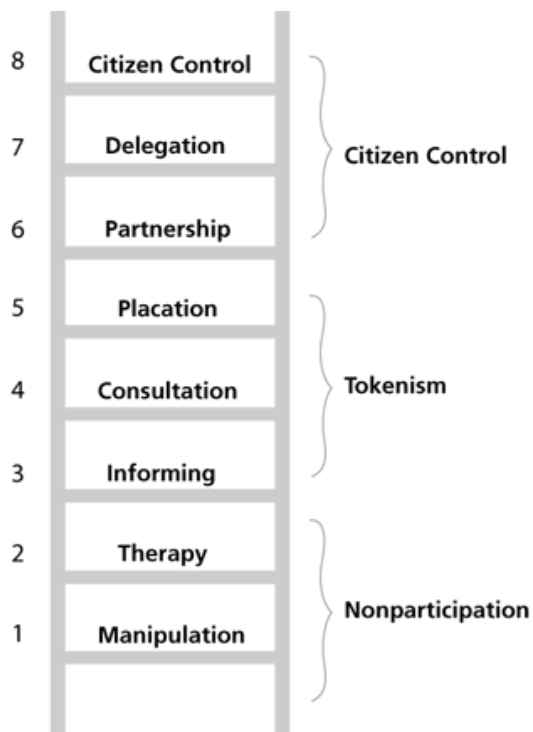
These are mechanisms that residents can use to negotiate with the growth machine. It is worth noting that CBAs are project-specific, and the community negotiates directly with a developer, and municipalities are often excluded. Moreover, CBAs are essentially contracts that are sometimes enforceable (Wolf-Powers 2010). These are new and rare, with the first instance of a true CBA occurring in the construction of the L.A. live sports and entertainment district in 2001 (though it should be noted that there were two other instances of earlier CBAs in Los Angeles in 1998). The emergence of a CBA in this massive \$2.5 billion project is attributed to geographic fragmentation and the declining consensus of growth interests, a shift from previous models of big development that displaced residents and brought little benefits to them (Saito & Truong 2015). The developer in the L.A. live sports CBA complied with its provision, providing affordable housing units and hiring locally. It might not be surprising that developers are incentivized to comply with CBAs, “considering the public resources that go into these projects, such as the use of eminent domain and hotel tax rebates for the Staples Center and L.A. Live projects, and a faster approval process with community groups as allies rather than opponents, developers see CBAs as an acceptable trade-off and a cost of doing business” (Saito & Truong 2015). Today, the L.A. live sports CBA is considered a model for the rest of the nation. Similar successful instances of CBAs have been observed in other large development projects in New York City and Denver. Yet, “Milwaukee’s case represents a cautionary tale for planners in cities where the development market is slack or where government has relatively little expertise in land development. It also suggests that in a nationally slack real estate market, community benefits advocates can expect to have less success than they did in the early 2000s” (Wolf-Powers 2010). In short, the government is an important partner for developers in the creation of CBAs but it can also act as a gatekeeper to development.

An ethnographic field study into Pittsburgh's first CBA in the 2008 construction of a hockey stadium showed that CBA's can hold developers accountable and empower local activists/advocates (Cain 2014). Even though CBAs can empower local residents, they do not alter the model of developer-driven redevelopment; in other words, local residents are considered after the fact and CBAs are the "path with least resistance" (Cain 2014). CBAs are not only an update to the growth machine model but also to Arnstein's "ladder of citizen participation" (Arnstein 1969) since the local community appears to have agency in the development process through a CBA, yet it is co-opted to avoid opposition against a development (Cain 2014). Additionally, CBAs can exist in more institutionalized forms. For instance, there are plenty of cities around the country that have requirements for community benefits in their zoning rules, so a developer might have to fix a street or contribute to an affordable housing trust to receive approval for a development (Community Benefits Agreements). This is in line with the old and new understanding of the politics of the growth machine model (Molotch 1976; Cain 2014).

Citizen Participation Ladder

As the formal urban renewal era came to an end and cities looked to shift power away from city halls and towards residents, urban scholars began to turn their attention to how well cities did this. Arnstein (1969) is perhaps the most well-known among these scholars and created a typology of citizen participation by using examples from three major housing programs: urban renewal, anti-poverty, and Model Cities. The different levels of participation are put on a "ladder" under three broad categories: "nonparticipation", "tokenism", and "citizen power." Under these categories there are more specific levels (visible in Figure 1). First, nonparticipation includes "manipulation" and "therapy", both of which are a top-down approach meant to educate residents. Second, tokenism does include participation and is measured in degrees ranging from informing, consultation and placation. Even though participants have a voice they lack the power

to ensure their demands are turned into action items. Third, citizen control includes three levels that range from partnership, delegation, all the way to full or near-full citizen control. This model has been deeply influential in urban studies as it acts as a framework to understand power and power sharing in a community.



Arnstein's Ladder (1969)
Degrees of Citizen Participation

Figure 1

However, there are some major drawbacks to this framework and there have been notable revisions in recent years (Bratt & Reardon 2013; Blue et al. 2019; Kotus & Sowada 2017; Roberts & Kelly 2019). For instance, Bratt and Reardon (2013) propose an expanded version of community development that takes those changes into account and includes three new categories of citizen participation. First, in direct bottom-up resident strategies, residents can enter a negotiation or mediation, participatory community planning, or turn to organizing and activism and protest. Second, in indirect bottom-up resident strategies, residents can volunteer with a

nonprofit, write a public interest campaign, vote, or run for public office. Third, residents can take on professional roles to support resident participation by joining a private firm, a local community development corporation, a government agency, or advocacy planning. Bratt and Reardon (2019) also add more nuance to Arnstein's ladder by identifying three variables that community development participants need to monitor: (1) the level of economic resources, (2) the level of support for community development, and (3) the concentration of power within the local community. In turn these are influenced by the environment of a community, which could be characterized as hostile, challenging, or supportive. Similarly, Blue et al. (2019) contextualize Arnstein's ladder for the twenty-first century by incorporating Nancy Fraser's model of justice, which prioritizes parity in participation (Fraser 2013). Fraser's model takes into account the evolution of assumptions of public participation. In practice, it's a guide for planners to create more inclusion in the participatory process (Blue et al. 2019).

Urban (Re)development: Building Large and by the Water

Decades after the urban renewal program formally ended, redevelopment continues to be a salient theme in urban studies. In the aftermath of the urban renewal program, there was an implicit devolution of the urban development agenda to local entities. For instance, community development corporations in Harlem and Bedford-Stuyvesant in New York City oversaw new development in those neighborhoods (Johnson 2004). A key lesson from these early entities was that "community development has to be grounded in community roots" (Johnson 2004).

Similarly, there was a rise in public-private partnerships; Baltimore is often cited as an example and successful model (Brownill 2013). Baltimore pioneered the waterfront regeneration through a model that has since been exported to other cities around the world and includes a "public-private partnership, a mix of uses and investments (including the offices of the World Trade Center, the Harborplace festival shopping complex [itself copied from Boston], open space and a

marina) and the commitment of the City” (Brownill 2013). Other cases include London (London Docklands Development Corporation and the Canary Wharf mega-project) and Melbourne.

In the post-industrial context following urban renewal, large scale urban redevelopment schemes took off. Like in Baltimore, other cities around the world joined the movement to redevelop their waterfronts (Holden, Scerri, & Hadizadeh Esfahani 2015). Even though many of these urban redevelopment projects are large in scale, they are still operating within local jurisdictions, so the planning process allows for input from the community. “For example, when a planned high rise will block their view, residents will try to lower the maximum allowable height of buildings. By mobilizing the support of other actors through petitions, court cases or the media, they seek to coordinate actions in support of their interests” (Stapper & Duyvendak 2020). This private sector-led approach to development appears to allow for more input from the community and for requests for modifications or scaling down of a project.

Even though there has been citizen involvement in more recent urban development schemes, there have been mixed results. Even when citizens get involved, “the “citizens' interests” that are ultimately incorporated into official plans and documents do not necessarily reflect the needs of an entire neighborhood undergoing development. Above all, residents' interests are defined by entrepreneurial residents and governmental agencies (Stapper & Duyvendak 2020). In some cases, such as the LA Live redevelopment and LAX airport construction, the use of CBAs secured jobs for local residents, living wages, and affordable housing (Teitz & Chappel 2021). However, CBA's are not as common or popular in use.

Even if there are opportunities for citizen involvement or ways to mitigate the impact of megaprojects, urban redevelopment can still generate opposition. For instance, “neighborhood group opposition may be strengthened if it is organized into groups of similar racial or ethnic

characteristics” (Holman & Spitzzley 1996). Moreover, the influx of new residents into a neighborhood might prompt conflict between newer and older residents like in Boston’s South End (Auger 1979). These conflicts can be over political displacement, as was the case in some of Atlanta’s neighborhoods (Martin 2007). More attention has been given recently to who these newer residents are, and that is the subject of the next section.

Back-to-the-City-Movement

The growth of cities from the 2000s onwards is often called the “back-to-the-city” movement (Hyra 2015). In contrast with previous efforts to grow the urban core of cities, this new form of development adopted several of the private sector changes described in the previous section. Some of these trends included a larger geography designated as ‘downtown’, downtowns with several districts, downtowns connected via mass transit, city investment in open space amenities, and most downtowns having active improvement districts (Birch 2009). Major cities that have seen this influx include Kansas City (L’Heureux 2015), Seattle (Idziorek & Chalana 2015), Chicago (Hyra 2012), New York City (Hackworth 2002), Washington, D.C. (Sturtevant & Jung 2011), and San Francisco (Hackworth 2002). Some major trends surrounding this kind of development have been identified:

“First, corporate developers are now more common initial gentrifiers than before. Second, the state, at various levels, is fueling the process more directly than in the past. Third, anti-gentrification social movements have been marginalized within the urban political sphere. Finally, the land economics of inner-city investment have changed in ways that accelerate certain types of neighborhood change.” (Hackworth 2002).

The back-to-the-city movement has prompted questions about political and cultural displacement among long-term residents in neighborhoods with an influx of development (Hyra 2012), even though there can also be benefits that come with a resident influx into a neighborhood, especially when those new residents have higher incomes (Hyra 2012). These

questions have been mostly directed at developments in large cities such as New York City. The next section will focus on some of those answers.

Conflict and Opposition

Much as it did as the urban renewal era marched on, new development in American cities has generated conflict between residents and developers, which has been documented in places like Los Angeles County and Henrico County, Virginia (Whittemore & BenDor 2019). Public opposition to development in Henrico County, Virginia from the past 30 years has shown that higher levels of opposition to housing development were significantly associated with increases in population density, homeownership, census tract populations, racial diversity, larger rezoning and the incorporation of multi-family or zero-lot housing (Whittemore & BenDor 2019). These attitudes can be powerful enough to result in denial rates for development as high as 40% in places like Atlanta (Schively 2007). Lastly, “there still seems to be a disconnect between traditional planning and development processes and the most effective and efficient mechanisms for working with communities to promote affordable housing. Public hearings are hardly effective at overcoming virulent NIMBY opposition” (Sally & Tighe 2015).

Not all residents see themselves or their role in a neighborhood equally, as in the case of the two mixed-income neighborhoods of Packdon and Spruce Ridge in Seattle (Elwood et al. 2015). A lot of residents express appreciation for the diversity of their neighborhoods, yet in some cases they “other” people living in poverty in their neighborhood. These observations are also consistent with some of the narratives built by new residents in the Brooklyn neighborhood of Stuyvesant in their dual role as “progressives” and “gentrifiers” (Donnelly 2018). Gentrifiers use three frameworks to tell the narrative of the changing neighborhood: (1) they reframe the outcomes of gentrification, (2) they distinguish themselves from “bad” gentrifiers, and (3) they

displace responsibility for gentrification (Donnelly 2018). There are only a handful of studies focused on how gentrifiers see themselves in their new communities as well as how they understand their role within them. Thus, the perspective of gentrifiers is an area that needs more research and should be considered in cities where there has been an influx of new residents.

A lot of studies on urban development conflict are conducted at the neighborhood level, so it is important to understand the local political landscape. Logan and Rabrenovic (1990) find that city government is viewed as a more important political actor than developers, or at least that is the case in Albany. Along these lines, it is worth pointing out that there is a lot of literature focused on the influence and efforts of actors involved in development, but there is little research on a framing to understand how and why certain groups support or oppose development, an issue raised by changes in the view of NIMBY attitudes (Ocejo 2021). For instance, some low-income residents are critical of affordable housing developments, an attitude usually seen among “gentrifiers” and wealthy homeowners. A study in the city of Newburgh, New York found that these views are shaped by how residents frame their city and their role within it (Ocejo 2021). There are three implications that stem from this argument: (1) the case study of Newburgh shows not only how residents react to ongoing changes but how those changes are different in small cities, (2) more contextualized analyses of residents’ reactions are needed, and finally, (3) there are underlying conflicts between local populations that can get in the way of a project (not all conflict is between residents and developers).

Lastly, it is also the case that some residents do not engage in conflict because they may be displaced politically due to gentrification. A study looking at the conditions surrounding political displacement in four neighborhoods in Atlanta (Lakeside, Belleview, Tyler Hill, and

High Point) has shown that the differences in responses to gentrification can be explained by the “organizational environment” of a neighborhood (Martin 2007). In other words, it matters whether a neighborhood has organizations with long-time residents, what organizational strategies those organizations have, and their internal/external legitimacy. Moreover, Martin’s neighborhood-level approach goes deeper into some of the anxieties that come with development and the conflict that might arise between long-time residents and new residents.

Our Current Moment

There has been extensive research into urban development, and a lot of literature has focused on the legacies of urban renewal, the exclusion of certain communities from the civic process, while a major concept that underpins these conversations is Arnstein’s ladder of participation. More recent literature has built from this concept to consider how reactions to urban renewal have empowered residents to find their place in the civic process, from budgeting in Chicago to community benefit agreements in Pittsburgh (Weber et al. 2015). Additionally, given development in the last 20 years, researchers have looked into the dynamics between residents and attitudes toward developers. However, these studies focus exclusively on major cities, leaving out small and mid-size cities that have also seen an urban renaissance in the 21st century. Therefore, this study can contribute to the growing literature by using a mid-size city as a case study to see if the larger trends of opposition to development in the literature also hold true for mid-size cities.

RESEARCH DESIGN

This study is concerned with three questions. First, what is (or are) the central conflict(s) over urban development in Stamford, Connecticut since 2007. Second, considering a new wave of development in the South End neighborhood and the ensuing influx of residents, how do new

and old residents view the benefits of current development? Third, how similar or dissimilar are these conflicts and views compared to the urban renewal era? To answer the study's questions, I relied on data from three sources: (1) newspaper articles, (2) Zoning Board testimony, and (3) conversations with experts. The newspapers include the *Stamford Advocate*, which has been the main periodical publication in the city since 1829, and the *New York Times*.

To address these questions the study relies on case research. Case research can be used to construct a theory or framework, to modify research questions, contextualize an issue, and bring in different perspectives. Additionally, case research also has high internal validity. As a case study, Stamford presents an opportunity to contribute to the growing body of scholarship that seeks to uplift the voices of residents because there is active development and an influx of new residents in the city. Since large populations of both new and old residents live in the neighborhood, it is possible to contribute to the literature on how old and new residents view the benefits of development.

There were two factors to consider when choosing which site to study in Stamford: development is neighborhood-specific and developer-specific. This study focused on the South End neighborhood since development there has been specific to the neighborhood and carried out by a few major developers. Moreover, there is ongoing development and most of the development is residential so there is a constant influx of new residents.

Within the South End neighborhood, I analyzed Zoning Board minutes and public testimony to determine how residents view the benefits of development. These documents are available to the public online and upon request at Stamford City Hall. I analyzed minutes that are related to development since January 1, 2007. The cutoff date is based on the approval of the massive \$3.5 billion Harbor Point development in the South End neighborhood that spurred

current development. I identified several developments that I focused on in the South End neighborhood when sifting through minutes and testimonies (Current Developments Map). The specific developments in question are listed in more detail in Appendix 1. Additionally, this study went in-depth on two developments in the South End neighborhood: the B&S Carting site and Brewer's Haven boatyard.

Finally, I had conversations with Vineeta Mathur, a Principal Planner at the City of Stamford and with Rick Redniss, Principal Planner at Redniss and Mead. Our conversations focused on the history of development in Stamford and current developments.

Case Study: The Stamford Experience

The city of Stamford is located in Connecticut's Gold Coast, approximately 35 miles northeast of New York City. It is Connecticut's second largest city. As of the 2020 Census, Stamford has a population of over 135,000 people (U.S. Census Bureau Quickfacts: Stamford City, Connecticut). Most of this growth in population has occurred in the Downtown and South End neighborhoods, which have seen extensive apartment building construction (Schott 2020). The construction boom was worth some \$6 billion in 2020 (Zimmerman 2020). The South End redevelopment "Harbor Point" alone is worth over \$3.5 billion and growing--making it one of the largest redevelopments in the United States (Belson 2007; Prevost 2006). The large development was approved in 2007 but its original developer, Antares, went under during the Great Recession since it was heavily invested in luxury real estate in neighboring Greenwich and Westchester County, NY. Its new developer, Building and Land Technology, successfully carried the development out of the Great Recession and by 2010 some of the first residential and commercial towers were ready for use (Siwolop 2010). By the time of its 10th anniversary, a dozen new buildings had been built, which included thousands of new housing units and new

businesses. Perhaps more surprisingly, the actual built environment looked almost exactly like the plan developed by Antares in 2007 (Prevost 2022; Lytton 2019).

The South End neighborhood (as seen in Figure 2) is in the middle of an apartment construction boom that began in 2007 and resulted in the addition of 10,000 new residents, according to the 2020 Census.

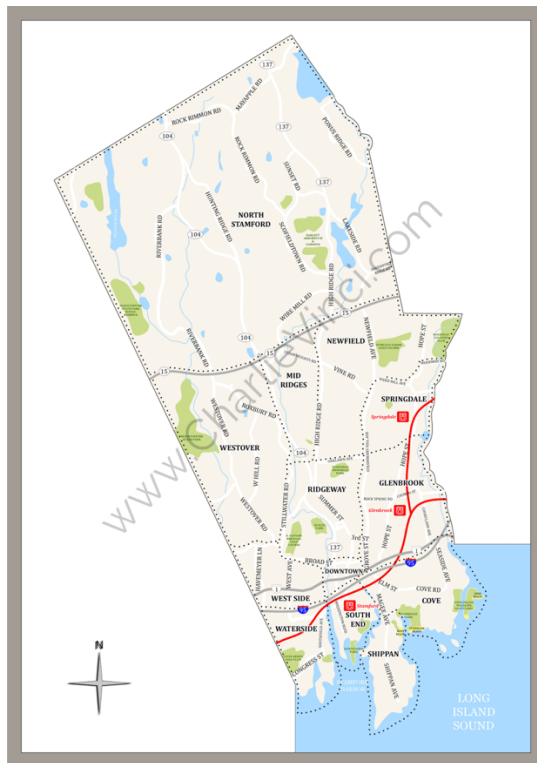


Figure 2

The redevelopment of the South End neighborhood is far from being a recent aspiration. Stamford has a long history of big development in its Downtown district dating back to the age of urban renewal. Even when all development was confined Downtown, there were talks of expanding to the nearby waterfront south of I-95. By the 1980s, plans called for a \$40 million venture that would include a boatyard, a marina, and condominiums on a site where the current Harbor Point development stands today (Charles 1985). Even this early in the neighborhood's

revitalization history there were also plans to remove the existing boatyard on the site, which in the 2010s became a point of contention that will be discussed later in this study. Even though there were big plans for the site, they never materialized. Around this time, there were other big projects happening on the waterfront that did materialize, mostly office space and marina slips (Charles 1985). By the mid 1980s, the construction of so much office space in the South End prompted changes in zoning rules that limited the height of buildings. John A. Smith, Stamford's Planning and Zoning Director, noted that "We will not allow the neighborhood's homes to be swept away, and even though we want to encourage the type of development that will provide jobs, such things as housing, public access to the waterfront and the traffic situation must also be considered" (Kennedy 1987). Some of these same themes emerged decades later when the site was redeveloped.



Figure 3

Renewed plans to develop the South End site re-emerged by the early 2000s. By then Stamford was experiencing an apartment construction boom with 4,000 residential units under construction in its Downtown by 2000. Notably, Stamford was also a high-income city by that

point with a median household income of \$109,800. In this market, the developer Collins pitched a plan known as “Admirals Wharf” to redevelop the South End and received approval from city officials in 2002. The plan called for 600 residential/condominium units, 200,000 square feet of office space, 130,000 square feet of retail space, waterfront amenities, marina slips and a boatyard (Admiral’s Wharf). An aerial view of the site can be seen in Figure 3. The hot market of the 2000s peaked in 2005, and Collins sold the project to Antares, bringing the project to its final hurdle and its eventual realization in the 2010s under the developer Building and Land Technology.

Results

Zoning Board: Conflict in the Commentary

Looking at 33 developments (listed in full detail in Appendix 6), it is clear that most developments in the South End are passed without much opposition--either from the public or from members of the Zoning Board. The city of Stamford has a website that showcases all approved and completed developments (“chosestamford.com”), and every development listed in this study has been approved (Current Developments Map). Of course, approval does not equate unanimous support, which is where the Zoning Board record is useful to understand public sentiment in more detail and provides answers to the first research question.

Looking at the same 33 developments more closely, the Zoning Board minutes reveal that even though there are not a lot of residents showing up to meetings, there are still quite a few participating. After carefully reading through their remarks, there are five categories of commentary that emerged. These have been tabulated in Figure 4.

Figure 4 shows that since 2007, there have been a total of 73 testimonies at Zoning Board meetings for the 33 projects analyzed in the South End. Most of the testimony is in support (33

observations) of development projects while opposition is low with only 4 observations. There were some questions (4 observations) and testimony in support pending on certain conditions laid out by the testifier (5 observations). The rest of the comments were more general (or “miscellaneous”). However, this last cluster of comments had two identifiable categories. There was a distinction between comments that were about concerns about a project and comments that were about demands for a certain project.

Category	Number of Observations
In support	33
In opposition	4
In Support with Conditions	5
Questions	8
Miscellaneous comments	23
Total	73

Figure 4: Zoning Board Testimony 2007-2022

The Zoning Board record is not a transcription of everything that is said at a meeting. However, it does provide summaries of what each testimony is concerned with. From there it is possible to ascertain the different concerns that residents are voicing. Looking at all 73 observations, the following themes emerged:

- restricting retail in the South End;
- affordable housing;
- transferring development rights from site to another;
- a rooftop bar and potential noise pollution;
- traffic congestion;

- bringing a grocery store to the South End;
- road improvements;
- public safety;
- density of buildings;
- architectural significance;
- historic preservation; and
- a jitney that would connect South End with Downtown.

First, a lot of people were concerned about the addition of retail space in the neighborhood; this was commonly cited by residents and the Downtown Special Services District (DSSD). In fact, the DSSD was very opposed to development in the South End early on for fear it would create a “second downtown”.⁹ Second, other testimony highlighted affordable housing as a major issue. Residents wanted more affordable housing units. Third, in a later proposal people came out against a rooftop bar planned for the neighborhood due to noise, double parking and traffic at night.

In addition to the different types of testimony, it was also possible to identify who was testifying. Most people self-identified as residents of the city at-large, members of the Downtown Special Services District, or as members or officers of the Neighborhood Revitalization Zone, which is based in the South End and has been a major force in the politics around development in the South End.

While the Zoning Board record on most developments is thin, given that a lot of projects did not have any public commentary at all, there were two projects that generated significant

⁹ According to Rick Redniss, this was resolved by the addition of a jitney that offers free travel between the South End and Downtown, connecting the two neighborhoods.

public interest: Brewer's Haven boatyard and the B&S Carting site. These will be discussed in the next two sections.

Brewer's Haven Boatyard

The Brewer's Haven Boatyard is located on a peninsula in the South End, within the Harbor Point redevelopment district. The developer Building and Land Technology razed the existing boatyard on the site with plans to replace it with hedge fund giant Bridgewater Associates' \$750 million headquarters. In 2012, the city issued a cease-and-desist order to stop any development and took the developer to court, where they were ordered to restore the boatyard (Hall 2017). Bridgewater pulled the plug on its proposed move (Goetz 2013), which was celebrated by activists who wanted to restore the boatyard (Goetz 2014). Even though plans for Bridgewater's new headquarters fell through, legal action ensued that culminated with a case at the state Superior Court. The Court sided with the developer and essentially cleared the way for the construction of commercial space on the site, while the developer was allowed to build a new boatyard across the harbor in a new site (Carella 2018). Though according to a 2020 opinion piece "the 14-acre site is only zoned as a working boatyard and no commercialization is allowed" (Boylan and Dinter 2020). The piece, written by members of the "Save Our Boatyard" activist group, also made claims about secret agreements between the city and the developer, and the authors vowed to stop future development there. The backlash from residents was almost instant at a time when support for development in the neighborhood had been strong. For instance, the founder of Save Our Boatyard exclaimed that:

"This was the largest working boatyard in the Northeast, and for a developer to come in and give Brewer three months to get out, as they did last year, then decimate the place is wrong. Hence, a whole bunch of us who shared my feelings got together, started petition drives, then created Save Our Boatyard." (Boatus)



Figure 5

Indeed, this event marks a shift in attitudes towards development in the South End insofar as creating tension between the developer and residents. Residents came up with petitions to collect signatures and even hosted a rally. Yet, meeting records show that not all residents were opposed to redevelopment on the boatyard site and welcomed some of the benefits that the developer offered (Wilson 2013).

Type of Testimony	Number of Observations
In support	17
In opposition	20
Total	37

Figure 5: Zoning Board Testimony for Brewer's Haven Boatyard

Once the issue made it into the Zoning Board agenda, it became a conversation about whether the demolition was “legal;” and how it should be reconstructed. The developer proposed rebuilding the boatyard at an alternative site on the east branch of the harbor before eventually settling for a site across the harbor. As Figure 5 shows, there were 17 observations of testimony in support of the boatyard demolition/reconstruction and 20 observations in opposition to it. (The

testimony is available in Appendix 3). While the demolition took place at the beginning of the 2010s, it consumed much of the conversation for almost a decade before the new boatyard was finally rebuilt in its new site across the harbor. More importantly, it paved the way for an even more contentious project: the B&S Carting site.

It was possible to distinguish who was testifying based on self-identification preserved in the Zoning Board record. Some residents were part of a community group known as “Save our Boatyard.” Others were sailors or people with a vested interest in the use of the boatyard. Yet, others were business owners and residents. One of the most surprising memberships was people who self-identified as Greenwich residents, which is an ultra-wealthy town west of Stamford. It appears that some Greenwich residents used the boatyard as well, making the boatyard a space that served multiple jurisdictions.

There were themes that emerged from testimony worth mentioning. First and foremost, some people were concerned about the boatyard itself--losing it as an amenity. Similarly, they accused the developer of “illegally” tearing down the existing boatyard. Second, some residents asked the Zoning Board not to approve a proposal to build a hotel and to “hold BLT hostage” with its hotel proposal until the boatyard was reconstructed. Some residents asked the Board to halt all development in the neighborhood. Third, some residents asked for a long-term plan for the boatyard. Similarly, they expressed concerns over regulations and zoning laws.

Residents opposed to development found an unlikely ally: the Downtown Special Services District. In previous years, Downtown had been concerned about how development in the South End would affect retail Downtown. This was its chance to express its opposition to the construction of what appeared to be a second retail area. Finally, even though there was more public opinion towards this project than any other analyzed in the period 2007-2022 so far, it is

safe to infer that the boatyard is not a concern for most Stamford residents. It is a concern for some niche groups with direct ties to the boatyard, but it was debated for years and only 37 instances of testimony were observed. It is important to note that some names appeared more than once, so in some cases the same people were testifying.

The boatyard issue made its way through legal channels in Stamford with the involvement of the Board of Representatives. The case eventually ended up in the Connecticut Supreme Court which ultimately ruled in favor of the developer (Carella 2018). The old boatyard site remains undeveloped though the developer has plans to build 1.5 million square feet of commercial space along with a sports venue, marinas, and a boardwalk on the 14-acre site.

[B&S Carting Site](#)

The sequel to the Brewer's Haven Boatyard came a few years later in 2019 around the time the new boatyard was built. The B&S Carting site generated considerable public controversy. The developer Building and Land Technology received approval from the Zoning Board to build a 476-unit high-rise on the site with another building for a grand total of 670 units. The controversy was mostly around the size of the development and its location, though the developer had agreed to build the tallest section of the building as far away from the historic district in the neighborhood as possible. The vice-chairwoman of the South End Neighborhood Revitalization Zone stated that "we're starting to panic, we're getting closed in on. We're desperate between the parking and the traffic. ... We're fighting like hell" (Lytton 2018). It is important to note that the site was originally zoned for only 128 units, and it is also located outside of the massive Harbor Point development area (which covers 80 acres), so residents viewed it as the encroachment by developer into the rest of the South End neighborhood.

Reflecting residents' dissatisfaction, in the summer of 2019 people chanted "Hey hey, ho ho, BLT's gotta go!" at a local demonstration (Rocha 2019). In an interview with a local paper, a

longtime resident stated: “we just want to keep a nice neighborhood with a community feeling and stop the overbuilding. We want to focus on historic preservation, too” (Rocha 2019).

However, the rally did not represent all resident views on development in the South End. A founding member of the South End Neighborhood Revitalization Zone stated that “I feel that BLT has done a fantastic job. There is better police protection and roadways connecting the community,” (Rocha 2019). After zoning approval, the project was challenged by a petition of homeowners, which prompted the Board of Representatives to take action to stop construction on the site. The petition was brought by the community group known as the South End Neighborhood Revitalization Zone (Lytton 2019). A legal battle ensued, and the case went to the Connecticut Supreme Court.¹⁰ The court sided with the developer in March 2022, allowing the project to move forward (Del Valle 2022).

This project generated even greater public interest, as can be seen in Figure 6. (Testimony is available in Appendix 3). The project generated about 36 observations of Zoning Board testimony, with 21 in support and 15 in opposition. From these observations, four types of people were identified: residents, members of community groups, business owners and elected officials. Some of these groups included the South End Neighborhood Revitalization Zone, People Friendly Stamford, and Save Our Boatyard. Additionally, two major themes emerged from analyzing their testimonies. First, some people were concerned over the scale of the building proposed for the site. Second, some people were concerned about air quality. Third, some people were concerned about building height, noise, and infrastructure.

Type of Testimony	Number of Observations
In Support	21

¹⁰ THE STRAND/BRC GROUP LLC Et Al v. BOARD OF REPRESENTATIVES OF THE CITY OF STAMFORD

In Opposition	15
Total	36

Figure 6: Zoning Board Testimony for B&S Carting Site

The second source of public testimony comes in the form of letters of support that were submitted to the Zoning Board. This source of testimony outnumbers all other sources by far. In fact, more letters of support were submitted for this project than all the other 33 projects observed for the period 2007-2022 combined. As Figure 7 shows, there were a total of 128 letters submitted. (All letters are available in Appendix 4).

Type of Messages	Number of Observations
Copy and Paste Message	101
Copy and Paste + Personalized Message	9
Unique Message	18
Total	128

Figure 7: Letters of Support for B&S Carting Site

It was possible to distinguish who was submitting a letter based on self-identification. Most people were residents in the South End neighborhood. Some went further and disclosed their status as longtime or “old” residents while others were new residents. Like in other developments mentioned in this study, business owners submitted letters as well. A local housing shelter for people experiencing homelessness also supported the project. Additionally, an educator/school administrator also submitted a letter of support. Finally, some of the letters came from developers in the neighborhood and the city at-large:

“I understand you're currently considering a proposal from BLT to develop the former B&S Carting site in the South End. As a developer of multifamily housing in Stamford and the surrounding area I may seem like an unlikely ally. However, I am writing to offer my strong support for this project BLT’s revitalization of the South end has defined Stamford economic boom over the last decade.”

There are clear distinctions between the types of letters that were submitted. Three major categories emerged. First, some letters were “copy and paste messages” or messages that were identical to one another. It was clear that these messages were directly copied and pasted or automatically generated by software. The message, in every instance, said the following:

“I support BLT’s efforts to continue the revitalization of Stamford’s South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.”

There were 101 observations of this type of letter. The copy and paste messages do not offer much insight into the issue of the B&S Carting site because they simply restate strong support for developing the site and for the developer itself. More importantly, these letters were facilitated by the developer Building and Land Technology, as they requested support from the residents living in their properties.

Second, other letters included the same copy and paste message, but they also included a personalized message. There were 9 observations of this type of letter. Third, some letters carried a unique message that was completely different from the copy and paste messages. These often read like personalized letters. There were 18 observations of such letter. Letters with a personalized or unique message do have details that point to several themes. First, some messages pointed to the neighborhood as an alternative to New York City:

“I strongly support BLT’s efforts to continue the revitalization of Stamford’s South end by redeveloping the Woodland Pacific and 650 Atlantic sites. There is a tremendous opportunity for Stamford to enhance its appeal to the many people leaving NYC who are looking for an alternative location that’s close by, Stamford should not miss this opportunity.”

Second, some messages praised BLT’s dedication to the South End neighborhood:

“My wife and I own and operate 2 businesses in Harbor Point and purchased 36 Dyke Lane back in 2010. To watch the evolution of and transformation of this area over the last 10 years has been nothing short of miraculous and well beyond

our expectations...BLT and Stamford have built a wonderful resource that encourages socialization and community pride.”

Third, some messages pointed to the site as an example of the revitalization of the area:

“I recently moved to Stamford in 2017 after graduating college in upstate NY and receiving a job offer from one of many of the companies headquartered in Stamford. Over the past three years, I have seen the city of Stamford transform before my eyes--all for the better. Each change made to the city has convinced me to stay in Stamford.”

This was also referred to as an “economic boom”. Fourth, other messages invoked affordable housing as a related issue because the project would generate more affordable units in compliance with the city’s affordable housing mandate:

“As a South End resident, I’m strongly in favor of continuing the redevelopment of the South End, specifically the parcel that was the former B&S Carting property. This development benefits all Stamford residents and improves the entire community. My understanding is that affordable housing units are included. Furthermore, more market-based units create more housing supply and helps to stabilize and even reduce overall housing costs. Development also helps to create jobs. I attended elementary school in Stamford and have lived in the harbor point area for more than six years. The quality of life here is outstanding. There are many communities in Connecticut and beyond that wish for the kind of development we have. Rejection of new development is simply shortsighted and frankly arrogant.”

Similar messages claimed there would be more housing options overall:

“As a Stamford resident for the last 14 years, I felt the need to reach out in support of the project. Yale and Towne and the subsequent Harbor Point development have brought countless jobs, businesses, and new residents to our amazing city. As a resident of 121 Towne, we frequently walk from our apartment, past the empty lots (such as where the Woodland Pacific project would be), and to Harbor Point to enjoy the boardwalk. I find it very difficult to understand why anyone would want to slow this project down. How great would it be to have townhouses and apartments filling those empty lots? We have also opened 2 new businesses on Towne Street, and we would love to see those deserted plots become more appealing to pedestrians to frequent our area...”

Fifth, other messages stated that the project was in the public interest and that it had benefits for all. One of the benefits that was most cited was “connectivity” since it would connect the different parts of the neighborhood:

“I would like to send this email in support of BLT’s revitalization of the former B&S Carting site. As someone who is in the process of building a business in the neighborhood that is focused on connecting the entire South End community, we need to make sure that people feel safe walking throughout the neighborhood. Having an empty lot in the middle of that neighborhood prevents that from happening and thus prevents the community from truly coming together. Plans that can increased population density and vibrancy at that site have my full support.”

The site in its current state was seen as an “eyesore”. The messages also claimed that developing the current site would increase walkability and the quality of life. There would be more pedestrians and public safety:

“As a Stamford resident for the last 14 years, I felt the need to reach out in support of the project. Yale and Towne and the subsequent Harbor Point development have brought countless jobs, businesses, and new residents to our amazing city. As a resident of 121 Towne, we frequently walk from our apartment, past the empty lots (such as where the Woodland Pacific project would be), and to Harbor Point to enjoy the boardwalk. I find it very difficult to understand why anyone would want to slow this project down. How great would it be to have townhouses and apartments filling those empty lots? We have also opened 2 new businesses on Towne Street, and we would love to see those deserted plots become more appealing to pedestrians to frequent our area...”

Other benefits that were mentioned included sustainability, the idea of transit-oriented development and more jobs. Finally, some letters claimed that the opposition was a “vocal minority” that represented “NIMBY views”:

“I support BLT’s efforts to continue the revitalization of Stamford South End by redeveloping the woodland Pacific and 650 Atlantic sites. We own a business in Harbor Point and we also own a condo. The group showing up to these meetings are the vocal minority, most of us are working in the community during meeting times and enjoying lifestyle that Harbor Point offers. Please consider the overall population.”

Some of the public hearings in 2020 showed more diverse opinions on the matter. A newer resident stated that “the reason we invested in this district is because of the development BLT is doing” while a longtime homeowner stated that “there needs to be a balanced, lower-rise approach to constructing and developing the area with beauty, character and thoughtful architecture to bring back and enhance the look of the surrounding area,” (Del Valle 2020).

Discussion

Sources of Opposition and Conflict

The first question in the study, what are the central conflicts over urban development in Stamford, Connecticut since 2007, had some surprising answers. As the Zoning Record and the various excerpts from *Stamford Advocate* articles showed, the central conflicts over urban development have been over specific issues in specific proposals. Some of these include restricting retail in the South End, affordable housing, traffic, public safety, road improvements, density of buildings, rooftop bars, historic preservation, among others.

Additionally, most of the conflict is concentrated around two developments that generated clear opposition. These were the boatyard and the B&S Carting site. Even though the South End experienced a period of strong support for development, it was not unanimous. This is particularly true of long-term residents who are in a mixed bag when it comes to development. They lived in a neighborhood with so much history and contemporary malaises that they welcomed a lot of changes. However, some residents have only been in the area for 20 years and only seen a bit of the past, so they might be opposed to development because of misunderstanding or not remembering the context in which the entire redevelopment of the neighborhood was built.

More importantly, the new opposition that emerged by the mid 2010s was more political in nature and generally opposed to all development even as it was concentrated in just two specific developments. Some of them were part of activist groups. Other residents were part of a new movement within the local Democratic Party called “Reform Stamford”; the movement’s platform claimed that Stamford had overdevelopment and that developers had special interests in the city (Carella 2017).

Public testimony and letters of support have shown that developments in the South End have been overwhelmingly approved, and more importantly, mostly unopposed by the public. In fact, every single project has been approved. Even in the two cases where there was stronger opposition (Brewer’s Haven boatyard and B&S Carting site), the developer was able to continue construction and won the court cases that ensued. Initially, I expected more opposition and conflict with developers over all the nonstop construction since 2007. Yet, the public record is scarce. Even the *Stamford Advocate* and *New York Times* articles provide little insight into public opinion. There are perhaps four reasons why opposition has been low: the influx of new residents, the timeline of construction, what the record purposely did not capture and residents’ own perception that their voices would not be heard and thus skipped meetings.

From the data available here, it does not appear that there is widespread opposition or a negative and contentious relationship between residents and developers. There has been an evolving relationship that has been shaped by activist and neighborhood groups such as the South End Neighborhood Revitalization Zone.

Benefits for All

The second question in this study, considering a new wave of development in the South End neighborhood and the ensuing influx of residents, how do new and old residents view the benefits of current development, yielded responses that I expected. Namely, there are differences

between old and new residents. The testimony and letters analyzed here show that residents, at least on-record, do see the benefits of development. Even when they are opposed to a project, they tend to be willing to negotiate and recognize benefits. Many of the letters highlighted here also showed that residents liked the new safety, streetscape, retail and boardwalks that the new developments brought.

The influx of new residents is important to consider because new residents have overwhelmingly moved into new buildings and do not remember what the South End used to be like. They have less attachment to the place as it used to be. They find attachment to the way the neighborhood looks like now and thus welcome more development like it. As of 2020, new residents outnumber older residents. While new residents were quicker to point out the benefits of development in the zoning record, older residents did not deny them and in most cases recognized them. In a recent example, the residents of the South End were able to negotiate with a developer who is currently building 183 residential units at Canal Street. The residents got a community space that they will share with tenant once the building opens (523 Canal Street). Finally, the South End Neighborhood Study calls for benefits like this as it prioritizes streetscape, integrating new developments with the neighborhood, among others. These can be obtained through zoning codes and through negotiation between the developer and residents. Both strategies have been employed in the South End.

Some of the benefits might be harder to point out. For instance, the influx of new residents has helped keep retail strong in Stamford, including Downtown whose Special Services District initially opposed development in the South End for fear that it would create a “second downtown”. North near the New York state line, the Rock Rimmon golf club and other similar

establishments in the area had been struggling for membership and to balance their books.¹¹ The influx of new residents helped them because many of them came from the South End and joined that golf club. Perhaps more importantly for Stamford, the new properties have increased the city's grand list to new heights with an additional \$1.2 billion in value added while contributing more than \$100 million in property taxes, as well as \$18 million in conveyance fees (Lytton 2019). This has kept property taxes relatively low for the rest of the city's residents. In fact, this study did not consider residents living outside the South End, but they are very much part of the discussion since development in the neighborhood affects the taxes they pay and the city services they receive. While there are benefits to new, old and outside residents, there might be negative consequences from all the development that has been happening such as gentrification, displacement of low-income residents, environmental concerns, and more. However, those issues are beyond the scope of this study.

A Departure from Urban Renewal

The third question in this study, how similar or dissimilar conflicts and views are compared to the renewal era, begins with considering the timeline of development. The South End had been blighted and hurt by the policies of the 1960s such as rezoning, redlining and the arrival of the highway, so by the 2000s the neighborhood was struggling. Crime was high, streets were dirty, and residents generally felt unsafe. They wanted change.

“As a resident and taxpayer in Stamford for many years, I am very pleased with the development and “life” that has been brought into our city both downtown and in the South End. When I moved in here in 1992 both of these areas were dead after 5:00 PM. When I lived at Stamford landing condominiums in the 90s (Southfield Ave) I looked at the site from across the harbor every night waiting to see what would eventually be developed there period what I see now is amazing both for our residents and the city itself. I support BLT's efforts to continue the revitalization of Stamford South end by redeveloping the woodland Pacific and 650 Atlantic sites.”

¹¹ According to Rick Redniss, the revival of this country club is directly tied to the growth of the South End.

Thus, support for development in the South End beginning in 2007 was strong because the new development brought tangible benefits such as new infrastructure, safe streets, and new residents. Indeed, old residents wanted to repopulate the South End to make it safer and more livable. A hundred years prior, the South End had been a bustling manufacturing powerhouse with Yale and Towne making locks, Pitney Bowes making its postage meters, the Blickensderfer factory making the world's first movable typewriter, and countless other firms (Mecca 1984). This meant the neighborhood experienced traffic gridlock (pedestrian and automobile), and plenty of residents lived there. This glorious past had been lost to a blighted neighborhood. The developer also did something that residents had highlighted as a top priority for a long time: the removal of the refuse and recycling center at the B&S carting site--the same site that created so much controversy when BLT proposed to build a high-rise there. The smell of trash and traffic was a nuisance for residents.

“As a member of the South End Revitalization Committee since its inception I sat through many meetings where the residents of the South end complained about the B&S Carting site. The BLT group purchased the property, removed the blight and truck traffic, making the roads safe again. Now several years later BLT is ready to build on the land and has reserved 10% of apartments for below market units. BLT has transformed former industrial property to a great place to live. I support their application of uplifting the quality of life on this site.”

“When the rest of the state was struggling to recover from the last recession Stamford continued to grow and we are all better for it. The redevelopment of the old refuse and recycling site will further enhance the South End neighborhood by putting eyes on the street in a location that is dark and desolate period I hope that you will approve the applications before you.”

BLT followed through and removed the refuse and recycling center early on, and it was received well by the community, especially since it spent a fortune purchasing the property and removing the infrastructure there. Even a member of the influential South End Revitalization

Committee praised their efforts. This was during the early years of development when sentiments about development were overwhelmingly positive. If the high-rise had been proposed during the early years of development, it may have very well gone through without any opposition despite its size. In addition to meeting residents' concerns, the main developer in the South End did not engage in urban renewal-era practices of seeking development via eminent domain. All the properties acquired for redevelopment were from formerly industrial sites and surface lots.

In short, the negative consequences of the urban renewal period (even decades after the program was discontinued) created conditions that favored new development by the 2000s. In the 1980s construction in the South End was opposed and limited by zoning changes. In contrast, by 2007 South End residents did not seek sweeping zoning changes and welcomed a massive redevelopment project. Instead of opposing the overall development, residents asked for specific modifications to developments and mobilized in smaller movements that targeted specific projects. This was the start of Stamford's new urban renewal.

Conclusion

The central conflicts in Stamford have centered around big development in the South End neighborhood. An analysis of Zoning Board documents, newspaper coverage and other sources of testimony show that there is little public participation in the planning process in a city like Stamford that is wealthy and educated by any standards.¹² This is not surprising since the literature showed that the planning process has mixed results. Even when there is considerable participation in Stamford, it still does not draw hundreds of people into Zoning or Planning Board meetings. Instead, mobilization efforts happen through groups such as activist groups (i.e.,

¹² According to the 2020 Census, 89.3% of adults have a high school degree while 52.2% have a bachelor's degree.

Save Our Boatyard), neighborhood groups (i.e., South End Neighborhood Revitalization Zone), and in some cases the developer itself (i.e., Building and Land Technology).

This study addresses the literature on urban development from multiple directions. First, following Arnstein's citizen participation ladder, Stamford residents are engaged at least along the lines of direct bottom-up strategies (Bratt & Reardon 2013). They testify at Zoning Board meetings, write opinion pieces, join activist and community groups, and in some cases even organize protests. Thus, the participation observed in Stamford follows Bratt and Reardon's (2013) bottom-up strategies more closely than Arnstein's top-down strategies insofar as showing some of the new ways community participation has evolved. It is worth noting that Arnstein developed her citizen participation ladder in the context of urban renewal, while the participation observed by Bratt and Reardon (2013) is in the context of twenty-first century development. In the spirit of change, Stamford's approach to development has also changed. While large development still characterizes development in the city, much of the top-down approach that oversaw the massive reconstruction of Stamford's downtown during urban renewal has given way to new forms of participation and development in other neighborhoods.¹³

Even though there is documented participation, there is also very little of it in the long run given the 15 years of nonstop development. Moreover, the commentary offers very little insight into opposition against development. In fact, much of the commentary was in full support of development (Appendix 4). While conventional knowledge would attribute the low participation rate and lopsided commentary to poor marketing of Zoning Board meetings from the city or inaccessibility, this is where Stamford stands out from other cities. The main reason why participation is low is because the timeline of events created circumstances of strong

¹³ According to Rick Redniss, no properties in the South End have been adversely taken, a major shift from the urban renewal era.

support for development so residents did not come out in support or opposition and left the debate to the Zoning Board and the developers; this can be seen in Appendix 2. More importantly, residents came out in support and opposition when invited to do so. Those in opposition were invited by Reform Stamford to protest while those in support were invited by the developer Building and Land Technology. Conversely, this might mean that the city is not effective in inviting residents to Zoning Board meetings, but political groups and developers are.

Second, while there were no formal community benefit agreements, the city did make modifications to developments in response to residents' concerns. The Zoning Board testimony showed that residents asked for modifications and benefits such as a community room in a building meant for residences and retail.¹⁴ Even if the demand for community benefits was mainly voiced through testimony, Zoning Board officials embedded them in approvals for projects. This is a departure from conventional examples of community benefit agreements which are generally in the form of separate documents that are negotiated and are contractual and focus on wages and jobs. Perhaps this is unsurprising given that it was expected that community benefit agreements would decline in the 2010s given the housing market that emerged out of the Great Recession (Wolf-Powers 2010).

Third, various salient themes identified in the literature show up in the Stamford case. Namely, waterfront regeneration, the back-to-the-city movement and denial rates for development. In Stamford, it appears that the first two phenomena merged to attract over 10,000 residents and create a \$3.5 billion waterfront district in the South End neighborhood not dissimilar to Baltimore or Melbourne (Brownill 2013; Holden, Scerri, & Hadizadeh Esfahani 2015). Thus, Stamford's development can be contextualized into a worldwide movement into

¹⁴ According to Veneeta Mathur, in the case of 523 Canal Street the community met with the developer to discuss the project and a community room shared with the retailer on-site was agreed upon.

cities (Hyra 2015), though that movement is not necessarily into a downtown but can be into another neighborhood experiencing development. For instance, in New York City development is not confined to Midtown. On the other hand, it has spread to unconventional locations such as Long Island City and the Bronx. Furthermore, other centers of development such as Los Angeles and Henrico counties have seen high denial rates for development, sometimes as high as 40% (Schively 2007; Whittemore & BenDor 2019). This was not case in Stamford because all developments that were proposed since 2007 received approval. By having a near-zero denial rate for development, Stamford does differ from the major cities commonly studied in the literature.

Fourth, there is a major shift away from the central planning of the urban renewal era. While Hyra (2012) identifies a so-called “new urban renewal” to describe development from 1992 to 2007, the development in Stamford since 2007 is markedly different. Development post-2007 in Stamford is like the urban renewal era in that only a few developers are involved in a neighborhood, but it is unlike it in every other way. There is no involvement from the federal government as all development is coming from the private sector, there is community involvement in the planning process, and the housing units are almost exclusively market-rate.

Fifth,, the narratives of gentrification and displacement in Stamford were practically nonexistent. In other studies, new residents defended moving into a neighborhood with new development by building narratives (Donnelly 2018; Ocejio 2021), while in Stamford the term was not even brought up in the Zoning Board documents or in any of the letters submitted by residents. This suggests that not all conflict between old and new residents is over gentrification. Moreover, unlike Atlanta or Boston’s neighborhoods, the influx of new residents in Stamford’s

South End did not create political displacement (Auger 1979; Martin 2007). Residents found avenues to mobilize in both opposition and support.

Finally, the Stamford case featured a unique characteristic of urban development conflict: participation facilitated by a developer. The most active period of resident participation in the South End neighborhood was when the developer Building and Land Technology asked residents living in its properties to submit testimony in favor of a major development on the B&S Carting site, which resulted in over 100 submissions. There are no other examples of a developer taking on such a particular role in citizen participation in the literature reviewed here, not to mention facilitating so much of it. This type of developer involvement raises questions for future research about how much opposition to urban development is mitigated by developers and how much a developer can influence relations between old and new residents.

While development in Stamford has been well-recorded, this study only took into account what is published in government documents and the media. Any future studies in urban development conflict should directly interview residents and developers in a neighborhood to record their perspective and understand their relationship more intimately. Thus, a future study in the South End of Stamford can build on this study by incorporating interviews with residents and developers. A future study should also consider Stamford residents living outside of the South End.

The research design used here is qualitative and inductive with the potential to create a new framework to understand urban development conflict historically and currently by analyzing how residents view development. It joins a growing number of research projects around the country focused on residents. However, the “Stamford experience” is unique and remains an untold story, so this case study is just as important for the broader discipline of urban studies as it

is for the city of Stamford. Nonetheless, this study can be generalized to help us understand contemporary urban development in other mid-size cities as well.

Disclosure

In one of the case studies, the B&S Carting site, I submitted a letter of support in 2019.

Appendices

Appendix 1

Development	Type	Status and Completion Date
100 Washington Boulevard	Commercial	Completed: 2010
The Lofts at Yale and Towne	Commercial	Completed: 2010
101 Park Place	Residential	Completed: 2010
2200 Atlantic Street	Commercial	Completed: 2011
Metro Green Phase II	Residential	Completed: 2011
Infinity	Residential	Completed: 2012
121 Towne Street	Residential	Completed: 2012
111 Towne Street	Residential	Completed: 2012
Key at Yale and Towne	Residential	Completed: 2013
Postmark Apartments	Residential	Completed: 2014
Vault Apartments	Residential	Completed: 2014
The Beacon	Residential	Completed: 2015
Baypointe	Residential	Completed: 2017
Metro Green Phase III	Residential	Completed: 2017
NV @ Harbor Point	Residential	Completed: 2018
Harbor Landing	Residential	Completed: 2018
Allure at Harbor Point	Residential	Completed: 2020
The Village Stamford	Commercial	Completed: 2021
Escape @ Harbor Point	Residential	Completed: 2021
Peninsula at Harbor Point	Commercial	Approved

10 Water Street	Residential	Proposed
Pacific/Henry Street	Mixed-use	Proposed
523 Canal Street	Mixed-use	Under Construction
583 Pacific Street	Commercial	Approved
553 Pacific Street	Residential	Approved
Metro Tower	Commercial	Approved
287 Washington Boulevard	Residential	Under Construction
Stamford Station Parking Garage	Commercial	Under Construction
Harbor Point Parcel 6	Residential	Under Construction
Opus @ Harbor Point	Residential	Under Construction
Charter	Commercial	Under Construction
Communications/Spectrum		
World Headquarters		

Appendix 2

Zoning Board Public Testimony in Selected Developments

Development	Public Testimony
The Lofts at Yale and Towne	<p><u>December 8, 2008</u></p> <p>The Workforce Development Coordinator of CTE spoke in support and said that Fairway has pledged to work with CTE in the recruitment and training of local residents. They support the project.</p> <p>Sheila Barney, President of the South End Neighborhood Revitalization Zone, said the South End needs a grocery store.</p> <p>Carl Lupinacci, member of the South End NRZ spoke in support of the project. John Wooten, South End resident and member of the NRZ spoke in support. Francis Gerrity said that she welcomes Fairways as a fresh food alternative. Mrs. Kapiloff stated she has always said the downtown area needed a good grocery store.</p>
Metro Green Phase I	<p><u>September 15, 2008</u></p> <p>Attorney Hennessey presented letters of support submitted by the DSSD, CTE, the Stamford Partnership and the South End Neighborhood Revitalization Zone.</p>
Metro Green Phase II	<p><u>March 22, 2010</u></p> <p>Mr. Parson called for comments from the public and Terry Adams stated that he supported the proposed parking ratio of 1.25 but was not yet convinced that the data supported a lower ratio. Mrs. Cosentini asked if there was any recourse if the parking requirement is reduced and proves to be too low, to which Mr. Adams replied that he was only concerned about lowering the ratio below 1.25 spaces/unit. Att. Hennessey added that the applicant needed to establish the</p>

	<p>required parking ratio because construction of Building “B” would also require construction to start on the parking garage serving all three residential buildings.</p> <p>Attorney John Freeman, representing the Harbor Point and Gateway developments, spoke in support of Metro Green’s plans to build more affordable housing, but said that he had concerns about the timing of Metro Green’s \$500,000 contribution to the improvements of the Henry Street/Atlantic Street intersection. He submitted a proposed amendment of Condition #11 to require that Metro Green provide the funds when the City announces that the funds are needed to perform the intersection improvements, instead of prior to a certificate of occupancy for the office building.</p> <p>Mrs. Cosentini asked if the applicant could provide the total number of housing units in the surveyed housing projects, to which Att. Hennessey replied that the important statistic was the number of occupied housing units.</p> <p>Mrs. Nakian asked if plans were available showing the architectural design of Building “B” at the corner where it faces the plaza. Att. Hennessey replied that final plans were not available but that glass retail storefronts would be provided on both the south and east faces of the building.</p> <p>Mr. Silver asked if the 1.25 parking ratio appeared to not be adequate whether the parking requirement could be increased in the approval of final plans for Building “A”. Att. Hennessey replied no, that the requested amendment of the GDP would fix the amount of required parking. Mr. Cole agreed and said that the purpose of the GDP was to provide certainty and protection both to the applicant and to the Zoning Board regarding final plans for future phases of the development. Att. Hennessey commented regarding the timing of the \$500,000 payment that it was required</p>
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	<p>prior to a certificate of occupancy for the office building because the intersection capacity will only become a problem when the office opens.</p> <p>Mr. Cole commented on the parking survey of existing residential projects, stating that Avalon Grove and Avalon Corners were both required to provide 1.25 spaces for one-bedroom units and 1.5 spaces for two-bedroom units, with the further requirement that at least one space be included in the rent of each unit and that extra spaces could only be rented to residents of the respective projects.</p> <p><u>June 4, 2012</u></p> <p>Mr. Mills called for comments or questions from the public.</p> <p>John Freeman, representing the Harbor Point development, expressed support for the project. He noted that the Gateway project has also promised \$500,000 for traffic improvements. He provided a clarification of the Applicant's traffic supplement to ensure that needed traffic improvements are coordinated.</p>
Metro Green Phase III	<p><u>November 18, 2013</u></p> <p>Terry Adams, Board of Representatives, District 3 and on the Neighborhood Revitalization Zone Committee said he supports this project. He had a question about the proximity of handicap spaces and retail spaces and the connection from the garage to residences.</p> <p><u>November 25, 2013</u></p> <p>Terry Adams, Board of Representatives, District 3 and on the Neighborhood Revitalization Board confirmed they'd met on November 22. The main concern is about retail use. He reported that the trade-off will</p>

	include 6 spaces for St. Luke's Lightworks in the garage.
Infinity ("201 Commons Park S" or "C6")	<p><u>April 11, 2011</u></p> <p>Frank Macchio, owner of 780-784 Pacific Street, Lone Star Repair Service, said that he was opposed to reducing the building setback to only twelve feet from the curb and also that on-site parking should be increased to a minimum of 1.5 spaces per unit.</p> <p>Demetrius Arnone, owner of 734-738 Pacific Street, asked if the project would impact the package liquor store use of his property because of the proximity to Waterside School. Mr. Michelson replied that he was protected from the recent changes of use and was a legal non- conforming use.</p> <p><u>April 25, 2011</u></p> <p>John Wooten read from a letter submitted by the South End Neighborhood Revitalization Zone emphasizing affordable home ownership units, and commented that the proposed off-site BMR units needed adequate parking. Mr. Michelson asked how affordable home ownership would be structured, and Mr. Wooten answered that he wasn't that familiar with the details.</p>
121 Towne Street	---
111 Towne Street	---
Key at Yale and Towne ("110 Towne Street")	<p><u>November 26, 2012</u></p> <p>Dr. Diane Monson said her father worked at Yale & Towne. She talked about the architectural significance of 7 Market Street, designed by James Gamble Rogers. She noted that the proposed Y1 building is too close to 7 Market.</p> <p>Martin Levine, representing Sandy Goldstein, DSSD, said they support elimination of the hotel, the lower heights and high density</p>

	<p>housing close to downtown. He expressed concern with the transfer and concentration of retail floor area to Block Y8.</p> <p><u>December 10, 2012</u></p> <p>Dr. Diane Monson said her father designed 7 Market Street. She described the history of this manufacturing site and Mr. Towne's total dedication beginning in 1868 to preserving a manufacturing presence in this area. She's visited the site and looked for the plaque established by Mr. Towne to commemorate the site but was unable to locate it. She expressed her dislike for the architecture of the current Yale & Towne site.</p> <p>Melissa Bunton, Stamford resident, expressed concern that Y7 garage will make the Fairway store dark. People don't want to use a garage for a grocery store.</p> <p><u>January 7, 2013</u></p> <p>No public comments.</p> <p><u>January 28, 2013</u></p> <p>Marty Levine read a statement of support from the DSSD. He expressed concern with moving retail from Y3 to Y8 and requested that the Zoning Board affirm restrictions on retail. He also noted the jitney service was supposed to serve the downtown area and this service needs to be conditioned in the Board's approval.</p> <p><u>February 4, 2013</u></p> <p>Sandy Goldstein, President DSSD, said at the last meeting that Marty Levine read a letter from Sandy which had been unsigned. She submitted a signed copy of the letter into the record. She referred to the move of retail from parcel Y1 to Parcel Y8. The Zoning Board should reaffirm its commitment to the large</p>
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	<p>format retail and other permitted retail uses. The jitney was intended to bring the South-end to Downtown as well as Downtown to the South-end. The jitney should be a condition of approval.</p> <p>Attorney Freeman said parcel Y3 doesn't transfer any retail. They've partially implemented the jitney as the initial phase. They think they need about 2000 residential units to support the jitney service to the downtown.</p> <p>Mr. Mills wanted to see the original jitney route when Harbor Point was approved. He said they'd like BLT and DSSD to propose a jitney route they would support.</p> <p>Melissa Barnton, Stamford resident, said BLT is getting a grant to buy three 30' busses. How does that affect the jitney? Attorney Freeman said if these funds come through, they will buy two or three more busses.</p> <p>Ms. Goldstein said the jitney is an obligation of the approval. They should try a pilot for a year and see if there is ridership. Harbor Point GDP said they'd add jitney to Downtown after 1000 units.</p>
Postmark Apartments ("301 Commons Park S")	---
Vault Apartments ("120 Towne Street")	---
The Beacon ("1 Harbor Point Road")	
Baypointe ("112 Southfield Avenue")	---
NV @ Harbor Point ("100 Commons Park N")	---
Harbor Landing ("28 Southfield Avenue")	---
Allure at Harbor Point ("850 Pacific Street")	---
The Village Stamford ("4 Star Point")	<p><u>January 7, 2019</u></p> <p>Carol Ann McClean – 256 Washington Blvd – While in favor of the proposed project is against any potential rooftop bar.</p> <p>Peter Quigley – 101 Washington Blvd – Stated that he lives next to Sign of the Whale</p>

	<p>and while in favor of the proposed project is against any potential rooftop bar.</p> <p>Sue Halpern – 30 Elmcroft Road – While she is neither in favor or opposed to the project she stated that she is opposed to any type of rooftop bar. She stated that they are having problems with “Sign of the Whale” in terms of noise, double parking and traffic late at night.</p> <p>David Michel – 4 Rockledge Drive - State Representative 146 District – While neither in favor or opposed, is against any type of rooftop bar as noise is harmful to the wildlife.</p>
Escape @ Harbor Point (“880 Pacific Street”)	---
10 Water Street	---
Pacific/Henry Street	---
523 Canal Street	<p><u>June 17, 2019</u></p> <p>Michael Hyman, Director, Domus Kids Inc. Explained to the Board that Domus has been asked by the NRZ to consider partnering to establish community based services at this site – happy to do so and in favor.</p> <p>Peter Quigley – 101 Washington Blvd – Has several concerns</p> <p>Terry Adams – Board of Representative – District #3 and President of the NRZ –in favor</p>
583 Pacific Street	<p><u>April 22, 2019</u></p> <p>Mr. Hogg - 583 Pacific Street – in favor</p>
553 Pacific Street	---
Metro Tower Stamford	<p><u>June 4, 2012</u></p> <p>John Freeman, representing the Harbor Point development, expressed support for the project. He noted that the Gateway project has also promised \$500,000 for traffic improvements. He provided a clarification of the Applicant’s traffic supplement to ensure that needed traffic improvements are coordinated.</p>

287 Washington Boulevard	<p><u>June 29, 2020</u></p> <p>Public speakers:</p> <p>Elizabeth McCauley – (sent in an email dated June 29, 2020) spoke of her conversations with Father Paul with Holy Name of Jesus Church and their concerns with the height of the structure overshadowing the convent.</p> <p>Sue Halpern – had two questions: 1) will there be trees planted in the front of the structure to prevent cars from parking there and 2) will the proposed fence around the property be obstructive to the convent.</p>
Stamford Station Parking Garage	---
Harbor Point Parcel 6 (“P6”)	<p><u>April 8, 2019</u></p> <p>Kindrea Walston –address not given – Concerned with more buildings around the school – has concerns with the temporary school and the closure of Kosciuszko Park.</p> <p>Sue Halpern – 30 Elmcroft Road – P 1 through P6 building - concerned with the population growth, traffic, and public safety</p> <p>Marlene Rhome – 8 Elmcroft Road – please stop giving in to BLT – what will happen to the residents of the South End</p> <p>Sheila Barney –would like to see the fee-in-lieu monies used to rehab the historical housing on Henry Street and Garden Street.</p> <p><u>December 16, 2019</u></p> <p>Roxana Ubillus – with the Housing Development Fund - in favor</p> <p>Jose Sanchez – address not given – in favor</p> <p>Pierre St Phard – address not given – in favor</p> <p>Duane Hill – 70 Forest Street – in favor</p>

	Cathy Ostuw – 32 Blackberry Drive – in favor
Opus @ Harbor Point (“900 Pacific Street” and “P3”)	---
Charter Communications/Spectrum World Headquarters (“Gateway”)	<p><u>July 8, 2010</u></p> <p>Tom Durells, representing Malkin properties, spoke at length and restated the objections made by Tony Malkin at the previous public hearing.</p> <p><u>July 12, 2010</u></p> <p>Virgil De La Cruz a Waterside resident commented that he was to deal daily with the areas traffic problems but it in favor, with reservations, of the project.</p> <p>Linda Bloom, Chair of Waterside Coalition, stated her concerns about the project specifically with the added traffic on Pulaski Street bridge and its impact to Fire Service. She also was concerned that not buying the two out parcels didn’t make sense.</p> <p>Jeff Newman from Malkin properties stated that there is no reason for the Board to make a hasty determination for a mystery tenant. Malkin properties have the right to be concerned about what’s happening across street from us. He added that the City doesn’t have a fully developed comprehensive traffic plan and didn’t know if Mani Poola is a P.E. Mr. Newman said he didn’t think that it is too much to ask for an independent traffic study. He noted that the path forward is for an independent Traffic consultant to work with the City and that it wouldn’t cost more than \$25-50K and shouldn’t take more then 1-2 months.</p> <p>Jack Condlin commented that he is in favor of application and believed that it was critical to Stamford’s development.</p>

	<p>Maurice Nizardo, agent for the owners of 340 Washington Blvd; spoke of the importance of the road improvements.</p> <p><u>June 5, 2017</u></p> <p>Roland Lesperance - 21 Pulaski Street.</p> <p>Frank Macchio – 201 Little Hill Drive Mr. Ruzi responded to the public speakers concerns.</p> <p><u>March 18, 2019</u></p> <p>Peter Quigley – 101 Park Place - opposed</p> <p>Ester Giordano – Stamford Resident – opposed</p> <p>Sue Halpern – 30 Elmcroft Road – Vice President Southend Neighborhood Revitalization Zone– opposed</p> <p><u>March 28, 2019</u></p> <p>Michael Moore on behalf of Sandra Goldstein of Downtown Special Services District read a letter of support into the record and presented said letter to the Board.</p> <p>Andy Gottesman – owner of 700 Canal Street and 850 Canal Street – in support</p> <p>Peter Quigley - 74 Ludlow Street – Asked a question concerning the fee-in-lieu of the 500 parking spaces. Expressed concerns about traffic congestion.</p> <p>Todd Lindvall -General Manager for Courtyard Marriott and Resident Inn – read a letter of support from the Stamford Chamber of Commerce.</p>
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	<p>Tina Mazzullo – Director of Sales and Marketing for Courtyard Marriott and Residence Inn – in support.</p> <p>Kevin O’Neill – Representative from Cherry Hill Glass Company – in support</p> <p>Peter Masanotti – Representative from Belmar Electric – in support</p> <p>Eric Lawrence – Representative from Structural Preservation Systems - in support</p> <p>Brian Wilkenson – Baker Concrete Construction – in support</p> <p>Sue Halpern – 30 Elmcroft Road #11 – Expressed concern regarding congestion along Washington Blvd since it is already very heavy due to the new apartment buildings.</p> <p>Robert Colgan – People Friendly Stamford - 101 Grove Street #11 – in support</p> <p>Greg Weiner – VP of Eastern Metal Works – in support</p> <p>Esther Giordano – 94 Strawberry Hill Avenue – against losing the 500 parking spaces and the pedestrian overpass. Expressed concerns about the traffic.</p> <p>Chris Handley – Representative from Otis Elevator - in support</p> <p>Matt Pereira – Representative from Otis Elevator – in support</p> <p>Fritz Chery – 401 Commons Park South – in support</p> <p>Michael Matkovia – 15 Woodledge Road – in support</p>
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	<p>Michael Gorman – owner of 36 Dyke Lane – in support</p> <p>Louis Getelman– Harbor Point resident – in support</p> <p>Carol Ann McClean – 256 Washington Blvd - #14 – in support</p> <p>Frank Lionetti – in support</p> <p>Sheila Barney – Would like to see more incentives to encourage people to use public transportation.</p> <p><u>April 8, 2019</u></p> <p>Richard Gildersleeve - 88 Southfield Avenue – signed public speakers sheet – but did not speak.</p> <p>Sue Halpern – had a question about a house yellow house on Pulaski Street – will it remain. Attorney Hennessey replied – yes.</p> <p><u>July 13, 2020</u></p> <p>Elizabeth McCauley –Spoke of her concerns with the proposed parking garage. Sue Halpern – Spoke of her concerns with the proposed parking garage.</p> <p>Mathew Reinhart – Would like to see a traffic light at the corner of Berkeley Street and Pulaski Street.</p>
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Appendix 3
Zoning Board Case Studies

Development	Testimony Highlights
Brewer's Haven Boatyard	<p><u>January 30, 2012</u></p> <p>Maureen Boylan, 61 Seaview Avenue, said the Zoning Board should have issued a cease and desist order in November 2011 and that the Board shouldn't approval the hotel until there are plans for a new boatyard.</p> <p>Captain Henry Marx, 18 Joshua Slocum Dock, asked the City not to give any more building permits to BLT until there's a working, full-service boatyard and gas dock.</p> <p>Peter Quigley, 74 North Street, Greenwich, said the boatyard is a safe haven and makes it attractive to live in Stamford.</p> <p>Glenda Bloom, 229 Davenport Drive, President of the Waterside Coalition, stated BLT should play by the rules and asked where the plans were for a new boatyard?</p> <p>Sylvia Zebroldski, 61 Seaview Avenue, asked if BLT knows what a real boatyard is, and commented that BLT needs to follow the rules.</p> <p>Colin Costello, 229 Davenport Drive said he supports the boatyard and that the Zoning Board should not approve the hotel.</p> <p>Kevin Dailey, Oaklawn Avenue, said that he is a boater and employed in the Boating Industry. He suggested contacting Jack Brewer or Reeves Potts, operators of the former Brewer's Yacht Haven Boatyard, to understand the design of a boatyard. He commented that BLT should play by the rules.</p> <p>Gary Silberberg, Greenwich, said he's a boater and the boatyard is an amenity to</p>

living here. He related a recent experience when his boat had incurred damage and he had trouble finding a yard to haul his boat and make repairs.

March 5, 2012

Captain Henry Marx, 18 Joshua Slocum, asked why BLT doesn't simply say they will restore the original boatyard?

George Hallenbeck, 22 Van Rensselaer, said they need to provide winter boat storage. Even fiberglass boats absorb water and need to be periodically hauled out of the water.

Maureen Boylan said they are in violation of the Zoning Board condition. She asked what operators they are considering. They currently have no travel lift. She suggested that the Zoning Board in future meetings separate the discussion of the boatyard and hotel.

Kevin Daley said he thinks the hotel and boatyard are related; it's all on one site.

Mr. Laud, 33 St. Vincent Avenue, said he wanted to hear the boatyard and hotel issues together. He said that BLT is in violation of the Master Plan and that they need to get the boatyard back first.

Gary Silverberg, Greenwich, asked how BLT is counting 50 slips available at 333 Ludlow Street. He pointed out that the East Branch is congested with barge traffic and that security is poor at the marina. In the past the marina has caused frequent fuel spills and sewage spills from the pump out equipment. He urged the Board to not approve the Hotel until the boatyard is reconstructed.

Robert DeVincenzo, 103 Hayward Street, Yonkers, NY, said the boatyard is essential during hurricanes to haul boats. He asked why

	<p>there are no detailed plans to rebuild the boatyard?</p> <p>Carol Ann McClean, Stamford, said that the public did have access to Brewers boatyard and that a full working boatyard should be reestablished.</p> <p>Gary Silverberg said that the boatyard is an important facility that affects the region and that news about the loss of the boatyard should be spread to the other towns in the region.</p> <p>Sylvia Sybrosky said that a boat storage rack on Magee Avenue is a bad idea. She commented that a final long-term boatyard plan was needed and that the Zoning Board should hold out for a permanent plan.</p> <p>Carol Goldberg, 18 Rising Rock, commented that the boatyard was a world class facility. The Zoning Board needs to insist on its reconstruction.</p> <p><u>April 2, 2012</u></p> <p>Paul Norton, 39 Dolphin Cove Quay, spoke in support. He operates “Young Mariners” organization. He stated that the fuel dock is very convenient for their program.</p> <p>Randy Dinter, 49 Dubois Street, said about 500 to 600 boats were stored at Brewer’s. He asked what type of technical skilled people will be on-site.</p> <p>Tim Sullivan, 20 North Plains, Wallingford, CT, Carpenter’s Union, said he felt the application was poorly filed and incomplete.</p> <p>Kevin Daily, 18 Oaklawn, said they need the interim facility but the real need is a long range plan. BLT needs to commit to planning the reestablishment of a permanent boatyard.</p>
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Maureen Boylan, 61 Seaview, said she welcomes Skipper Gardella. She asked why the Zoning Board isn't enforcing the violation of the Harbor Point approval that requires the boatyard to be maintained. She said that she wants to see the final long range boatyard plan. She commented that the CAM application is not properly completed. She explained that the existing fuel dock at 860 Canal is located in a very congested channel. She pointed out that the Harbor Management Commission didn't mention boat storage – BLT should consider providing boat storage at Czesik Park on the east side of Harbor Drive. She commented that Brewer's boatyard was important to staging and servicing large sailboat racers. The Zoning Board should ask for a copy of the license agreement with Skipper Gardella. She questioned whether there were 100 slips available and pointed out that in-water storage doesn't replace the need for on-land storage.

George Hallenbeck, Van Rensselaer Ave., said travel lifts are designed to operate on level ground and that fiberglass boats can't be kept continuously in the water. He said that the Board needed to hear from boatyard design experts.

Robert DeVincenzo, 103 Hayward, Yonkers, NY, said that Stamford Harbor currently berths 2400+ boats that rely on the boatyard. He said that 2.2 acres is too small and pointed out that it should be possible to sequence the remediation work to have more land available. He recommended that the interim boatyard plan be married to a long range plan.

Ernest Laug, 33 Vincent Ave, submitted a letter for the record. He said that BLT doesn't intend to rebuild the boatyard and that the interim plan is a ruse. He explained his idea of an escrow fund to pay for remediation and reconstruction of the boatyard.

Captain Henry Marx, said there is an immediate need for an interim boatyard. The Zoning Board should consider stopping all BLT development if they don't produce a real boatyard.

April 23, 2012

Carol Ann McClean, Washington Blvd. resident, described wear and tear on some of the BLT construction work. She said that she hopes to see a full boatyard by this summer.

Richard Preli, 2829 High Ridge Road, expressed concern about the amount of hotel parking. How much parking is provided? He said that he agreed that the towers should be counted as two tall buildings.

Gino Bottino, 165 Fairview Avenue, expressed concern with the conduct of BLT. He said that the lack of a working boatyard created a safety issue within the harbor. He commented that the Stamford Harbor has the highest fecal coliform count on Long Island Sound. He stated that the waters within the Harbor are not swimmable. He said that BLT can't be trusted.

Maureen Boylan, 61 Seaview Ave resident, explained that a boatyard steering committee has been formed and presented the committee's recommendation about the interim boatyard plan. She recommended that the Zoning Board hold BLT "hostage" to hotel completion until the boatyard is implemented.

John Wooten, resident of the South End, said the boating community is important but residents of the South End are important too. He stated that the hotel would create badly needed local employment. He said that he didn't agree with the argument that South End development needed to be restricted to avoid

	<p>creating two downtowns and disagreed with the protectivism of the DSSD.</p> <p>Sandy Goldstein, DSSD President, asked that the final design of the restaurants require a public hearing.</p> <p>Attorney Freeman commented on an issue raised Ms. McClean and said that all of BLT's demolition work had received the necessary permits. Regarding hotel parking, he stated that the "Square" area was served with over 1,000 parking spaces. He said that the Interim boatyard was being implemented to addresses harbor safety concerns.</p> <p>Mrs. Cosentini asked why the Board shouldn't link the hotel with the Boatyard violation? Attorney Freeman responded these are separate properties and that BLT is not in violation of the GDP. Mrs. Cosentini asked why changes in the design of the hotel had not required an application to amend the GDP. Attorney Freeman answered that there were no changes that required a GDP amendment.</p> <p><u>November 19, 2012</u></p> <p>Maureen Boylan said BLT has not kept its promise to operate a boatyard. No crane, no water, no bathrooms. There was no agreement to close down during off-season.</p> <p>Kevin Dailey said the contamination in the north half is already capped with asphalt. He wants to make sure the new sheet pile can accommodate ramps to the marina. They need staff and set hours to operate the fuel docks. It will take time to rebuild previous customer base.</p> <p>George Hollander, boat owner waiting for a full service boatyard staffed with people he can trust before he brings his boat back to Stamford.</p>
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	<p>Carol Goldenberg said they weren't served when needing hauling and there were leaking gas tanks.</p> <p>Bernie Weiss noted Stamford's nautical history of ship building. Brewer's had six businesses and 32 employees.</p> <p>Paul Norton said he had a good service experience. Mrs. Donahue noted BLT should consider subsidizing winter operations.</p> <p><u>July 27, 2015</u></p> <p>Carolyn Greenberg, 18 Rising Rock Road, member of Save Our Boatyard - Reported that she attended an Arts Festival in the South End over the weekend and parking was a real problem. Some areas were double-parked and there were many people parked at the Ponus Yacht Club. If there are so many vacant parking spaces in BLT's buildings, why can't they be opened to the public?</p> <p>Carol Ann McClean, P.O. Box 700D Riverside, CT 06818 - Stated that a number of owners from her condominium are listed in the proofs of mailing with the wrong address. She stated they were different than the records of the Tax Assessor. She is concerned that others may not have been notified as well. She noted that businesses are providing testimony on this application but she feels that BLT is not disclosing necessary information to businesses. Parking is a huge problem. She asked that this application be continued to September. She is concerned about trucks idling at a neighboring parking lot at night time. The lot is next to 256 Washington Blvd. She provided testimony and videos on truck idling during State hearings.</p> <p>Maureen Boylan, 61 Seaview Avenue - She is active in Save Our Boatyard, which regularly attends Zoning Board meetings since</p>
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	<p>demolition of the boatyard. She read into the record a letter from Kevin Dailey raising concerns over the removal of the boatyard and the consideration of the current application. She asked that the lawsuit be allowed to move forward.</p> <p>Steven Loeb, 2241 Shippan Avenue - He is speaking as a citizen and read into the record a letter he had submitted for the Board's consideration. He discussed the history of the property and stated this application was a major violation of the regulations.</p> <p>Paula Daniels, 301 Commons Park Road - Speaking on behalf of the unemployed, she is concerned that construction has stopped, and people are out of work. She asked the Board to consider approving this application to improve the quality of life for those who are unemployed.</p> <p>Matt Christy, World of Beer - Does not believe the project should be held hostage. Parking and the boatyard issues do not impact the goals of the South End NRZ. Workers are getting fewer tips and fewer hours of work because there is not enough business.</p> <p>John Wooten, 50 Stone Street - Resident of South End and he is concerned about the impact on the neighborhood of stopping work here. He wants to see this fixed and get things going again.</p> <p><u>October 27, 2015</u></p> <p>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</p>
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	<p>issue. He asked the Zoning Board to reject all applications. Mr. Dailey read from a written statement.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Carolyn Goldberg, 18 Rising Rock Road, said it looks like Hinckley didn't design the boatyard, BLT did.</p> <p>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</p>
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	<p>full-service marina could be a destination for Stamford.</p> <p>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.</p> <p><u>November 9, 2015</u></p> <p>Mr. Bob Bayer of Greenwich, said he was opposed to the applications and made a power-point presentation to show why he believes the boatyard is inconsistent with the City's Zoning Regulations.</p> <p>Randy Dinter stated his qualifications in the marine industry and discussed the potential income from the Davenport Yard. He said safety issues preclude public access; the building is too small.</p> <p>Charles Winer, 25 Forest Street, spoke in opposition to the project, citing safety concerns and lack of compliance with the City's Master Plan and Zoning Regulations.</p> <p>Captain Henry Marx, 151 Harvard, read a submitted letter. He said siltation is filling in the channel.</p> <p>Erik Knott, 65 Ogden Road, Stamford Harbor Master discussed risks associated with the proposal. The Channel at Davenport is where barges will maneuver to tie-up; larger barges being 30' used that are 30 feet wider; slips are close to the barge area; boats waiting for fuel will be in the way of barges; barge collision with fuel dock is possible. Barges will push ice into the boats. The harbor handles 200-300 barges per year.</p>
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	<p>Mr. Mills asked who controls the barge sizes? Mr. Knott said the State/Town has no authority to limit them.</p> <p>Eneas Frye, One Shore Road, spoke in support of BLT for economic reasons. He stated he is on the Board of the Stamford Hispanic Chamber of Commerce.</p> <p>Tom O'Connell spoke in support. He stated that Hinckley will operate a good yard.</p> <p>Richard Rocker on behalf of David Watkins, District 1 Board of Rep, read a letter regarding trailering boats through downtown. He played a BLT video showing risk to bicyclists, the boat hitting low tree branches, and narrowly missed vehicles en route.</p> <p>Paula Daniels spoke in support of this application and said she has spoken in favor before.</p> <p>Leigh Schemitz, 135 Hannahs Road, explained how important tis project could be in promoting public access in Stamford. She said she will send written comments.</p> <p>Tonia McGregor, 137 Spruce Street spoke in support, noting that it will support economic growth and job creation.</p> <p>Russel Davis, 127 Guinea Road spoke in support. Discussed public access. 400 units of affordable housing will benefit Waterside area. He encouraged those against the project to be open to change.</p> <p>Capt. Frank Fumega, submitted a letter in support read by Attorney Amy Souchuns.</p> <p>Matt Christy, on behalf of the World of Beer, submitted a letter in support of this project, read by Attorney Amy Souchuns.</p>
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	<p>Joseph Fuller , submitted a letter in support of this project, read by Attorney Amy Souchuns.</p> <p>Richard Warren, representing O&G, voiced support of applications 215-06 and 215-07 and read a letter into the record. Mr. Mills asked if O&G could control barges? Mr. Warren said no, it's controlled by the tug company. He reported that they had asked the barge operators if they would have a problem with the proposed boatyard, and no concerns were expressed.</p> <p>Vicky Papson, 63 Revonah Circle, submitted a letter in support of these proposals, read by Attorney Amy Souchuns.</p> <p>Anthony Pollizzi, Sign of the Whale, spoke in support of the proposal, stating that this area was becoming a destination, and the project would generate more foot traffic.</p> <p>Richard Thomas, submitted a letter in support read by Attorney Amy Souchuns. He lives in Waterside and believes this project will energize the waterfront.</p> <p>Al Sgritta, 103 Midland Avenue, spoke in opposition. Apartments will impact schools. In his mind, this application is more of a residential development than it is a waterfront development.</p> <p>Maureen Boylan, 61 Seaview Avenue, summarized zoning history to protect the boatyard; economic value of the boatyard; disagreed with the MarineTec Report. She opposes the project and submitted written testimony.</p> <p>Ernest Lang, 33 Vincent Avenue, said transferred development rights paid for remediation and loss of income from more valuable uses. He's opposed to the project.</p>
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	<p>Kevin Segalla, submitted a letter in support read by Attorney Amy Souchuns.</p> <p>Peter Lyons from North Stamford, said 3-acres is inadequate; David Martin ran on the need to rebuild the boatyard.</p> <p><u>November 16, 2015</u></p> <p>William Krasnor, 4 S. Sagamore Lane, Stamford, spoke opposing the applications. Stamford will not get Yacht Haven West patrons to return. The proposed boatyard needs to be larger in order to provide full service. BLT has violated the rules and Board approval will set a bad precedent. He asked the Board to put the boatyard back on the 14-acre site. This is a regional issue.</p> <p>Carol Ann McLean, read from a letter in opposition to the applications.</p> <p>Gary Silberberg, of Greenwich, CT, read from a letter in opposition of the applications. He stated that he has been keeping his boat in Stamford for years and used to be a customer of Yacht Haven. The fuel dock (Mercedes) has been removed and the marina is vacant. 333 Ludlow Marina (BLT) is poorly maintained. Docks are in poor condition. Mr. Silberberg read condition #7 of the GDP. Hauling boats greater than 8-1/2' wide on public roads requires a ConnDOT permit. Why would a boat on a trailer be stored at 205 Magee when it could be stored at home? Mr. Silberberg submitted a series of photos into the record.</p> <p>Todd Kosakowski, Sign of the Whale in Stamford. Attorney Amy Souchuns read a letter of support from Mr. Kosakowski.</p> <p>Regina Canfield, 47 Spring Hill Lane East, Stamford and owner of a 43' sailboat, spoke in opposition. She stated she would submit a</p>
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	<p>written statement to follow-up on her comments.</p> <p>Maureen Boylan, 61 Seaview Avenue, Stamford, read a letter from Ernest Laug of 33 Vincent Avenue, Stamford, in opposition. There's no water to fight a fire at 205 Magee. The animal shelter would be at risk. Ms. Boylan also provided additional comments against the applications and raised a concern that the soil remediation work on the 14-acre parcel had been funded by the State.</p> <p>Peter Quigley, 74 North Street, Greenwich, who is a sailor, spoke in opposition to the applications.</p> <p>Victoria Vandamm presented a power-point presentation in opposition to the pending applications and submitted a copy for the record.</p> <p>Cynthia Reeder, read a letter from Super Law Group, LLC on behalf of the SoundKeeper in opposition.</p> <p>Brenda Lewis spoke in opposition to the applications.</p> <p>James Ritman introduced himself as a commercial broker. He said this is a land use issue. The Bridgewater announcement stimulated a lot of interest by other companies that wanted to move to Stamford. The highest and best use of the 14-acre site is a commercial development.</p> <p>Jack Condlin, President of the Stamford Chamber of Commerce, resident and boat owner, spoke in support of the applications. Stamford wants to see Harbor Point development resume. Save our Boatyard represents less than 1/2 of 1% of Stamford residents. The boatyard is not a concern of</p>
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	<p>most residents. The City and BLT should negotiate a compromise.</p> <p>Jack Brewer, Brewer's Boatyard, said they always wanted to stay and invest in the site. BLT kicked them off the property and they want to manipulate the City and State to maximize the development potential of the 14-acre site.</p> <p><u>May 16, 2016</u></p> <p>Maggie Murray, 174 Willowbrook Ave. testified that splitting boatyard services into three properties was a bad idea and the BLT should restore the boatyard on the 14 acre property.</p> <p>Tom Dougherty commented that the split into three locations will impact traffic, and that Southfield Avenue is already a problem. The boatyard and housing at Davenport Landing will cause on street parking problems.</p> <p>Russell Davis testified that they should keep housing along Southfield Ave. and that he supports the BLT, and that it will stimulate improvements in the Waterside Neighborhood.</p> <p>William Wagner said that BLT has been disingenuous and that the boatyard plan doesn't work.</p> <p>Martin Levine, representing the DSSD, read a letter from Sandy Goldstein, President. The letter stated that DSSD takes no position on the boatyard, but is concerned with increase in the SRD-S FAR (78,000 sq. ft.). Commercial use in Harbor Point was to be restricted. The DSSD supports increased housing. The letter questioned whether there is any precedent for "transfer" of FAR, and what's to stop future development of commercial use at 205 Magee Ave.</p>
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	<p>Paul Norton commented that the BLT proposal is a workable boatyard plan, and that Stamford will become a boating destination.</p> <p>Don Corbo spoke in support, and said that it's been 4 years without a boatyard. He said there has always been easy access to fuel with only one gas dock. He commented that there is a soft market for existing boat slips at the Avalon Harbor development.</p> <p>Chairman Mill read into record letter of support from Vicky Papon.</p> <p>Barry Michelson urged the Board to deny the applications. He commented that the 14 acres has long been used as boatyard and that the Stamford Master Plan calls for its preservations. The SRD-S regulations call for preservation of water dependent uses. He said the SRD-S regulations do not allow removal and relocation of a water dependent use. He stated that the DWD zone doesn't offer the same protection as the SRD-S zone. People are concerned that our Zoning Regulations are not being enforced.</p> <p>Damian Ortelli, Chairman of the Stamford Harbor Management Commission (HMC) presented the finding of his Commission and said that all of the applications are interrelated. He read the referral letter from HMC making no comment on 215-02 and 215-05, finding 215-03 and 215-04 inconsistent with the Harbor Management Plan, finding that the Commission cannot be favorable on 215-06 and 215-07. Regarding CSPR 978 (205 Magee) the HMC finds it consistent as a stand-alone application. He testified that the applications taken as a single action are inconsistent.</p> <p>Kevin Dailey stated that the applicant has not produced the required study of the viability of 14 acres to support a water dependent use. He said that there has been interference by the</p>
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Mayor and Governor. He commented that it was curious how the list of 23 requirements was developed. He said the road improvements recommended by Mr. Stein are not relevant. The proposed size of boatyard buildings are significantly less. There is not enough parking. There will be boatyard conflicts with housing at Davenport Landing. He recommended that the Board review and consider the letter submitted by Reeves Potts. He urged the Board to vote no.

Bill Krasner said that BLT was supposed to maintain the original capacity of the boatyard but that boat storage has been significantly reduced. Off-site improvements can't compensate for the loss of capacity.

Randy Dinter testified that the boat storage plan is unworkable, that trailers can't reach some locations. He said he didn't think the 205 Magee Ave. yard was viable. Their plan doesn't address sailboats. Three separate properties aren't "equal to or better" than the original 14 acre facility.

Maureen Boylan said that the Fire Marshall hasn't approved the revised plan. She said the Hinckley facility can't handle large boats as well as the original Yacht Haven West facility. She urged the Board to vote the plan down.

Jack Condlin, President Stamford Chamber of Commerce, testified in support of the applications. He said he was surprised that the Planning Board wanted no housing on the Davenport site. He said the Harbor Management Commission members have prejudiced themselves by joining Save Our Boatyard and publically stating opposition to BLT plans.

June 16, 2016

	<p>Cynthia Reeder, Sound keeper Member, read a letter from Attorney Reed Super noting that Joanna Gwozdzowski, (alternate) and Sandra Dennis cannot vote because they were not properly seated.</p> <p>Chairman Mills stated that Ms. Gwozdzowski participated in most hearings and has reviewed the record of the two meeting she missed.</p> <p>Charles Weiner - 25 Forest Street, spoke in opposition stating that BLT illegally tore down the boatyard and hasn't paid their fines.</p> <p>David Michell – 46 Nelson Street, testified that they should rebuild the boatyard on the 14 acres.</p> <p>Bob Bayer, Greenwich resident, said tht BLT illegally tore down the boatyard and has accrued \$6 million in fines. Their applications will diminish boatyard services and capacities. 205 Magee Avenue has already failed as a boat storage yard. Painting and engine work can't be done outside at Davenport Landing due to dust from O & G. He called for the Board to turn down the applications.</p> <p>Peter Quigly, Greenwich resident, spoke in opposition and said that the Planning Board and Harbor Management Commission have both denied the applications. Water dependent uses should be preserved.</p> <p>Carol Ann McClean spoke in opposition and said that Governor Malloy has given BLT \$16 million for remediation and that the Zoning Board should have access to the details of this funding.</p> <p>Gary Silberberg asserted that BLT cannot forecast market demand for office development and boatyard services. Offices are downsizing and moving out. He said that</p>
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	<p>BLT can't forecast boating demand, and should put the boatyard back on the 14 acres.</p> <p>Melissa Bontemps said that BLT has been slow to develop a plan for the boatyard.</p>
<u>B&S Carting Site</u>	<p><u>October 5, 2020</u></p> <p>Mr. Robert Katchko, South End business owner – 43 Woodland Ave – opposed</p> <p>David Michel, Representative - State of Connecticut –opposed</p> <p>Robert Pouge – 200 Henry Street – made comments</p> <p>Jeff Sale –Harbor Point resident and business owner – in favor</p> <p>Benjamin Henrich – Harbor Point resident - in favor</p> <p>Lynn Brooks – Harbor Point resident – while in favor would like to see more open spaces, more retail to create more walkability</p> <p>Elizabeth McCauley – South End resident – opposed</p> <p>Sue Halpern, Vice President South End NRZ – opposed</p> <p>Samantha Farzola – South End property owner - in favor</p> <p>Carmine Tomas, South End property owner – has concerns with the building height, noise, exhaust system, drainage and potential flooding</p> <p>Sheila Barney, South End property owner – has concerns</p>

	<p>William Hennessey – Carmody Torrance Sandak & Hennessey – requested to read into the record a letter of support from John Nealon and Morgan Machette – South End business owners and residents</p> <p>Peter Quigley – South End resident – opposed</p> <p>Steve Kratchman – South End resident – in favor</p> <p><u>October 19, 2020</u></p> <p>Peter Quigley – Harbor Point Resident – Opposed</p> <p>Barry Michelson – Idlewood Drive – Opposed</p> <p>Elizabeth McCauley – South End Resident – Opposed</p> <p>John Nealon – Harbor Point Resident – In Favor</p> <p>Eddie Fitzpatrick – Business Owner – In Favor</p> <p>Ted Newkirk – Business Owner - In Favor</p> <p>John Track – Member - People Friendly Stamford – In Favor</p> <p>Fritz Chery – Harbor Point Resident – In Favor</p> <p>Marc Civil – Harbor Point Resident – In Favor</p> <p>Carmine Tomas – South End property owner – Opposed</p> <p>Andres Hogg - South End business owner – In Favor</p>
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	Sue Halpern – VP South End NRZ – Opposed
	Fran Gerety – South End Resident – Opposed
	Marlene Rhome – South End Resident – Opposed
	Jerry Silver – Member – People Friendly Stamford –in Favor
	Chris Dawson – Member – People Friendly Stamford – In Favor
	Michael Gorman – South End business owner – In Favor
	Jonathan Abrado – Stamford Resident – In Favor
	Terry Adams – Opposed to the scale of the building height.
	Roody Tide – Stamford Resident – In Favor
	Jamalie Myle – Stamford Resident – In Favor
	Sheila Barney – South End Resident – Opposed to the scale of the building and the exhaust
	Bennie Jablonski – in Favor
	Maureen Boylan – Save our Boat Yard – Opposed
	David Michel – State Rep – Opposed to the scale of the Building and the air quality

Appendix 4

B&S Carting Testimony

From: Dice O <dice@peoplestamford.org>
Sent: Thursday, October 15, 2020 1:43 PM
To: Stamford Land Use
Subject: public statement re: Woodland Pacific development

I would like my statement to be read into the record.

To the Members of the Stamford Zoning Board:

I've lived in Stamford for 15 years and I would like to express my support for this new housing development.

We live in an era of climate change and environmental problems. Dense, transit-oriented development is far more sustainable, environmentally friendly, and financially responsible than the car-dependent suburban sprawl that has historically dictated Stamford's planning. We should be building taller and mixed-use buildings near transit stops where people are less likely to drive and more likely to walk and bike, which means less pollution, a more pleasant cityscape, and more financially prudent land use.

I believe Stamford should look to the future and consider the many new residents who will live, work, pay taxes, and contribute to the community due to these developments. In this time of rising rents and a housing shortage in America's cities, new housing should be considered a public benefit in its own right and not a negative externality to be taxed or mitigated. People are not pollution.

I am concerned that the board has historically over-weighed the views of a very small minority of existing residents who don't like change and express NIMBY views, over the needs of the broader community as a whole. I urge you to support this development and other developments like it.

Thank you
 Dice Oh
 Stamford, CT

From: Andre Williams <andrebikes@yahoo.com>
Sent: Thursday, October 15, 2020 10:40 AM
To: Mathur, Vineeta
Cc: zoning@carmodylaw.com
Subject: SUPPORT WOODLAND PACIFIC DEVELOPMENT, re: October 19, 2020 - Zoning Meeting

Dear Sir,

As a South End resident, I am strongly in favor of continuing the redevelopment of the South End, specifically the parcel that was the former B&S Carting property. This development benefits all Stamford residents and improves the entire community. My understanding is that affordable housing units are included. Furthermore, more market based units create more housing supply and helps to stabilize and even reduce overall housing costs. Development also helps to create jobs.

I attended elementary school in Stamford and have lived in the Harbor Point area for more than six years. The quality of life here is outstanding. There are many communities in Connecticut and beyond that wish for the kind of development we have. Rejection of new development is simply shortsighted and frankly arrogant.

Please support new development! You may contact me with any questions or concerns. Thank you.

Sincerely,

André Williams
 203-505-2797

From: Duncan Edwards <dedwards@watersideschool.org>
Sent: Wednesday, September 30, 2020 11:06 AM
To: Mathur, Vineeta
Cc: Zoning@carmodylaw.com
Subject: Woodland Pacific Project

Vineeta

Unable to attend the Oct 5th mtg via Zoom, I thought I would write to you directly to express my support for the proposed project and to give some sense of the thinking behind that support.

I currently serve as the Executive Director of Waterside School, have done so for the past 18 years and, in doing so, oversaw the construction of the School in a far different South End nearly ten years ago. Different and better - safer; more vibrant, more hopeful; and more forward looking. We have watched the neighborhood grow around us; we have been heartened by all that has been preserved; and we have been reminded of all that can still be in opportunity, jobs and in an even greater and more prideful sense of community and neighborhood.

I understand that change can be difficult for many; it is human nature that our memories of how good things used to be can be convenient; but, as one who has watched, walked it and lived it for the last ten years, this is what progress is meant to look like and I, speaking for the fuller school community, do hope it might be allowed to continue. Simply, there is just too much to gain and too many in line to benefit as a result of the continued upgrade of the community. Very simply, what was an eyesore is now poised to become a most valued asset to the South End and the City itself.

I do not envy the Board's task in its efforts to find balance between all parties but I do wish all well with the task and do hope that the Board will be able to find the path to approval of the proposed project. The rewards will be many.

Woodland Pacific Redevelopment Proposal

From: AT&T Mail (oceanvu222@sbcglobal.net)

To: rblessing@stamfordct.gov *cut off office through labor Day*

Date: Tuesday, September 1, 2020, 2:32 PM EDT

Dear Board Members,

Re: Woodland Pacific Redevelopment Proposal

As a member of the South End Revitalization Committee since its inception I sat through many meetings where the residents of the South End complained about the B & S Carting site.

The BLT group purchased the property, got rid of the smell, removed the blight and truck traffic, making the roads safe again. Now several years later BLT is ready to build on the land and has reserved 10% of the apartments for below market units.

BLT has transformed former industrial property to a great place to live. I support their application of uplifting the quality of life on this site.

Sincerely,

Al Koproski
203-323-9944

Harbor Point Wines & Spirits
 130 Washington Blvd
 Stamford, Ct 06902
 203-588-0833

To the Town Planning & Zoning Board Members for October 5, 2020
 meeting for Woodland Pacific Hearing

Please excuse the fact that I was not able to attend the hearing
 personally, but duty calls at my work location.

In 2015 my husband and I sold our home and decided to try high rise
 living. The pictures of the Harbor Point development were enticing. It
 has been nice to see more development over the course of 5 years in
 this lovely water community. We continue enjoy living in the Harbor
 Point Community. Everyone we encounter on the sidewalks and in my
 store have lovely manners. These residents are very concerned that all
 their neighbors are happy and take interest as to what is going on in the
 Harbor Point Community.

Owning two business's in Greenwich (One for 19 years and the other
 for 29 years) I have watched the Political arena in Hartford and Locally
 change. I have seen my close friends, who were also major clients of
 my business flee this State for Florida, Texas, Wyoming, etc. over CT's
 taxes. The loss of revenue not only for all the small retail
 establishments, but for the State's budget in general.

Not to grow is to shrink in life. We have watched this beautiful area
 continue to grow and be a very integral part of this State's economy.
 Watching business's come into Stamford with more and more people
 moving from different parts of the Tri-State area to the Harbor Point

Community is very stimulating to me and should be to all the Board
 Members.

I opened my business in Harbor Point on July 12, 2018. Frankly, I was
 afraid if I had to be alone especially at night in my store. I knew my 40
 years in the Wine Industry could pull me through. It was a struggle
 trying to create awareness over two years. I continued to believe in BL
 & T and how they are keeping everyone safe and slowly helping the
 whole of the South End. BL & T commands a classy live, work and play
 environment for all of us here at Harbor Point. Always keeping the
 highest standards. The number of boaters that came to this area over
 the summer was wonderful. Sitting at Prime restaurant across the
 Harbor and looking over at the Harbor Point residences makes you feel
 like you are actually in a vacation spot!!

The Woodland Pacific Development can only mean more apartments
 for individuals and couples to be close to their work environment,
 whether it be in the Stamford, Greenwich area or the short train ride to
 New York City.

"I thank you for all of your hard work and urge you to approve this project.

Theresa M. Rogers-Matthews

Resident and Business Owner in Harbor Point Wines & Spirits

From: Michael Gorman <michael@remedybodyworks.com>
Sent: Wednesday, October 7, 2020 12:17 PM
To: VMathur@stamfordct.gov
Cc: Zoning
Subject: [EXTERNAL] Woodland Pacific Comments

Hi Vineeta -

I was unable to attend the zoom hearing Monday but wanted to add my comments to the record.

I am Michael Gorman and I own Remedy Bodyworks @ 36 Dyke Lane. My wife and I own and operate 2 businesses in Harbor Point and purchased 36 Dyke Lane back in 2010. To watch the evolution and transformation of this area over the last 10 years has been nothing short of miraculous and well beyond our expectations. We spend 10 hours a day 6 days a week in the neighborhood and walk about quite a bit. The past 6 months we took an apartment in the Beacon, so even during Covid had the opportunity to enjoy the many outdoor amenities waterfront, running trails and parks. We were excited to see how everyone in Stamford gets out and enjoys this neighborhood, picnics, kids on bikes, baby strollers, runners and walkers. BLT and Stamford have built a wonderful resource that encourages socialization and community pride.

Despite this being the toughest business year in memory, particularly for small businesses like ours, we are optimistic about the foundation that has been laid and continues to be developed for the future.

We would like to see this progress continue with the Woodland Pacific Project that will not only provide upgraded housing for the community but also create a better environment for everyone in the South End. Pacific is one of the great streets in Stamford that can attract more organic small businesses that will continue to improve the fabric and vibrance of the neighborhood. We strongly support the approval of this project and the city's active involvement in helping small business thrive in the South End.

Sincerely,
 Michael and Hannah Gorman
 Remedy Bodyworks

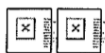
1

Revel Catering

--

Michael Gorman
 remedy bodyworks
 Harbor Point
 36 Dyke Lane
 Stamford, CT 06902

m 917 757-9839



www.remedybodyworks.com

<https://go.booker.com/location/RemedyBodyworksChelsea>

Energize Your Day!

From: annkelez@yahoo.com
Sent: Wednesday, October 14, 2020 8:16 PM
To: Zoning
Subject: [EXTERNAL] Harbor Point Woodland Pacific development support

Hello,

I'm strongly in favor of the redevelopment of this site! I've recently moved into Harbor Point from NY, and chose this area for my family due to the incredible changes, exciting news of expansion, and beautiful new developments! We feel it has a positive, bright future and we plan to live here for many years as long as it keeps growing and building up. We've encouraged friends to move in too. We want to feel safe and live in clean environments, and be able to walk through neighborhoods easily, including to and from the train or elsewhere. This area still has so much potential, we enjoy it and look forward to more improvements! Thank you for putting resources into growing this area!

Best,
 A Grateful Harbor Point resident

From: Andre Williams <andrebikes@yahoo.com>
Sent: Thursday, October 15, 2020 10:40 AM
To: VMathur@StamfordCT.gov
Cc: Zoning
Subject: [EXTERNAL] SUPPORT WOODLAND PACIFIC DEVELOPMENT, re: October 19, 2020 - Zoning Meeting

Dear Sir,

As a South End resident, I am strongly in favor of continuing the redevelopment of the South End, specifically the parcel that was the former B&S Carting property. This development benefits all Stamford residents and improves the entire community. My understanding is that affordable housing units are included. Furthermore, more market based units create more housing supply and helps to stabilize and even reduce overall housing costs. Development also helps to create jobs.

I attended elementary school in Stamford and have lived in the Harbor Point area for more than six years. The quality of life here is outstanding. There are many communities in Connecticut and beyond that wish for the kind of development we have. Rejection of new development is simply shortsighted and frankly arrogant.

Please support new development! You may contact me with any questions or concerns. Thank you.

 Sincerely,

André Williams
 203-505-2797

From: Dice O <dice@peoplestamford.org>
Sent: Thursday, October 15, 2020 1:07 PM
To: Vineeta Mathur
Subject: [EXTERNAL] public statement re: Woodland Pacific development

I've lived in Stamford for 15 years and I would like to express my support for this new housing development.

We live in an era of climate change and environmental problems. Dense, transit-oriented development is far more sustainable, environmentally friendly, and financially responsible than the car-dependent suburban sprawl that has historically dictated Stamford's planning. We should be building taller and mixed-use buildings near transit stops where people are less likely to drive and more likely to walk and bike, which means less pollution, a more pleasant cityscape, and more financially prudent land use.

I believe Stamford should look to the future and consider the many new residents who will live, work, pay taxes, and contribute to the community due to these developments. In this time of rising rents and a housing shortage in America's cities, new housing should be considered a public benefit in its own right and not a negative externality to be taxed or mitigated. People are not pollution.

I am concerned that the board has historically over-weighed the views of a very small minority of existing residents who don't like change and express NIMBY views, over the needs of the broader community as a whole. I urge you to support this development and other developments like it.

Thank you
 Dice Oh
 Stamford, CT

Lisa L. Feinberg

From: John Nealon <johntnealon3@gmail.com>
Sent: Monday, October 5, 2020 3:40 PM
To: VMathur@StamfordCT.gov; Zoning
Cc: Morgan Machette
Subject: [EXTERNAL] In Support of "Woodland Pacific"

Dear Zoning Board Members,

It has come to our attention that the Woodland Pacific Project is in jeopardy of not being approved. As a Stamford resident for the last 14 years, I felt the need to reach out in support of the project. Yale and Towne and the subsequent Harbor Point development, have brought countless jobs, businesses, and new residents to our amazing city. As a resident of 121 Towne, we frequently walk from our apartment, past the empty lots (where the Woodland Pacific Project would be), and our to Harbor Point to enjoy the boardwalk. I find it very difficult to understand why anyone would want to slow this project down. How great would it be to have townhouses and apartments filling those empty plots?

We also have opened 2 new businesses on Towne street, and we would to see those deserted plots become more appealing to pedestrians to frequent our area. A proper residential development would certainly achieve that. We implore you all to move forward with the approval of the Woodland Pacific project, and we look forward to continuing to see this amazing growth in our awesome city!

Thanks so much,
 John Nealon & Morgan Machette
 Taco Daddy & The Lila Rose

Hello,

My name is Lou Getzelman I am a business owner and former resident in harbor point, just recently sold my condo in the area.

I am writing to express my support of the Woodland Pacific project. As an owner at F45 Training in Harbor Point, we feel it is a vital piece to connect the community. Over the last two years we have employed numerous people in the area and offered a great amenity that would be more readily available to residents with this project. As someone who also lived in the community for eight years, the sites looks unsafe and is an eye soar for an otherwise great community.

I know that these hearings and meetings are typically dominated by people that have negative things to say, however we hope that you are able to hear the positives of these projects and the work of BLT from residents and business owners.

Please do not hesitate to contact me should you have any questions about why I feel this project is so important.

Best,

Lou Getzelman
516-661-3929

From: John Nealon <johntnealon3@gmail.com>
Sent: Monday, October 5, 2020 3:40 PM
To: VMathur@StamfordCT.gov; Zoning
Cc: Morgan Machette
Subject: [EXTERNAL] In Support of "Woodland Pacific"

Dear Zoning Board Members,

It has come to our attention that the Woodland Pacific Project is in jeopardy of not being approved. As a Stamford resident for the last 14 years, I felt the need to reach out in support of the project. Yale and Towne and the subsequent Harbor Point development, have brought countless jobs, businesses, and new residents to our amazing city. As a resident of 121 Towne, we frequently walk from our apartment, past the empty lots (where the Woodland Pacific Project would be), and our to Harbor Point to enjoy the boardwalk. I find it very difficult to understand why anyone would want to slow this project down. How great would it be to have townhouses and apartments filling those empty plots?

We also have opened 2 new businesses on Towne street, and we would see those deserted plots become more appealing to pedestrians to frequent our area. A proper residential development would certainly achieve that. We implore you all to move forward with the approval of the Woodland Pacific project, and we look forward to continuing to see this amazing growth in our awesome city!

Thanks so much,
John Nealon & Morgan Machette
Taco Daddy & The Lila Rose

From: Jeff Sale <jeff@proof.coffee>
Sent: Monday, October 5, 2020 10:35 AM
To: VMathur@stamfordct.gov
Cc: Zoning
Subject: [EXTERNAL] Zoning Board Meeting 10/5/20 : Jeff Sale talking points

Good morning to you both,

I'm Jeff Sale, founder and CEO of PROOF Coffee Roasters, a 5-year-young coffee roasting, wholesale B2B, retail CPG, and brick-and-mortar cafe company, founded in NYC with 5 locations (pre-COVID...).

We (PROOF), just this late Summer / early Fall, branched out into Harbor Point in Stamford, after my wife and I relocated here in April 2020 after almost 15 years in New York, opening our first CT brick-and-mortar PROOF Coffee Roasters location.

I'm registered to attend the Zoning Board Meeting this evening, and per the instructions I was given with my invitation, I am sending ahead of that meeting my planned "talking points". They are as follows:

Talking Points:

#1). I would like to ask / learn / understand in some modicum of detail the City's relationship with BLT, views on BLT, and any points of contention (and primarily, *why*) between the City and BLT with respect to continued land development / economic development in and around Stamford -- in this case, specific to Harbor Point.

#2). Based on the information I am able to glean and absorb in reference to #1, I can/will give insight into my experience coming into the Harbor Point community, leasing my Stamford space from BLT, ramping up to and ultimately launching our Harbor Point PROOF Coffee Roasters location, and how Harbor Point and possible continued (or future) development plans may impact our growth trajectory and our business plans in the next several years.

It is **imperative** that I be able to learn and understand the information regarding #1, as it is the furthest thing from my mind to simply blindly jump into a new community, City, State, etc. without allowing for the opportunity to understand - to as much a degree as possible -- the various perspectives, relationship dynamics, and view points of multiple parties involved in the day-to-day life and development here in Stamford -- again, specifically referencing Harbor Point at this juncture.


I do invite any sort of communication, be it phone or email, anytime prior to the Zoning Board meeting this evening, so that we might have the opportunity to get acquainted prior to, and so that I may be able to absorb any information relating to #1 above prior to the meeting itself so as not to use more of the meeting time than necessary with this information.

Thank you for your consideration and your time, and I'm looking forward --

Jeff
 319-230-0768

Jeff Sale | Founder + CEO


PROOF Coffee Roasters
 flagship: 2286 Adam Clayton Powell Jr Blvd, NYC 10030
 email: jeff@proof.coffee
 mobile: +1 319 230 0768


 **From:** Cianna Durringer <ciannadurringer@gmail.com>
Sent: Thursday, August 6, 2020 5:25 PM
To: Zoning
Subject: [EXTERNAL] Stamford revitalization importance

To whom this email reaches,

I recently moved to Stamford in 2017 after graduating college in upstate NY and receiving a job offer from one of the many companies headquartered in Stamford. Over the past three years, I have seen the city of Stamford transform before my eyes - all for the better. Each change made to the city has convinced me to stay in Stamford. Despite job changes and company relocations, I have stayed in Stamford because of my love of this city. I want to emphasize the importance of continued changes of our city. I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites. These sites are an incredible eyesore, and furthermore the empty lots have made me feel unsafe while walking near them at dusk/night. Revitalizing these sites would have a massive impact on the city of Stamford and would likely keep younger working professionals in Stamford longer, boosting the local economy greatly.


Thank you for your consideration,
 Cianna Durringer

 If you have any other questions or would like to reach out, you may email this email address or call at (716) 392-3024.

 **From:** Mike OConnell <mikeoconnell172@gmail.com>
Sent: Friday, August 7, 2020 3:51 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites. There is a tremendous opportunity for Stamford to enhance its appeal to the many people leaving NYC who are looking for an alternative location that's close by, Stamford should not miss this opportunity.

Regards,
 Michael O'Connell
 1 Broad St, Stamford, CT 06901

 **From:** Glen Lurato <Glen.lurato@cicpallp.com>
Sent: Friday, August 7, 2020 3:12 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I stringly support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites. My wife & I moved to downtown Stamford this past October and absolutely LOVE walking from our place on Broad street to Harbor Point for dinner and drinks. As we walk we always talk about how nice it is here and hope to see more down there. We had NO idea this project was being resisted let alone the project itself. We're new to Stamford and we love seeing cranes in the air which to us represents growth and future of Stamford. I hope you take this email to heart and approve the project as harbor point as you know is stunning and fun to go to...

Sent from my iPhone


 **From:** kyle thompson <thompson.kanthy@gmail.com>
Sent: Thursday, August 6, 2020 12:04 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

As a Harbor Point resident, I would like to see our neighborhood grow into a safe place to live and play.

I commute into the city, and have often felt cautious when walking to/from the train station, particularly at night. This area is the first thing many see when entering Stamford by train. We need to improve for both flow and perception that Stamford is a great place to live.

Sent from my iPhone

 **From:** lou getzelman <lou@canyonsalescompanyllc.com>
Sent: Friday, August 7, 2020 8:02 AM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


We own a business in Harbor Point and we also own a Condo. The group showing up to these meetings are the vocal minority, most of us are working in the in the community during meeting times and enjoying the lifestyle that Harbor Point offers.

Please consider the overall population.

Thank You,

Lou Getzelman
 F45 Training Stamford Harbor Point

 Sent from Mail for Windows 10

 **From:** Paul Senecal <paul@us-a.com>
Sent: Friday, August 7, 2020 10:45 AM
To: Zoning
Cc: Lisa L. Feinberg
Subject: [EXTERNAL] HP South End Revitalization

Dear Zoning Board,

As a resident and tax payer in Stamford for many years, I am very pleased with the development and "life" that has been brought in to our city both downtown and in the south end. When I moved here in 1992 both of these areas were dead after 5pm. When I lived at Stamford landing condominiums in the 90's (Southfield Ave) I looked at the site from across the harbor every night waiting to see what would eventually be developed there. What I see now is amazing, both for the residence and the city itself. I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Thank you for your time and consideration,

Paul Senecal

1 Broad St

 Units 22 A/B and Unit 21A

Stamford, CT



From: James Heffernan <jamieheff18@gmail.com>
Sent: Monday, August 10, 2020 2:41 PM
To: Lisa L. Feinberg
Subject: [EXTERNAL] BLT - B&S Carting Site

Dear Members of the Planning & Zoning Board,

I understand you are currently considering a proposal from BLT to redevelop the former B&S Carting site in the South End. As a developer of multifamily housing in Stamford and the surrounding area, I may seem like an unlikely ally. However, I am writing to offer my strong support for this project. BLT's revitalization of the South End has defined Stamford's economic boom over the last decade. When the rest of the state was struggling to recover from the last recession, Stamford continued to grow and we are all better for it. The redevelopment of the old refuse & recycling site will further enhance the South End neighborhood by putting eyes on the street in a location that is dark and desolate. I hope that you will approve the applications before you.



Sincerely,

Jamie Heffernan

Empire Residential, LLC

(914) 843-6121

From: Conor Horrigan <conor@halffullbrewery.com>
Sent: Thursday, August 20, 2020 10:18 AM
To: Zoning
Subject: [EXTERNAL] Support for Revitalizing former B&S Carting Site

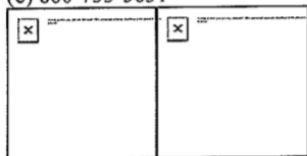
Hello,

I would like to send this email in support of BLT's revitalizing the former B&S Carting Site. As someone who is in the process of building a business in the neighborhood that is focused on connecting the entire south end community, we need to make sure that people feel safe walking throughout the neighborhood. Having an empty lot in the middle of that neighborhood prevents that from happening and thus prevents the community from truly coming together. Plans that can increase population density and vibrancy at that site have my full support.

I also support revitalizing the empty lots around the former Blickenderfer building although I do not support tearing that building down given the character and history it brings to the neighborhood. I would like to see that building somehow preserved and used in BLT's revitalization plans as, in my opinion, it is important that a neighborhood does not lose its identity as it is revitalized.

Thank you and cheers,
 Conor

--
 Conor Horrigan
 Founder & Chief Hoptimist
 Half Full Brewery / Third Place
 43 Homestead Ave / 575 Pacific Street
 (c) 860-733-5831



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From: Fleischmann, Dennis <dcfleischmann@bclplaw.com>
Sent: Saturday, August 8, 2020 4:10 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites. It's in the interest of the vast majority of residents and businesses to having a thriving area that serves as a magnet for young and old alike.

Dennis C. Fleischmann
 1 Broad Street PH23F
 Stamford CT 06901
dcfleischmann@bryancave.com

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From: Lucy M <lucymmagnus@gmail.com>
Sent: Sunday, August 23, 2020 10:44 AM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Harbor Point is a tremendous asset to the city of Stamford and certainly to the South End neighborhood. BLT is providing both market and below market/affordable housing options to new or existing residents of Fairfield county. Harbor Point is a safe, clean, and enjoyable destination for residents and people visiting from out of town. The more blighted property in the South End that can be developed BLT, the better. Let's make Stamford something to be proud of. Full support for BLT's future development of Harbor Point.

Signed,
 Lucy Magnus
 Harbor Point Supporter & Resident


 **From:** Ecia Blue <force10_2@hotmail.com>
Sent: Thursday, August 27, 2020 3:53 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I would add with the input of the Community ... The Whole S.E. Community.

E. Coleman
 Dist. Rep.

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Pacific and Atlantic Sites.

Sent via my Samsung Galaxy, an AT&T 4G LTE smartphone
 Get [Outlook for Android](#)



 **From:** Giovanni D'Amico <giovannirdamico@gmail.com>
Sent: Monday, October 5, 2020 11:54 AM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

Dear Zoning Board Members:


My wife and I have lived in Harbor Point for four years now, have witnessed the area's revitalization firsthand, and firmly believe that BLT has been an asset to the City of Stamford and has improved the quality of life of property owners, renters, businesses, and the local economy and community.

I strongly support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites - which will add even more value and opportunity to our local community. We relocated to the area four years ago because of the potential we saw for its growth and development - and we very much want to see that development continue.

Thank you,
 Giovanni and Amanda D'Amico
 120 Towne St, Stamford, CT


  **From:** Dan Pippitt <DPippitt@canidae.com>
Sent: Friday, October 2, 2020 1:41 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** Sarah McEvoy <smcevoy581@gmail.com>
Sent: Friday, October 2, 2020 1:09 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone


 **From:** Louisa <louisahurst@gmail.com>
Sent: Friday, October 2, 2020 12:53 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


Sent from [Mail](#) for Windows 10

 **From:** Sarah Gleason <segleason@gmail.com>
Sent: Friday, October 2, 2020 12:33 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


 **From:** VICTOR MANUEL <coolingcactus53@hotmail.com>
Sent: Wednesday, September 30, 2020 6:25 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** Anne Fong Ma <afongma@gmail.com>
Sent: Wednesday, September 30, 2020 4:30 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Anne Fong Ma
owner, 55 Woodland Pl, #8, Stamford, CT 06902


 **From:** Andrew Han <andrewyhan@outlook.com>
Sent: Monday, September 21, 2020 4:21 AM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from [Mail](#) for Windows 10


 **From:** Aaron Horowitz <aaron@drewhorowitzassociates.com>
Sent: Thursday, September 3, 2020 9:55 AM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** Melissa Cooper <melissadyann@icloud.com>
Sent: Wednesday, September 2, 2020 11:02 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


Sent from my iPhone

 **From:** Leonard Edokpolo <leonard.edokpolo@gmail.com>
Sent: Wednesday, September 2, 2020 9:15 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Leonard Edokpolo, MD
 Attending Anesthesiologist
 Integrated Anesthesia Associates
 Yale University School of Medicine 2012
 517-944-2037
 Leonard.Edokpolo@gmail.com

Sent from my iPhone

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From: Elise Wiener <elise@elisesongs.com>
Sent: Wednesday, September 2, 2020 6:48 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

--



Elise
 Singer. Songwriter. Artist.
 (914) 414-6507 | elise@elisesongs.com
www.elisesongs.com

[MUSIC SAMPLER - Listen here](#)



From: lindalritacco@aol.com
Sent: Wednesday, September 2, 2020 5:43 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

From: Juliane Nahas <julianeruperti@yahoo.com>
Sent: Friday, August 28, 2020 1:56 AM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

From: Mike Stewart <mike.sdg@gmail.com>
Sent: Thursday, August 27, 2020 11:34 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

-M

Sent from my iPhone please excuse any spelling errors or strange iPhone auto corrections.


 **From:** Stephen F Siegel <siegel@civconsulting.com>
Sent: Sunday, August 30, 2020 11:42 AM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** Tiffany Kuehner <tkuehner@gmail.com>
Sent: Sunday, August 30, 2020 8:22 AM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Tiffany R. Kuehner

 **From:** Jessica MacDonald <jlynnmacdonald824@gmail.com>
Sent: Saturday, August 29, 2020 5:14 AM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


Jessica MacDonald
 Cell- (203) 809-0153

 **From:** Bryan Ballatore <bryanballatore@gmail.com>
Sent: Thursday, August 27, 2020 6:21 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Regards,
 Bryan

Sent from my iPhone


 **From:** Kyle Durante <kyledurante@shanor.us>
Sent: Thursday, August 27, 2020 6:20 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** Marlene Petrucelli <twosdaygirl@aol.com>
Sent: Thursday, August 27, 2020 4:34 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone

 **From:** Darius Goldman <darius@meratas.com>
Sent: Thursday, August 27, 2020 4:31 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Darius Goldman
Darius@Meratas.com
www.meratas.com

 **From:** Richard Shanor <rjshanor@shanor.us>
Sent: Thursday, August 27, 2020 4:10 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone

 **From:** Laura Conte <contelaura13@gmail.com>
Sent: Thursday, August 27, 2020 3:40 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone


 **From:** Eric Paul Servatius <servatius@gmail.com>
Sent: Thursday, August 27, 2020 2:28 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Eric Servatius
 Stamford, CT

 **From:** Catherine Witt <cathywitt@comcast.net>
Sent: Thursday, August 27, 2020 3:46 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** Tom Alongi <tom@dynamix.nyc>
Sent: Thursday, August 27, 2020 3:22 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Tom Alongi
 President | Dynamix Consulting
 office 914.819.0957 fax 914.560.2304
 web www.dynamix.nyc



From: ward@tarapaige.com
Sent: Thursday, August 27, 2020 3:27 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.



From: Marley Kessler <marleykessler1@gmail.com>
Sent: Thursday, August 27, 2020 3:24 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.



From: Iszhair@aol.com
Sent: Monday, August 24, 2020 9:46 AM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic sites.



From: Erika Sharpe <erika.sharpe@gmail.com>
Sent: Saturday, August 8, 2020 2:22 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I'm a resident at the Infinity building in Harbor Point and I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


Sent from my iPhone

 **From:** Kelly Nigro <kejofe@gmail.com>
Sent: Wednesday, August 5, 2020 6:13 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


--

Kelly Mineaux Nigro
Kejofe@gmail.com
 860-716-8955


 **From:** Cody Clark <codycharlesclark@gmail.com>
Sent: Wednesday, August 5, 2020 7:01 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


Cody Clark
 319-610-7711
Codycharlesclark@gmail.com

 **From:** Peter Liptack <peter.liptack@gmail.com>
Sent: Wednesday, August 5, 2020 7:41 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


 **From:** Emily Festa <emilyfesta@gmail.com>
Sent: Wednesday, August 5, 2020 7:56 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** Jon Curry-Edwards <jcurryedwards@gmail.com>
Sent: Wednesday, August 5, 2020 8:04 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

JCE


 **From:** Lauren Festa <laurenfesta@gmail.com>
Sent: Wednesday, August 5, 2020 8:21 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Thanks,
 Lauren Festa

 **From:** Cohen Mimi <cohimi@gmail.com>
Sent: Friday, August 7, 2020 4:32 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** Karen Benet <kbenet@ajbenet.com>
Sent: Friday, August 7, 2020 4:08 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


Karen Benet
 A.J. Benet Inc
 430 Center Ave
 Mamaroneck, NY 10543
 T: (914)381-2040 x25
 F: (914)381-5089

"Creating relationships that go far beyond the policy."

 **From:** Christophe Paturel <cpaturel1@gmail.com>
Sent: Friday, August 7, 2020 4:17 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

C.P.

 **From:** P C <pac44144@gmail.com>
Sent: Wednesday, August 5, 2020 8:22 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Patrick Carino
203.561.0218

 **From:** DANA KLEIN <danaaa@icloud.com>
Sent: Friday, August 7, 2020 5:09 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Best,
 Dana Klein

 **From:** Cheri Curry <chericurry@yahoo.com>
Sent: Wednesday, August 5, 2020 8:25 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone



From: dave10509@yahoo.com
Sent: Wednesday, August 5, 2020 8:42 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.



From: Rita's Email <rima77@optonline.net>
Sent: Wednesday, August 5, 2020 8:42 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPad



From: Jake Mazotas <jakemazotas@gmail.com>
Sent: Friday, August 7, 2020 2:54 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.



From: Dani Feinberg <danilauren92@gmail.com>
Sent: Friday, August 7, 2020 2:33 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone

 **From:** Tyson, William R <William.Tyson@charter.com>
Sent: Friday, August 7, 2020 3:17 PM
To: Zoning
Subject: [EXTERNAL] Harbor Point South End Revitalization


Good afternoon

I would like to share my support for BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Thank you for your consideration


Bill and Lisa Tyson
 1 Broad Street Unit 33b
 Stamford CT 06901

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 **From:** John Putrino <jputrino@me.com>
Sent: Friday, August 7, 2020 5:23 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone
 +1 (917) 597-1771

 **From:** Paresh Desai <ronakfrombronx@icloud.com>
Sent: Friday, August 7, 2020 1:33 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone

 **From:** Shelby Ladenheim <sladenheim@gmail.com>
Sent: Friday, August 7, 2020 1:35 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone

 **From:** Liz Duggan <liz.duggan528@gmail.com>
Sent: Friday, August 7, 2020 1:33 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Elizabeth Duggan
 Liz.duggan528@gmail.com
 631.278.3178


 **From:** Greg Peterson <gregorypeterson15@gmail.com>
Sent: Friday, August 7, 2020 1:53 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


Sent from my iPhone

 **From:** pam10509@yahoo.com
Sent: Wednesday, August 5, 2020 9:16 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** Patrick Randall <patrickjrandall@gmail.com>
Sent: Friday, August 7, 2020 2:01 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** pam10509@yahoo.com
Sent: Wednesday, August 5, 2020 9:16 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


 **From:** Mike Festa <mikefesta@gmail.com>
Sent: Wednesday, August 5, 2020 9:51 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** Claudia <claudia1145@aol.com>
Sent: Wednesday, August 5, 2020 10:28 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone


 **From:** Aabid Patel <a36patel@gmail.com>
Sent: Wednesday, August 5, 2020 10:34 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Aabid Patel

 **From:** John Hurley <johnhurley94@gmail.com>
Sent: Wednesday, August 5, 2020 10:38 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** Taylor Ansbro <tayloransbro@gmail.com>
Sent: Thursday, August 6, 2020 8:27 AM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Taylor Ansbro
 (203) 313-1645


Sent from my iPhone

 **From:** Jeff K. <jkechejian@gmail.com>
Sent: Thursday, August 6, 2020 8:42 AM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


 **From:** Kathleen Kenyon <kaonk46@gmail.com>
Sent: Friday, August 7, 2020 5:03 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


 **From:** Brian Danishevsky <bdanishevsky@gmail.com>
Sent: Thursday, August 6, 2020 11:38 AM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone


 **From:** Charissa E <charissajay@gmail.com>
Sent: Thursday, August 6, 2020 9:56 AM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** Sarah Weber <sarahgweber@gmail.com>
Sent: Thursday, August 6, 2020 12:23 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone


 **From:** Susannah Ferrer <susannahferrer@gmail.com>
Sent: Thursday, August 6, 2020 1:13 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


Susannah Ferrer

 **From:** Cameron McDonough <cameronjmcdonough@gmail.com>
Sent: Thursday, August 6, 2020 2:35 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** Mike Gacek <michaeljgacek@gmail.com>
Sent: Thursday, August 6, 2020 2:45 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** Colby Chapman <colbychapman@me.com>
Sent: Thursday, August 6, 2020 3:13 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** David Saias <davidsaias@optonline.net>
Sent: Thursday, August 6, 2020 8:52 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


Best Regards,
 David
 914-715-5926 cell

Sent from my iPhone

 **From:** lauren wendorf <laurenwendorf@gmail.com>
Sent: Thursday, August 6, 2020 10:34 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone


 **From:** Magdalena Jastrzab <magda997@yahoo.com>
Sent: Friday, August 7, 2020 7:04 AM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


Sent from my iPhone

 **From:** Sara Getlin <sgetlin@dermotcompany.com>
Sent: Friday, August 7, 2020 9:15 AM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** Helen McDermott <hellofromhelenmcd@gmail.com>
Sent: Wednesday, August 19, 2020 4:52 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


 **From:** Lukas Habegger <habeggel@me.com>
Sent: Tuesday, August 18, 2020 11:42 AM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 **From:** Kate Bally <katebally@me.com>
Sent: Wednesday, August 19, 2020 4:12 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone


 **From:** Tom Curtiss <tom.curtiss.3@gmail.com>
Sent: Wednesday, August 19, 2020 3:40 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Thank you,

Tom Curtiss
 1 Harbor Point Apt 1753
 Stamford, CT 06902

Sent from my iPhone

 **From:** Peter Liptack <peter.liptack@gmail.com>
Sent: Wednesday, August 19, 2020 3:14 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.



From: Connie Koss <connie@kosshome.com>
Sent: Monday, August 10, 2020 1:37 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone



From: Jamil Lacourt <jamil.lacourt@gmail.com>
Sent: Monday, August 10, 2020 11:57 AM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Jamil Lacourt
 650-518-9563



From: daniel kolich <daniel.kolich@gmail.com>
Sent: Monday, August 10, 2020 10:34 AM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Daniel Kolich
 Kolich Capital Investments LLC
 CEO
 PO Box 2733
 Stamford CT 06906



From: Rebecca Bisland <rebecca.bisland@gmail.com>
Sent: Sunday, August 9, 2020 12:34 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone



From: Martina Ondrejкова <ondrejкова@yahoo.com>
Sent: Saturday, August 8, 2020 12:33 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.



From: Michael Hernandez <michael.g.2.hernandez@uconn.edu>
Sent: Saturday, August 8, 2020 10:13 AM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


Sent from my iPhone




From: Lauren Koprowski Bodner <lauren.koprowski@gmail.com>
Sent: Friday, August 7, 2020 8:39 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone


 **From:** toby wander <tobywander@optimum.net>
Sent: Saturday, August 8, 2020 8:56 AM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


 **From:** Bruce Ferris <bferris55@yahoo.com>
Sent: Monday, August 10, 2020 7:38 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone


 **From:** Eric Paul Servatius <servatius@gmail.com>
Sent: Tuesday, August 11, 2020 3:23 AM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support efforts to continue the revitalization of Stamford's South End.

 **From:** Kathy Ferris <kcferris54@yahoo.com>
Sent: Monday, August 10, 2020 7:36 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone

 **From:** Matthew Nigro <matthew.nigro20@gmail.com>
Sent: Monday, August 10, 2020 3:47 PM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone

 **From:** Stacey Zelek <staceyzelek@yahoo.com>
Sent: Thursday, August 13, 2020 10:21 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone

 **From:** Andre Williams <andrebikes@yahoo.com>
Sent: Wednesday, August 12, 2020 5:18 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


[Sent from Yahoo Mail on Android](#)

 **From:** Lindsay Grodin <lmgrodin@gmail.com>
Sent: Wednesday, August 12, 2020 5:48 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.


Lindsay Grodin
 Founder + Creative Director
 LMG Design

[@lmgdesign](#)
www.lmgdesign.net

 **From:** Danielle <daniroz84@gmail.com>
Sent: Wednesday, August 12, 2020 6:53 PM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization


I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

 Danielle Ross
 phone: 303-517-8662
 email: daniroz84@gmail.com

 **From:** Paresh Desai <ronakfrombronx@icloud.com>
Sent: Saturday, September 12, 2020 11:03 AM
To: Zoning
Subject: [EXTERNAL] HP South End Revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

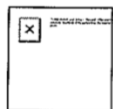
Sent from my iPhone

 **From:** Matthew Guadagno <matthew.guadagno@gmail.com>
Sent: Thursday, September 10, 2020 9:58 AM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

From: Elise Wiener <elise@elisesongs.com>
Sent: Thursday, September 10, 2020 10:17 AM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.



Elise
 Singer. Songwriter. Artist.
 (914) 414-6507 | elise@elisesongs.com
www.elisesongs.com

[MUSIC SAMPLER - Listen here](#)



From: Al Minahan <alfred.minahan@gmail.com>
Sent: Thursday, September 10, 2020 9:13 AM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

From: Brian Danishevsky <bdanishevsky@gmail.com>
Sent: Thursday, September 10, 2020 9:03 AM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Sent from my iPhone

From: James O'Reilly <jsor333@gmail.com>
Sent: Wednesday, September 16, 2020 9:14 AM
To: Zoning
Subject: [EXTERNAL]

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic sites.

Thank you



Emergency Housing

Transitional Housing

Permanent Housing

Deeply Affordable Housing

Rapid Rehousing

Vocational Training

Education & Employment

Children's Services

Early Childhood & Parenting Services

Employment & Housing Retention

August 18, 2020

Members of the Planning & Zoning Boards
 City of Stamford
 888 Washington Boulevard
 Stamford, CT 06901


To: The Members of the Stamford Planning and Zoning Board

Building and Land Technology (BLT) sent Inspirica a proposed rendering of a 540-unit, apartment project to be located on a vacant parcel circumscribed by Woodland Avenue, Pacific Street, Walter Wheeler Drive, and Atlantic Street.

Although BLT did not provide the specifics of this development, Inspirica is in general support of projects that would create more affordable housing units under Stamford's inclusionary zoning requirements. Creating more affordable housing is consistent with Inspirica's mission of transforming the lives of the homeless as well as those that need affordable housing.

Please note that Jason Klein, a member of Inspirica's Board of Directors, is an attorney for Carmody Torrance Sandak & Hennessey, LLP, a law firm which represents BLT. Mr. Klein did not participate in the decision to send this letter.

Thank you,


 Denise Durham Williams
 Chief Executive Officer
 Inspirica

Stamford Media Village, LLC

860 Canal Street
Stamford, CT 06902

October 5, 2020

VIA EMAIL

Members of the Stamford Zoning Board:

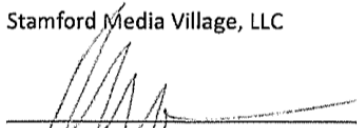
I am the President of Wheelhouse Group and Stamford Media Village. As you may know, Stamford Media Village has been redeveloping 860 Canal Street for the past few years. During this process, we have seen the BLT team's dedication to the South End first hand.

We have been very supportive of their plans and are also in favor of their planned development of the Woodland Pacific project. We think the redevelopment of that location will benefit all of the people in the area and is a key step. We understand that additional housing, especially affordable housing is greatly needed. We also believe BLT's plans to improve the pedestrian experience and connectivity from Harbor Point to the South End is crucial.

Therefore, we respectfully request that you approve the application. Please don't hesitate to reach out with any questions or concerns.

Regards,

Stamford Media Village, LLC


By: Robert Lia
Its: President

From: Dave Faïman <davidfaïman@hotmail.com>
Sent: Wednesday, October 14, 2020 11:27 AM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

David Faïman
203-249-5329



From: Logan O'Connor <loganjoconnor@yahoo.com>
Sent: Friday, October 16, 2020 6:37 AM
To: Zoning
Subject: [EXTERNAL] HP South End revitalization

I support BLT's efforts to continue the revitalization of Stamford's South End by redeveloping the Woodland Pacific and 650 Atlantic Sites.

Logan O'Connor, Esq.
(203) 415-2636

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