

Lisa L. Feinberg Partner Phone: 203.252.2677 Fax: 203.325.8608 LFeinberg@carmodylaw.com

1055 Washington Blvd. 4th Floor Stamford, CT 06901

March 1, 2024

### VIA E-MAIL & HAND DELIVERY

Michael Wrinn Director Planning and Zoning Department Town of Wilton Town Annex 238 Danbury Road Wilton, CT 06897 Michael.Wrinn@wiltonct.org

### Re: Request for Pre-Application Review 15 Old Danbury Road, Wilton, Connecticut *Requesting Parties:* CD Station LLC (Owner) &Toll Brothers, Inc. (Contract Purchaser)

Dear Director Wrinn:

As you may recall, our firm represents the above-captioned Requesting Parties (the "Parties") in connection with the potential redevelopment of the property located at 15 Old Danbury Road, Wilton, Connecticut (the "Property"). As you know, the Parties previously presented a pre-application on October 30<sup>th</sup> and have been working hard to address the comments received from the Planning & Zoning Commission (the "Commission"). The Parties now seek a second pre-application review of the newly designed plans (the "Plans") by the Commission.

Mindful of the feedback received, the Parties envisioned an entirely new design. The proposed structure now consists of three components: (1) Building B, the northern portion; (2) Building A, the southern portion, and (3) the transparent glass amenity space, connecting buildings A and B, and three courtyards.

The Plans also use the existing grade change on the Property to their benefit. The proposed building has "natural" variations in height, resulting in additional visual interest when viewed from the surrounding roads. Utilizing the grade, the Plans increase the number of below-grade parking spaces to 103, an increase of nearly 70% over the previous design.

As requested, the revised design strengthens the connection of the Property with Wilton Center. This is accomplished by the addition of a continuous pedestrian connection between the proposed building and adjacent train station and footbridge. The main entry is also connected to



the adjacent properties with decorative paving proposed between the train station and the Property's perimeter sidewalks. The visual connection between the Property and pedestrian bridge has also been enhanced by opening the courtyards to the exterior of the building, further activating the streetscape at the pedestrian level.

Most importantly, the redesign still accomplishes the primary goal of the redevelopment by providing 204 residential units in a desirable location. The new design contemplates 86 onebedroom units, 87 two-bedroom units, and 31 three-bedroom units.

As part of the request for pre-application review of the Plans, please find enclosed the following materials:

- Letters of Authority from the Owner and Contract Purchaser
- ALTA/NSPS Land Title Survey, prepared by F.A. Hesketh & Associates, Inc., dated June 1, 2023, entitled "ALTA-1";
- Plans from Beinfield Architecture PC, dated March 1, 2024, including:
  - Cover Page;
  - o "Context Aerial, SD0.20";
  - o "Existing Aerial, SD0.21";
  - Proposed Conditions
  - "Rendering, SD0.90";
  - o "Rendering, SD0.91";
  - o Existing View from Station Road
  - Existing View from Train Platform
  - "Basement Floor Plan, SD1.00";
  - o "First Floor Plan, SD1.01";
  - "Second Floor Plan, SD1.02";
  - o "Third Floor Plan, SD1.03";
  - o "Fourth Floor Plan, SD1.04";
  - o "Fifth Floor Plan, SD1.05";
  - "Extended Fifth Floor Plan, SD1.06";
  - "Building Materials";
  - o "Building Materials West Elevation"
  - o "Building Section, SD3.01";
  - "Site Section, SD3.10"; and
  - o "Zoning & Building Metrics, SD0.01";
  - Landscaping plans, prepared by Eric Rains Landscape Architecture, Inc., dated February 28, 2024, titled:
    - o "Overall Site Plan Rendering"; and
    - o "Concept Images"



• Letter to Chairman Richard Tomasetti from Lisa Feinberg, with the Parties' responses to October 2023 pre-application review comments, dated March 1, 2024.

Please let me know if you have any questions or seek additional materials. We look forward to the opportunity to present the enclosed materials before the Commission at its next meeting.

Sincerely,

Lisa L. Feinberg

Lisa L. Feinberg

Enclosures.

cc: D. White, Daphne.White@wiltonct.org R. Callahan, Rich.Callahan@wiltonct.org Development Team September 14, 2023

Mr. Michael Wrinn Town Planner Planning and Zoning Department Town of Wilton Town Annex 238 Danbury Road Wilton, CT 06897

### RE: 15 Old Danbury Road, Wilton, CT Letter of Authority – CD Station LLC

Dear Director Wrinn:

CD Station LLC (the "Owner"), is the owner of the property located at 15 Old Danbury Road, Wilton, CT (the "Property"). I hereby authorize the attorneys of Carmody Torrance Sandak & Hennessey, LLP, with offices located at 1055 Washington Boulevard, Stamford, Connecticut 06901, to file the enclosed land use applications in connection with the Property on the Owner's behalf. Thank you for your acknowledgement of said authority.

Sincerely,

CD Station LLC

By:

Dana J. Moreau Duly Authorized September 15, 2023

Mr. Michael Wrinn Town Planner Planning and Zoning Department Town of Wilton Town Annex 238 Danbury Road Wilton, CT 06897

### RE: 15 Old Danbury Road, Wilton, CT Letter of Authority – Toll Bros., Inc.

Dear Director Wrinn:

Toll Bros., Inc., is the contract purchaser for the property located at 15 Old Danbury Road, Wilton, CT (the "Property"). I hereby authorize the attorneys of Carmody Torrance Sandak & Hennessey, LLP, with offices located at 1055 Washington Boulevard, Stamford, Connecticut 06901, to act as agent for Toll Bros., Inc. in connection with the enclosed land use applications. Thank you for your acknowledgement of said authority.

Sincerely,

Toll Bros., Inc.

Russell Rochestie By:

Russell R. Rochestie Senior Vice President

### <u>LEGEND</u> $\phi = UTILITY POLE$ = CATCH BASIN 🝘 = MONITOR WELL W.L.R. = WILTON LAND RECORDS VOL. = VOLUME= MONUMENT △ = SURVEY CONTROL POINT -Q- = FIRE HYDRANT -🔆 = LIGHT STANDARD ESS = EXIST. TREE $\bigcirc$ = TREE LINE CL&P = CONNÉCTICUT LIGHT & POWER CO. (3) = NUMBER OF PARKING SPACESSNET = SOUTHERN NEW ENGLAND TELEPHONE R.R.S. = RAILROAD SPIKE $\bigcirc$ = SANITARY MANHOLE (2) = UNKNOWN MANHOLE $\bigcirc$ = FILL CAP - E - = UNDERGROUND ELECTRIC LINE - T - = UNDERGROUND TELEPHONE LINE P.O.B. = POINT OF BEGINNING COMMITMENT FOR TITLE INSURANCE ISSUED BY **3** = FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NO.: CT-420791 EFFECTIVE DATE: APRIL 91, 2023 AT 5:00PM, SCHEDULE B, PART II EXCEPTION #

NSM = NOT SURVEY MATTER NOTES:

### 1. THIS SURVEY HAS BEEN PREPARED IN ACCORDANCE WITH THE REGULATIONS OF CONNECTICUT STATE AGENCIES SECTIONS 20-300b-1 THROUGH 20-300b-20 AND THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS.

2. IT IS A PROPERTY SURVEY INTENDED TO BE USED FOR FINANCING

PURPOSES. 3. THIS SURVEY FALLS INTO THE RESURVEY BOUNDARY DETERMINATION

CATEGORY. 4. THIS SURVEY MEETS OR EXCEEDS CLASS A-2 HORIZONTAL ACCURACY STANDARDS..

5. THE SUBJECT PARCEL IS CURRENTLY OWNED BY CD STATION, LLC WILTON LAND RECORDS VOLUME 1158 PAGE 193 EXCEPTING THEREFROM LAND TAKEN BY THE STATE OF CONNECTICUT IN VOLUME 1850 PAGE 183. AND IS DEPICTED AS LOT 22 ON THE TOWN OF WILTON ASSESSORS MAP NUMBER 74. THE SUBJECT PARCEL IS ALSO REFERRED TO AS PID 3983 BY THE TOWN OF WILTON ASSESSORS OFFICE.

6. THE SUBJECT PARCEL IS LOCATED IN THE DE-5 DESIGN ENTERPRISE DISTRICT. ZONING INFORMATION DEPICTED HEREON IS BASED UPON "ZONING AND SITE REQUIREMENTS SUMMARY PZR REPORT FOR: CD STATION 15 OLD DANBURY ROAD, WILTON, CONNECTICUT PREPARED FOR: BANKWELL DATE: DRAFT – 10/18/2019 PZR SITE NUMBER 133948–1 BY THE PLANNING & ZONING RESOURCE COMPANY". THIS SURVEYOR WAS NOT PROVIDED A ZONING REPORT FOR 2023 UPDATE.

7. BEARINGS DEPICTED HEREON ARE BASED UPON MAP REFERENCE NUMBER 1. COORDINATES ARE ASSUMED.

8. UNDERGROUND UTILITY, STRUCTURE AND FACILITIES DEPICTED HEREON HAVE BEEN COMPILED FROM RECORD PLANS. THESE LOCATIONS MUST BE CONSIDERED AS APPROXIMATE IN NATURE. ADDITIONALLY, OTHER SUCH FEATURES MAY EXIST ON THE SITE THE EXISTENCE OF WHICH ARE UNKNOWN TO THIS SURVEYOR. THE SIZE, LOCATION AND EXISTENCE OF ALL SUCH FEATURES MUST BE FIELD DETERMINED AND VERIFIED BY THE APPROPRIATE AUTHORITIES PRIOR TO CONSTRUCTION. CALL BEFORE YOU DIG 1-800-922-4545.

13.57'

9. THE PARCEL DEPICTED HEREON IS LOCATED IN FLOOD ZONE X OTHER AREA (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) BASED UPON A VISUAL INSPECTION OF A MAP ENTITLED "PANEL 0383F, FIRM, FLOOD INSURANCE RATE MAP, FAIRFIELD COUNTY, CONNECTICUT (ALL JURISDICTIONS) PANEL 0383 OF 626 MAP NUMBER 09001C0383F EFFECTIVE DATE JUNE 18, 2010" BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

10. THIS SURVEYOR HAS REVIEWED THE COMMITMENT FOR TITLE INSURANCE ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NO: CT-6420791 EFFECTIVE DATE APRIL 19, 2023 AT 5:00PM AND ALL SCHEDULE B, PART II EXCEPTIONS OF A SURVEY NATURE ARE NOTED OR DEPICTED HEREON.

11. ROUTE 7, STATION ROAD A.K.A. RAILROAD AVENUE AND OLD DANBURY ROAD A.K.A. COMMONFUND DRIVE DEPICTED HEREON WERE RECONSTRUCTED AS PART OF THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION RECONSTRUCTION OF ROUTE U.S. ROUTE 7. PROJECT NO. 161-118 (2002). UPDATED RIGHT OF WAY PLANS FOR ROUTE 7 ARE NOT YET AVAILABLE. NO ADDITIONAL CHANGES IN STREET RIGHT OF WAY LINES OR EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS SUBSEQUENT TO PROJECT NO. 161-118 WERE OBSERVED.

12. THE SITE CONTAINS 260 REGULAR AND 8 HANDICAPPED PARKING SPACES AND DOES NOT INCLUDE THE 10 REGULAR PARKING SPACES WITHIN THE AREA RESERVED FOR TEMPORARY PARKING TO THE TOWN OF WILTON W.L.R. VOL.377 PG.278.

13. NO CONTROL POINTS REFERENCED ON THE RECONSTRUCTION OF ROUTE 7 PLANS (STATE PROJECT NO.161-118) WERE FOUND. BASELINES DEPICTED HEREON WERE RECREATED BY USING OPUS RAPID STATIC OBSERVATIONS AND CORPSCON CONVERSIONS. CONTROL POINTS C.P. #37 PK NAIL N 10151.25 E 9468.71 ASSUMED = N 133187.68 E 411924.00 NAD27 AND CONTROL POINT #35 PK NAIL N 9948.56 E 9513.87 ASSUMED = N 132985.22 E 411970.29 NAD 27 WERE USED FOR ORIENTATION.

14. THIS SURVEY DID NOT OBSERVE ANY MARKERS IDENTIFYING FIELD DELINEATION OF WETLANDS WHILE CONDUCTING THIS SURVEY.

MAP REFERENCES:

1. MAP OF PROPERTY PREPARED FOR MARCELINO E. & JUDITH P. LAVIN WILTON, CONN. SCALE 1"=40' AUG. 7, 1989 ROLAND H. GARDNER LAND SURVEYOR WILTON, CONN.

2. MAP OF PROPERTY PREPARED FOR ANN DANA KUSCH WILTON, CONN. SCALE 1"= 40' MARCH 25, 1983 ROLAND H. GARDNER LAND SURVEYOR WILTON, CONNECTICUT

3. MAP OF PROPERTY PREPARED FOR EMERY AIR FREIGHT CORP. WILTON, CONN. SCALE 1" = 40' SEPT. 22, 1983 ROLAND H. GARDNER LAND SURVEYOR WILTON, CONN.

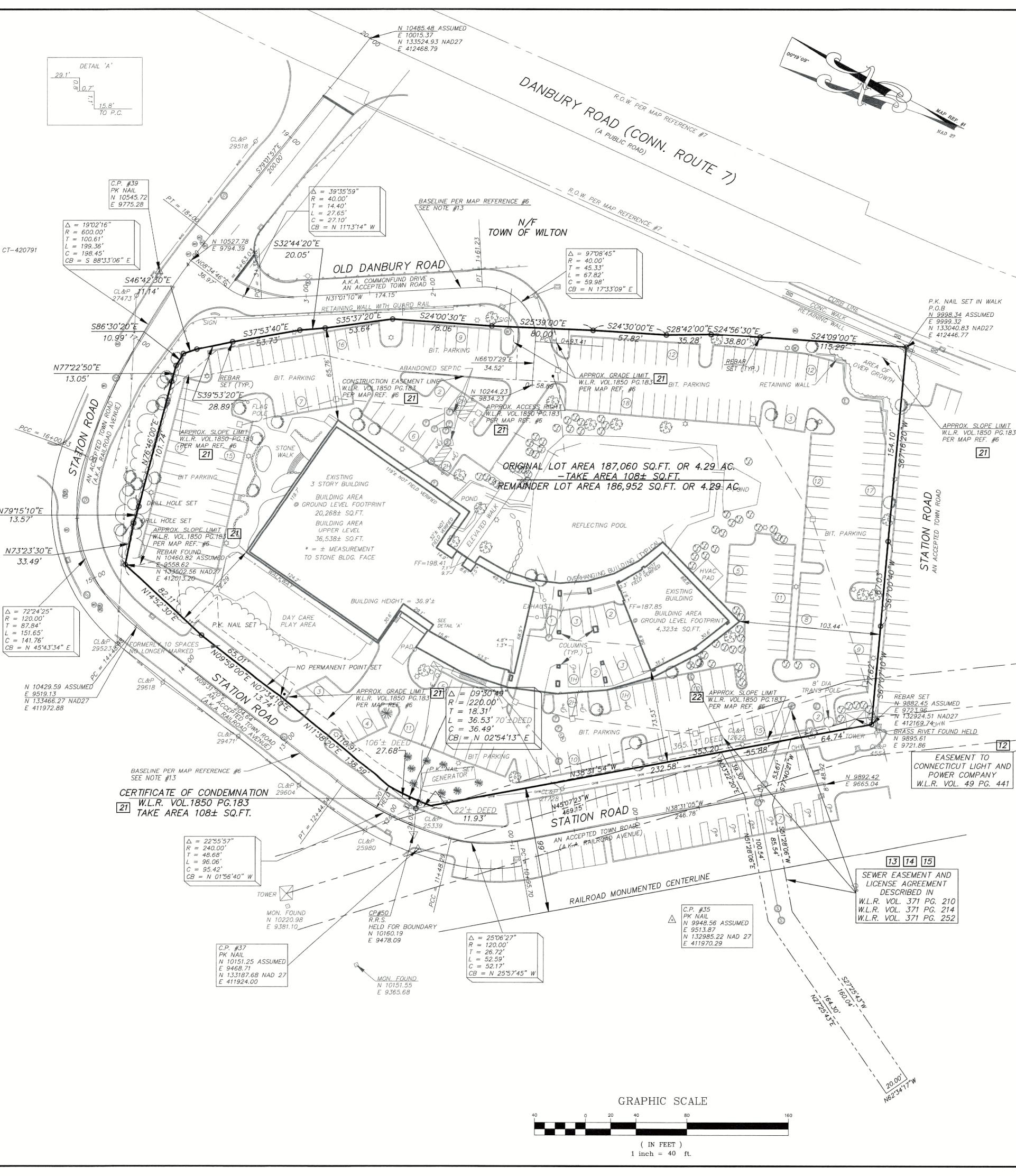
4. MAP OF PROPERTY PREPARED FOR MARCELINO E. & JUDITH P. LAVIN WILTON, CONN. SCALE 1" = 40' SEPT. 17, 1981 ROLAND H. GARDNER LAND SURVEYOR WILTON, CONN.

5. EASEMENT MAP PREPARED FOR STATION PARK CO. SCALE 1" = 40' WILTON, CONN. APR. 6, 1981 ROLAND H. GARDNER LAND SURVEYOR WILTON, CONN.

6. TOWN OF WILTON MAP SHOWING LAND ACQUIRED FROM CD STATION, LLC BY THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION RECONSTRUCTION OF ROUTE U S 7, SCALE 1"=40', OCTOBER 2004 REVISED TO 04-01-2005, BUREAU OF ENGINEERING AND HIGHWAY OPERATION.

7. CONNECTICUT STATE HIGHWAY DEPARTMENT RIGHT OF WAY MAP TOWN OF WILTON, NORWALK-DANBURY ROAD FROM SHARP HILL ROAD NORTHERLY ABOUT 5,475 FEET ROUTE U.S. 7, SCALE 1"=40', NUMBER 535-A SHEET 2 OF 2, MARCH 31, 1943.

8. CONNECTICUT STATE HIGHWAY DEPARTMENT RIGHT OF WAY MAP TOWN OF WILTON, NORWALK-DANBURY ROAD FROM THE WHITE PROPERTY NORTHERLY ABOUT 5,700 FEET, ROUTE U.S. 7, SCALE 1"=40', NUMBER 535-A SHEET 2 OF 2, MARCH 31, 1943.



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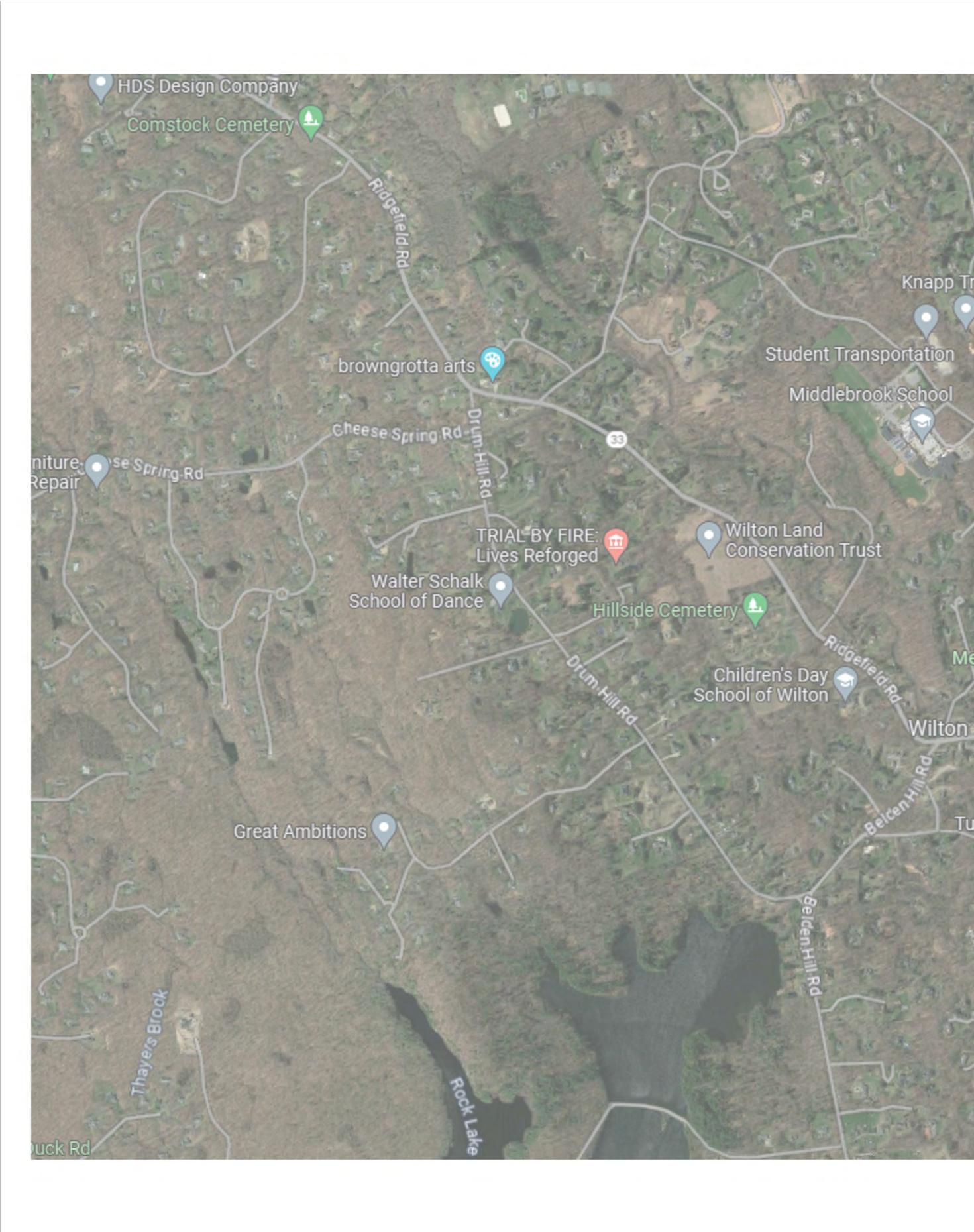
1, SURVI

# 15 OLD DANBURY RD



# **BEINFIELD ARCHITECTURE**

PRE-APPLICATION SUBMISSION 03/01/24





ECS Transportation

Splash Car Wash

Cour

Knapp Tree

ider Mill School

Comstock Community Center

SITE

Norwalk River Valley

Kilmartin & Kilmartin

Tomas Electric

James Duff CPA

MPI Systems

Norwalk River Trail (Skunk...

Norwalk River 🖉 alley Irail (NRV)

Modern Interior Design by Uploft

Effective Advisers

Village Market

Tusk & Cup Fine Coffe

Merwin Meadows Park

Wilton

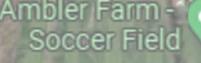
Stop & Shop

WILTON CENTER

Ogder



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# Beach Creative Consultancy

Friends of Ambler Farm

Maruyama Design

Hurlbutt Street School House

Character Arts

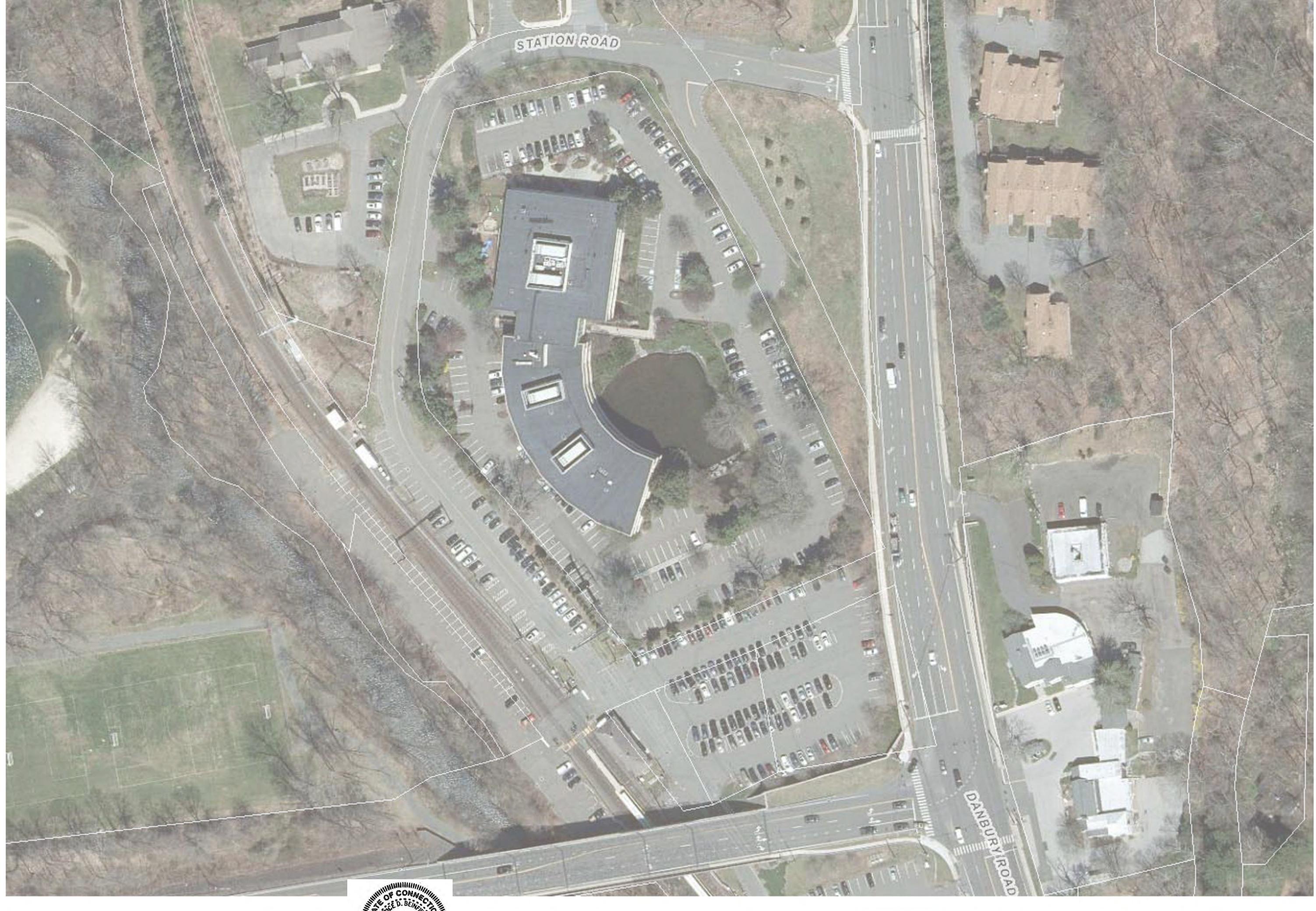
Banks Drive Open Space

Coverture

**Chestnut Hill Interiors** 

The Cousin Connections

15 OLD DANBURY RD | 03/01/24 | CONTEXT AERIAL | SD0.20





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### 15 OLD DANBURY RD | 03/01/24 | EXISTING AERIAL | SD0.21











### ----- NORWALK RIVER VALLEY TRAIL

### PEDESTRIAN PATH

# 15 Old Danbury Rd. | 03.01.2024



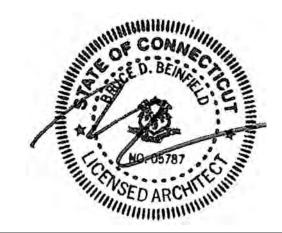




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15 OLD DANBURY RD | 03/01/24 | RENDERING | SD0.90





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### 15 OLD DANBURY RD | 03/01/24 | RENDERING | SD0.91



Existing View from Station looking SE (Extended Eye level for Clarity)



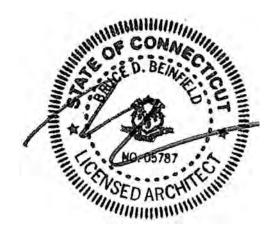


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# 15 Old Danbury Rd. | 03.01.2024



Existing View From Train Platform Looking NE

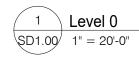




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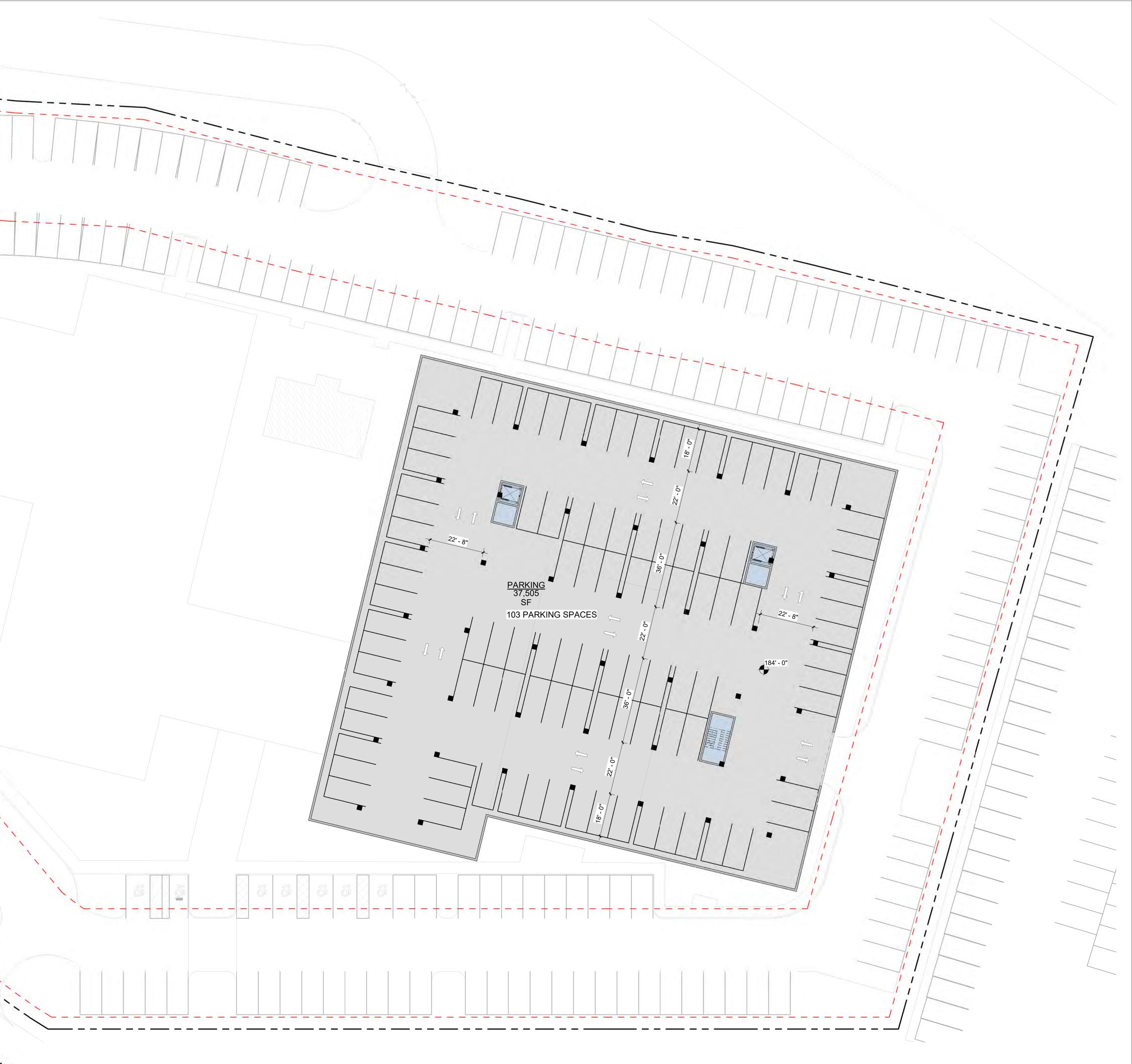


# 15 Old Danbury Rd. | 03.01.2024









# MILLING THE MILLING

### 15 OLD DANBURY RD | 03/01/24 | BASEMENT FLOOR PLAN | SD1.00







# 15 OLD DANBURY RD | 03/01/24 | FIRST FLOOR PLAN | SD1.01







IN OT THINK

## 15 OLD DANBURY RD | 03/01/24 | SECOND FLOOR PLAN | SD1.02







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### 15 OLD DANBURY RD | 03/01/24 | THIRD FLOOR PLAN | SD1.03







INTERNA STRATE

### 15 OLD DANBURY RD | 03/01/24 | FOURTH FLOOR PLAN | SD1.04







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### 15 OLD DANBURY RD | 03/01/24 | FIFTH FLOOR PLAN | SD1.05



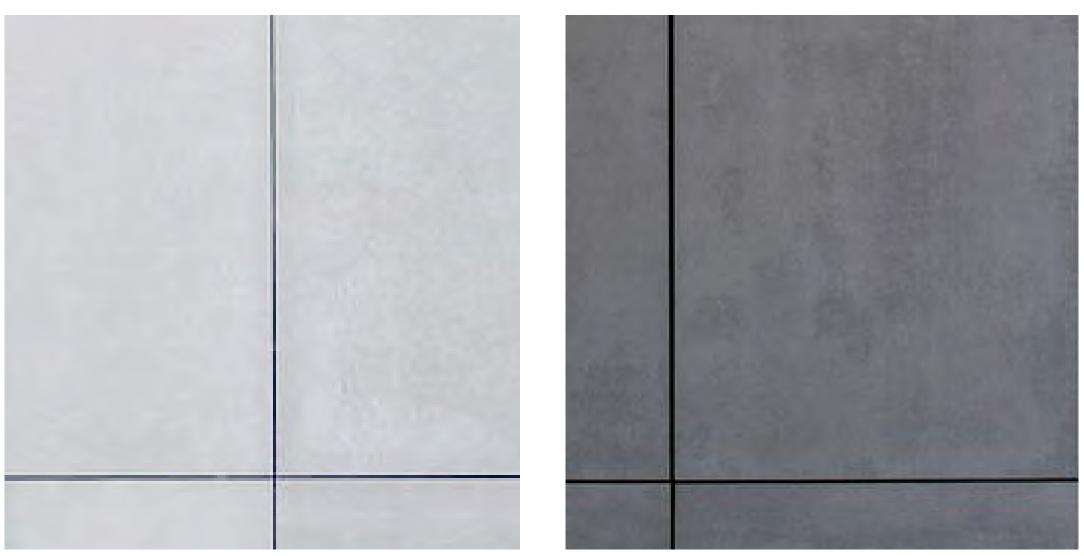




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### 15 OLD DANBURY RD | 03/01/24 | EXTENDED FIFTH FLOOR PLAN | SD1.06





1. Fiber Cement / Light Grey

2. Fiber Cement / Dark Grey







3. Divided Light Windows

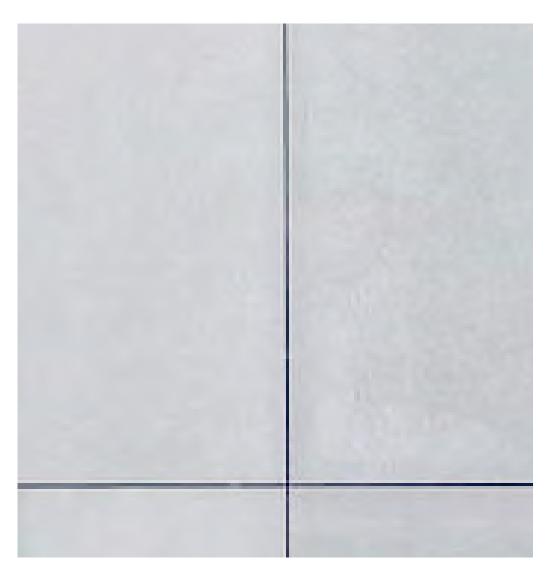


4. Cable Rail

5. Brick

### 15 Old Danbury | **Building Materials** 03.01.2024





1. Fiber Cement / Light Grey



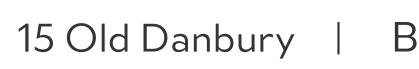




2. Fiber Cement / Dark Grey







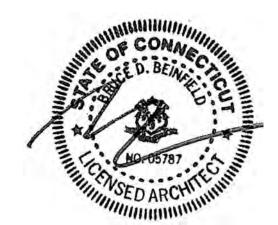
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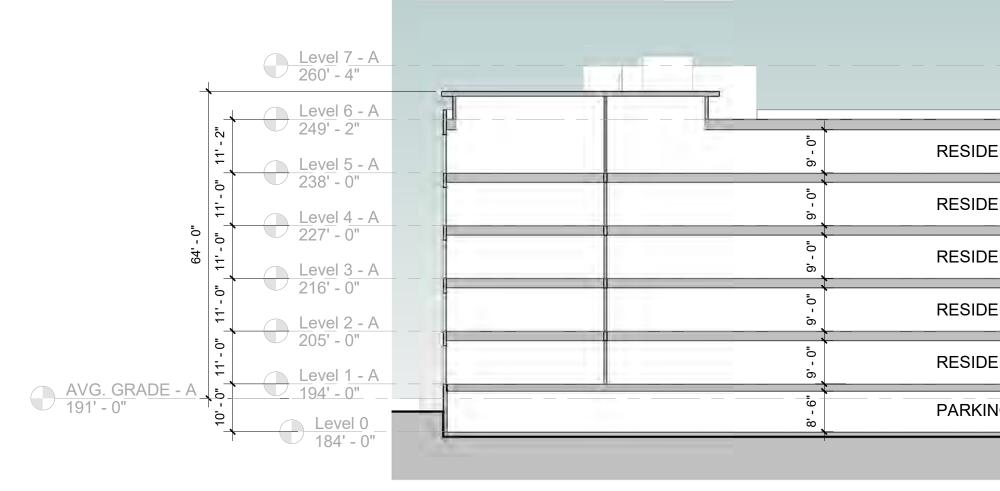


4. Steel Beams

# Building Materials - West Elevation | 03.01.2024







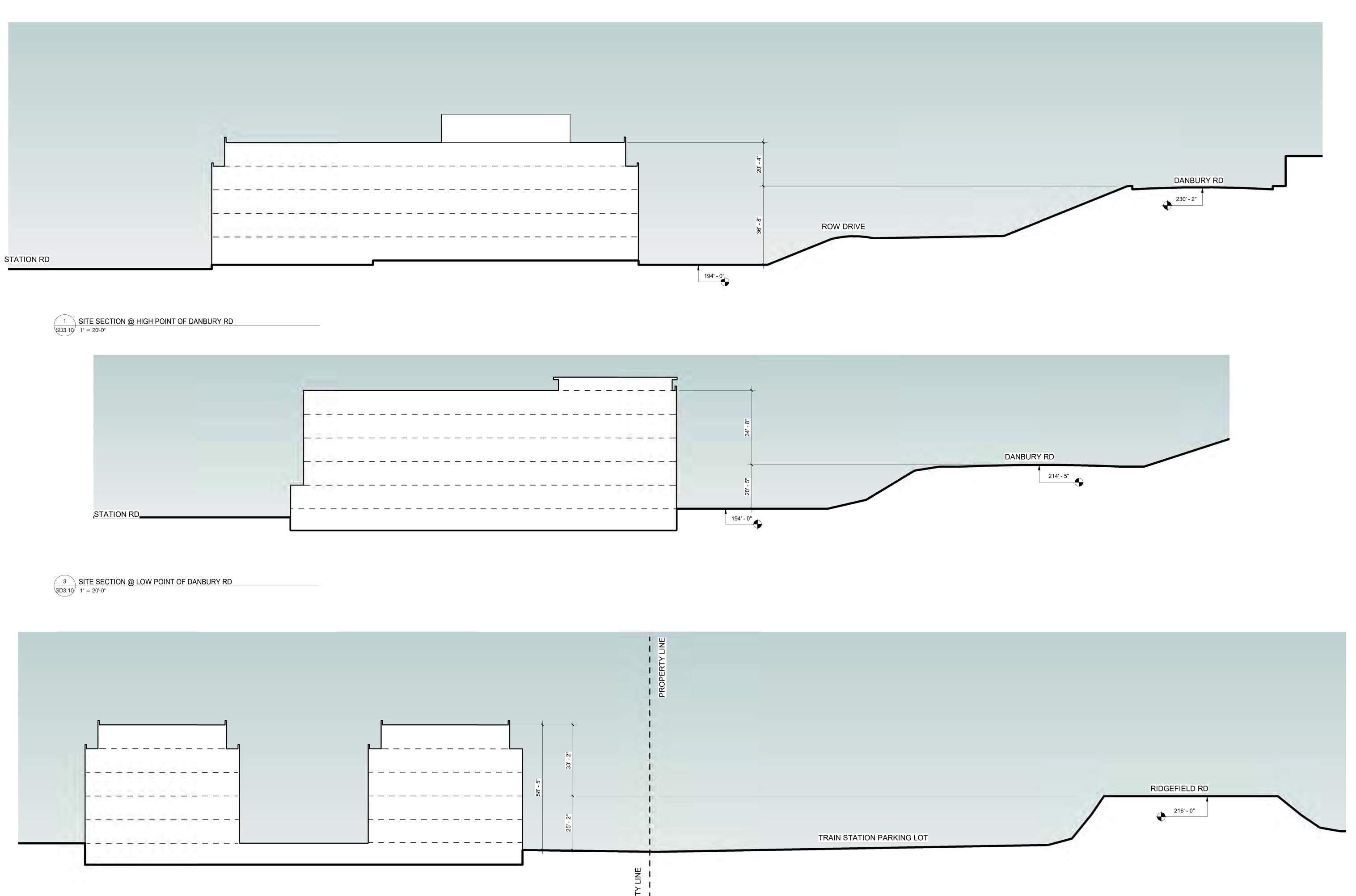
1 BUILDING SECTION SD3.01 1" = 20'-0"

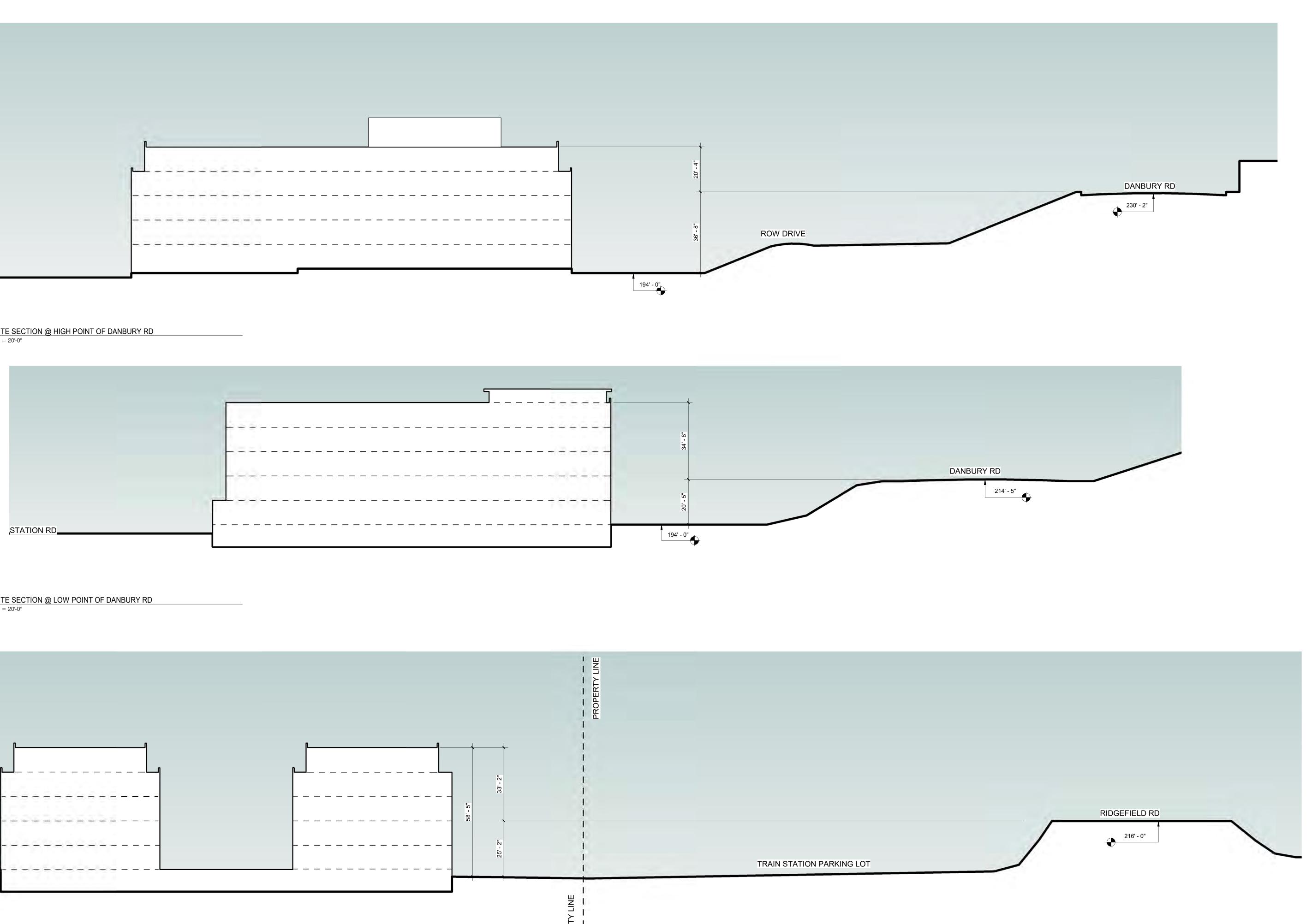
DENTIAL LVL 5		RESIDENTIAL LVL 4	RESIDENTIAL LVL 5	 Level 7 - B 262' - 0" Level 6 - B 251' - 0" Level 5 - B 240' - 0" 5
DENTIAL LVL 4		RESIDENTIAL LVL 3		240' - 0" 50 Level 4 - B 57 229' - 0" 50
DENTIAL LVL 3		RESIDENTIAL LVL 2		 Level 3 - B 218' - 0" 5
DENTIAL LVL 2		RESIDENTIAL LVL 1		Level 2 - B
DENTIAL LVL 1		RESIDENTIAL LVL 0		Level 1 - B AVG.
KING GARAGE	POOL			

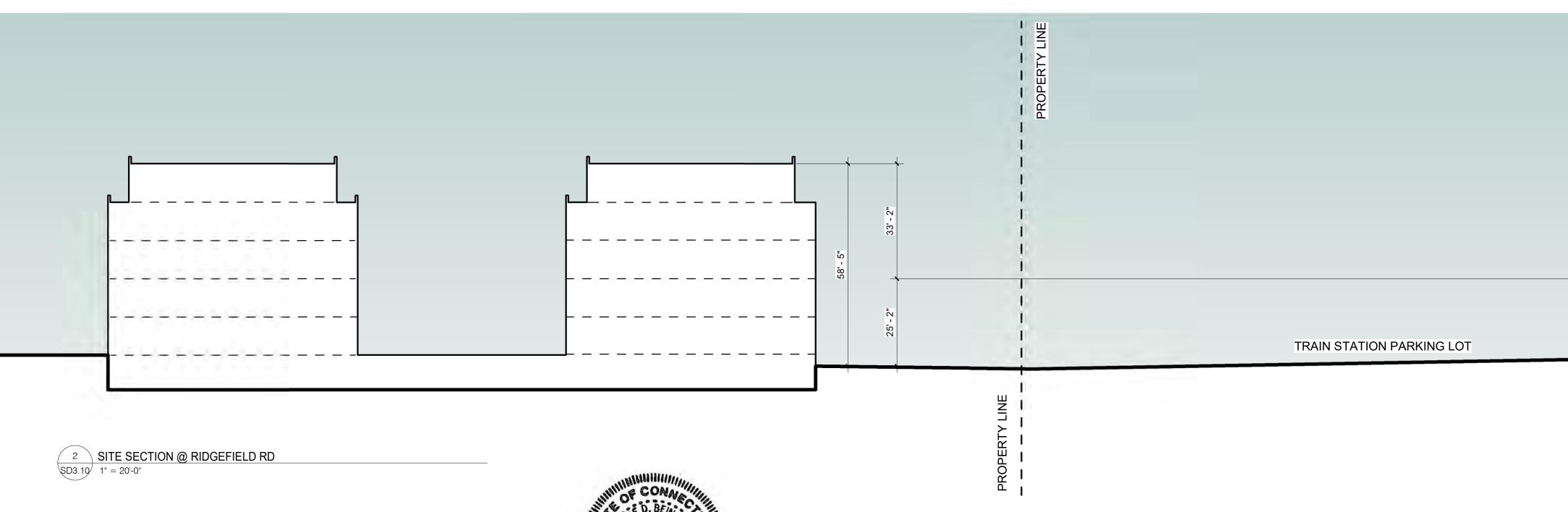


<u>VG. GRADE</u> - <u>B</u> 198' - 0"

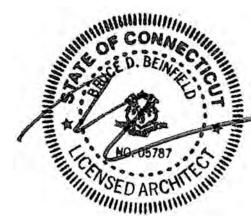
### 15 OLD DANBURY RD | 03/01/24 | BUILDING SECTION | SD3.01











## 15 OLD DANBURY RD | 03/01/24 | SITE SECTION | SD3.10

PARKING	В	
PARKING	GSF - AREA	
STALL TYPE	COUNT	LEVEL
	-	
GARAGE	1	
Parking Space: 9' x 18' - 90 deg	100	Level 1 - A
SURFACE		
Parking Space ADA: 8' x 18' (8' Aisle) CT ADA Van		
Parking Space ADA: 10' x 18' (5' Aisle) CT ADA	6	Level 1 - A
Parking Space: 9' x 18' - 90 deg	201	Level 2 - A
TOTAL PARKING SPACES	308	Level 3 - A Level 4 - A
		Level 5 - A
		Level 6 - A
		Level 6 - A
		MECHANICAL
		Level 1 - A
		Level 2 - A
		Level 3 - A
		Level 4 - A
		Level 5 - A
		RESIDENTIAL
		Level 1 - A
		Level 2 - A
		Level 3 - A
		Level 4 - A
		Level 5 - A
		Level 6 - A

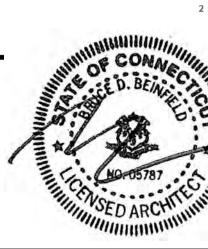
### ZONING ANALYSIS

### ZONING DATA TABLE

ZONE: OL-3 (TOD OVERLAY)	REQUIRED/PERMITTED	PROVIDED	
MINIMUM LOT SIZE	3.0 ACRES (130,680 SF)	4.29 ACRES (186,953 SF)	Figure <mark>(Co</mark>
MAX. BUILDING HEIGHT	64 FEET (5 STORIES)(a)	BLDG A: 64'-0" (5 STORIES) BLDG B: 64'-0" (5 STORIES)	
<u>SETBACKS</u> MIN. FRONT YARD	50 FT FROM PL	51'-7"	Meadows Park
MIN SIDE YARD	50 FT FROM PL	N/A	Stallar
MIN. REAR YARD	50 FT FROM PL	N/A	Ridgefield Rd
MIN. PARKING/LOADING	10 FT (b)	5 FT	and the second sec
MAX BUILDING COVERAGE	50%	31% (57,951 SF)	Godine
MAX IMPERVIOUS SURFACE COVERAGE	80%	TBD	
MAX RESIDENTIAL DENSITY (FAR)	1.5	1.40	
MIN. AFFORDABLE HOUSING	10%	10%	h
PARKING REQUIREMENT	1.2 PER DU	1.49 PER DU	Leonard J. Bradley Park
<u>FOOTNOTES</u> (a) - EXCEPT AS OTHERWISE PROVIDED I	IN SECTION 29-4.C.1		Legend Greater Wilton Center Study Area Boundary IIIII: Metro-North Commuter Rail O Wilton Train Station

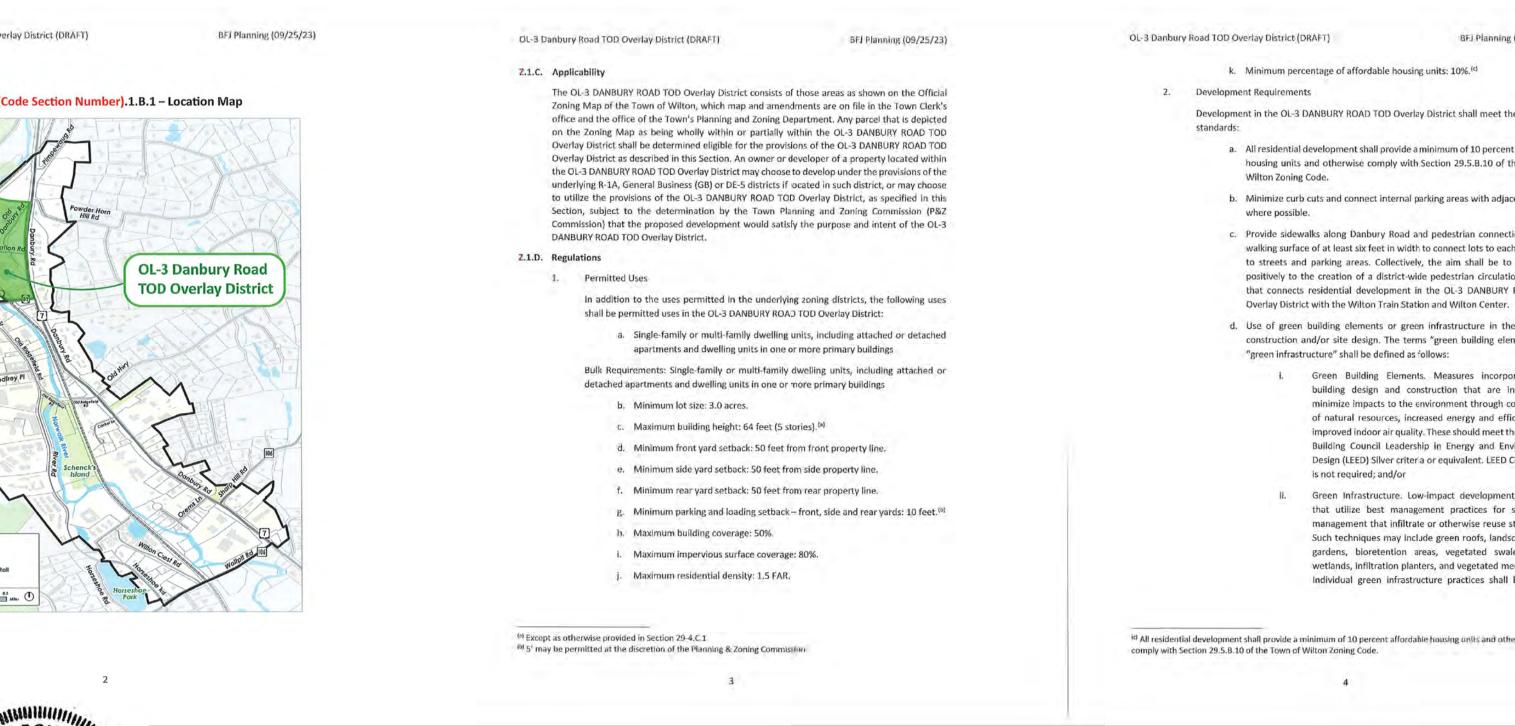
(a) - EXCEPT AS OTHERWISE PROVIDED IN SECTION 29-4.C.1 (b) - 5' MAY BE PERMITTED AT THE DISCRETION OF THE PLANNING & ZONING COMMISION OL-3 Danbury Road TOD Overlay District (DRAFT)





### BEINFIELD ARCHITECTURE PC 203.838.5789 | 11 Chestnut Street #102 | South Norwalk, CT 06854

DING AREAS BUILDING AREAS			UNIT SCHEDULES				
HEDULE (BY PROGRAM)	GSF - ARE	A SCHEDULE (BY FLOOR)	UNIT SCHEDULE				
AREA	PROGRAM	AREA		UNIT TYPE	COUNT		
	Level 0		Level 1 - A				
10,320 SF		585 SF		1	0		
10,320 SF		585 SF	2 BR		1		
10,020 01	Level 1 - A		3 BR	4	•		
585 SF	AMENITY	10,320 SF	ST	2			
4,605 SF	CIRCULATION	4,605 SF		2	7		
4,605 SF	MECHANICAL	4,120 SF	Level 2 - A				
4,605 SF	RESIDENTIAL	29,070 SF	1 BR	1			
4,605 SF		48,120 SF	2 BR	2	1		
4,605 SF	Level 2 - A		3 BR	6			
1,560 SF	CIRCULATION	4,605 SF	ST	5			
25,170 SF	MECHANICAL	870 SF		4	3		
	RESIDENTIAL	47,140 SF	Level 3 - A				
4,120 SF		52,615 SF	1 BR	1			
870 SF	Level 3 - A		2 BR	2			
870 SF	CIRCULATION	4,605 SF	3 BR	6			
870 SF	MECHANICAL	870 SF	ST	5			
740 SF	RESIDENTIAL	47,190 SF		4	3		
7,470 SF		52,665 SF	Level 4 - A				
00.070.05			1 BR	1			
29,070 SF		4,605 SF	2 BR	2			
47,140 SF		870 SF	3 BR ST	6	l		
47,190 SF 47,480 SF	RESIDENTIAL	47,480 SF		5 4			
40,840 SF		52,955 SF		4	-5		
8,510 SF	Level 5 - A	4,605 SF	Level 5 - A	1	6		
220,230 SF	MECHANICAL	740 SF	2 BR	1			
263,195 SF	RESIDENTIAL	40,840 SF	3 BR	4			
200,100 01	REGIDENTIAL	46,185 SF	ST	3			
	Level 6 - A	40,105 01	01	4			
	CIRCULATION	1,560 SF	Level 6 - A		-		
	RESIDENTIAL	8,510 SF	1 BR	2			
		10,075 SF	2 BR	4			
		263,195 SF	3 BR	2			
				8			
				2	06		
				UNIT	MIX		
			UNIT TYP				
			1 BR	61	30%		
			2 BR	97	47%		
			3 BR	28	14%		
			ST	20	10% <b>100%</b>		
			-	206	100%		



BFJ Planning (09/25/23)

k. Minimum percentage of affordable housing units: 10%. (c)

Development in the OL-3 DANBURY ROAD TOD Overlay District shall meet the following

a. All residential development shall provide a minimum of 10 percent affordable housing units and otherwise comply with Section 29.5.B.10 of the Town of

b. Minimize curb cuts and connect internal parking areas with adjacent parcels

c. Provide sidewalks along Danbury Road and pedestrian connections with a walking surface of at least six feet in width to connect lots to each other and to streets and parking areas. Collectively, the aim shall be to contribute positively to the creation of a district-wide pedestrian circulation network that connects residential development in the OL-3 DANBURY ROAD TOD

d. Use of green building elements or green infrastructure in the proposed construction and/or site design. The terms "green building elements" and "green infrastructure" shall be defined as follows:

> i. Green Building Elements. Measures incorporated into building design and construction that are intended to minimize impacts to the environment through conservation of natural resources, increased energy and efficiency, and improved indoor air quality. These should meet the US Green Building Council Leadership in Energy and Environmental Design (LEED) Silver criter a or equivalent. LEED Certification is not required; and/or

- II. Green Infrastructure. Low-impact development measures that utilize best management practices for stormwater management that infiltrate or otherwise reuse stormwater. Such techniques may include green roofs, landscaping, rain gardens, bioretention areas, vegetated swales, pocket wetlands, infiltration planters, and vegetated median strips. Individual green infrastructure practices shall be defined
- <sup>(d)</sup> All residential development shall provide a minimum of 10 percent affordable housing units and otherwise

### OL-3 Danbury Road TOD Overlay District (DRAFT) INFJ Planning (09/25/23)

according to the current Connecticut Stormwater Quality

Manual; and/or

ili. Additional green elements as approved by the P&Z Commission. e. An amenity package to serve the residents of any development shall be provided in accordance with approval by the P&Z Commission. 3. OL-3 Parking Standards

Permitted uses shall provide the minimum required parking as specified in Section 29-8.8 (Off-Street Parking and Loading) of the Town of Wilton Zoning Code, except as may be modified herein:

5

a. Residential uses:

i. If assigned parking: 1.2 spaces per DU plus one (1) space for every five (5) DUs for visitors.

ii, If unassigned, 1.2 spaces per CU, no need for visitor spaces.

15 OLD DANBURY RD | 03/01/24 | ZONING & BUILDING METRICS | SD0.01





ericrainSlandscapearchitecture,llcHandscapeSoNo, CT203,354.6500www.ericrains.com

# **15 OLD DANBURY ROAD** OVERALL SITE PLAN RENDERING 28 FEBRUARY 2024



A



B PASSIVE RECREATION / OPEN LAWN AREA



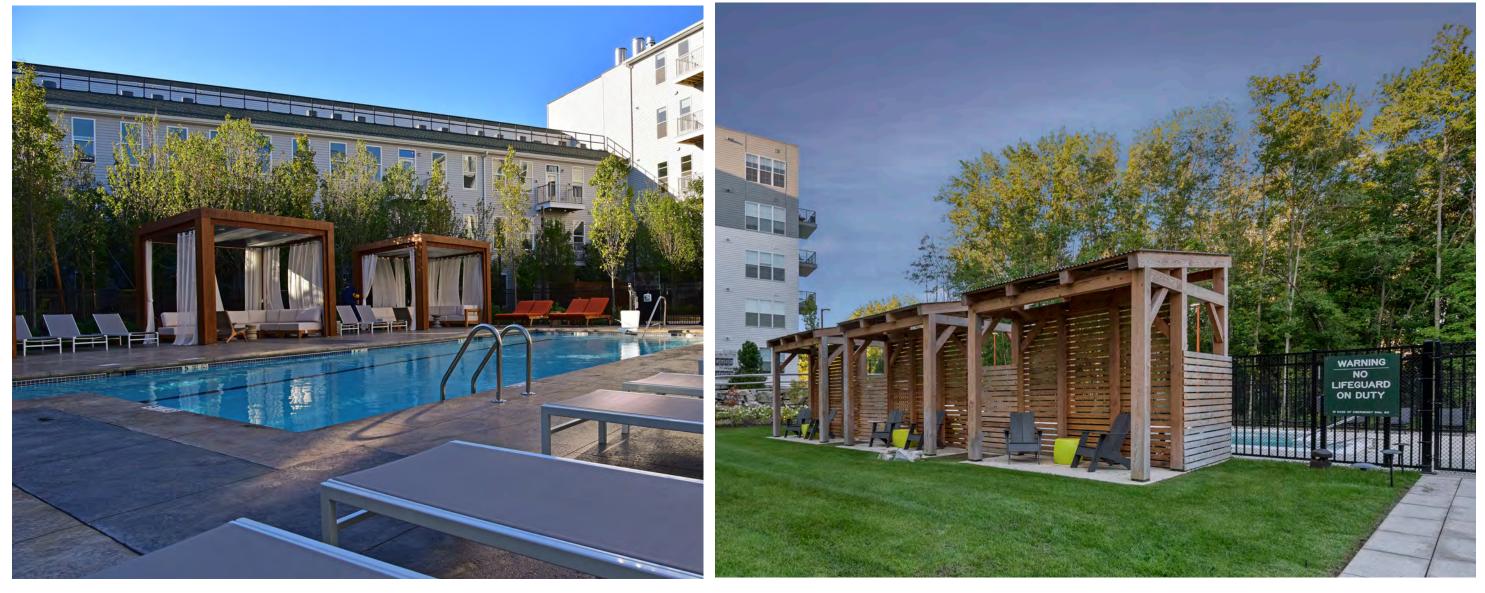
C GARDEN COURTYARD AMENITY





D POOL AMENITY TERRACE / PAVING AND FURNISHINGS











(F)ORNAMENTAL PLANTINGS / LANDSCAPE



**15 OLD DANBURY ROAD** CONCEPT IMAGES 28 FEBRUARY 2024



Lisa L. Feinberg Partner Direct:203-252-2667 Fax:203-325-8608 LFeinberg@carmodylaw.com

1055 Washington Boulevard 4<sup>th</sup> Floor Stamford, CT 06901

March 1, 2024

### VIA E-MAIL & HAND DELIVERY

Richard Tomasetti, Chairman Planning and Zoning Commission Town of Wilton 238 Danbury Road Wilton, CT 06897

Re:	<b>Responses to October 2023 Pre-Application Feedback</b>
Property:	15 Old Danbury Road, Wilton
Parties:	CD Station LLC (Owner)
	Toll Brothers, Inc. (Contract Purchaser)

Dear Chairman Tomasetti:

As you know, on October 30, 2023, the Planning and Zoning Commission (the "Commission") conducted a pre-application review of a draft proposal for the redevelopment of 15 Old Danbury Road (the "Property") with multifamily housing. During the discussion, members of the Commission provided helpful design feedback, which the development team has been working hard to address. Enclosed herewith are revised plans which we believe are responsive to those comments (the "Plans"). To better assist with your review, we have paraphrased the Commission's comments and provided written responses to same in *italics* below.

1. Consider modifying the shape of the building and courtyard to have more meaningful openings and reduce the perceived scale of the proposed redevelopment.

The development team has reimagined the shape and orientation of the proposed building to reduce the visual scale and mass. The Plans now propose a development with three principal components and three courtyards. The new proposal consists of a T-shaped building on the northern part of the Property ("Building B"), a U-shaped building on the southern portion of the Property ("Building A"), and a distinctive one-story transparent glass amenity space, connecting the two principal buildings and creating the impression of separate structures. The multiple courtyards intersect the structures creating visual interest and depth. Moreover, by opening the courtyards to the exterior of the buildings, the streetscape will be activated at the pedestrian level thereby reducing the overall scale of the project.



2. Where feasible, increase the number of below-grade parking spaces and reduce surface parking.

The Plans increase the number of below-grade parking spaces from sixty-one (61) to 103, an increase of nearly 70%. In exchange, the number of surface parking spaces was reduced by 29.

3. Enhance the connection between the redevelopment and the new pedestrian bridge.

The Plans now feature a western facade oriented towards the footbridge, and quite literally opening the redevelopment to the southwest. The new courtyard and decorative paving proposed between the train station and sidewalk connection running the perimeter of the Property create both a physical and visual link between the public and private spaces, notwithstanding the challenges created by the existing high-tension electrical wires.

4. Create a visual gateway to the Town; give special attention to the elevations that face the pedestrian bridge and Ridgefield Road.

In lieu of the prior design which focused the building internally to the site, the revised proposal opens the project up to the surrounding public space. As requested, special attention has been given to the western and southern facades. On the western side of the redevelopment, the buildings are visually broken up by staggering the depth of the façade and inserting the delicate glass structure linking the two buildings. The physical connection between the Property and the public space to the west is emphasized through changes in paving that lead the pedestrian directly to the proposed one-story glass entry. To further highlight this gateway to the Town, "Wilton" signage is proposed on the top of Building A facing west and south. Notably, the details of this signage have not been determined and the development team welcomes input from the Commission.

5. Create additional entry points throughout the project.

There have been three additional points of entry added into the development beyond the primary entry within the amenity building. These are dispersed around the perimeter of the building and will allow for direct entry into the building from the surface parking areas.



6. Consider modifying the design to reflect the curve of Station Road.

While the development team determined that a curved building was not feasible, the building layout has been revised so that there is no longer a single continuous façade along station road. Instead, there is a series of shortened building volumes with landscaped courtyards in between. The buildings volumetric relationship to Station Road is now different and the curve comment less applicable. Moreover, the proposed redevelopment has been redesigned and reoriented to meet the street at key locations along the Station Road frontage.

7. Incorporate additional vertical interest to the fifth story.

The previous design featured a consistent roofline atop the fifth story. By splitting the building into two distinct structures and following the natural grade of the site, the upper roof lines on the project are clearly different. The upper portion of the buildings are further modulated by a stepped building approach in Building B and the setback fifth floor at varying locations on both Buildings A and B. Although the details of these features require future refinement, the addition of architectural elements such as sunscreens, a rooftop pergola structure, and a Wilton sign will all provide detail interest at the fifth floor. The one-story glass amenity space with a pitched roof also serves to break up the vertical plane of the project.

8. Consider additional fenestration and avoid design features that appear repetitive or institutional.

The revised design approach provides a series of distinct modulated facades, each of which offers a different opportunity for fenestration options.

9. Requests for additional detail in the following areas: choice of materials, landscaping, and sustainability features (e.g., EV charging).

Materials: The primary materials of this building will be fiber cement panel/siding, and brick. The glazed openings are large enough that the windows and their patterns contribute significantly to the material composition. There are elements of steel and stone that provide accents to the base materials. The entrance structure specifically, is meant to invoke images of a train station with steel framing and expansive glass, and a metal roof. The choice of materials in part attempts to address the design issue of making a larger building feel residential.

Landscaping: Proposed landscape plantings will feature a thoughtful mix of trees, shrubs, and ornamental grasses, perennials, and groundcovers. Tree selections, both deciduous and evergreen, will be based on providing the appropriate shade/canopy



or screening, and ensure that each species is of proper height and scale for each location. Shrubs and ornamental plantings will be a diverse palette focused on providing an array of colors and textures and multiple seasons of interest. Preference to lower maintenance and native species will be given when making planting selections.

Sustainability: The new design incorporates permeable pavers in accent areas along the central site axis, and the southernmost courtyard, which is located above the below-grade parking, is intended to feature living roof areas. The Plans also contain sustainable infrastructure. In accordance with the Town's new electric vehicle (EV) regulations,<sup>1</sup> it is anticipated that approximately 2% of the parking spaces will initially include Level 2 electric vehicle ("EV") charging stations and electrical infrastructure will be in place to support Level 2 charging for 10% of the proposed parking spaces. The redevelopment of the Property will also involve retrofitting the existing stormwater management system to meet DEEP's new 2024 Stormwater Quality Manual standards.

The remainder of the requested information has not been determined due to the preliminary nature of the design and will be included in the formal application materials.

<sup>&</sup>lt;sup>1</sup> On February 12, 2024, the Commission approved the text amendment application Reg. #24-407, amending sections 29-2.B.9 and 29-8.B.5 of the Zoning Regulations.