

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 one-bedroom 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;
  - "Context Aerial, SD0.20";
  - "Existing Aerial, SD0.21";
  - Proposed Conditions
  - "Rendering, SD0.90";
  - "Rendering, SD0.91";
  - Existing View from Station Road
  - Existing View from Train Platform
  - "Basement Floor Plan, SD1.00";
  - "First Floor Plan, SD1.01";
  - "Second Floor Plan, SD1.02";
  - "Third Floor Plan, SD1.03";
  - "Fourth Floor Plan, SD1.04";
  - "Fifth Floor Plan, SD1.05";
  - "Extended Fifth Floor Plan, SD1.06";
  - "Building Materials";
  - "Building Materials – West Elevation"
  - "Building Section, SD3.01";
  - "Site Section, SD3.10"; and
  - "Zoning & Building Metrics, SD0.01";
- Landscaping plans, prepared by Eric Rains Landscape Architecture, Inc., dated February 28, 2024, titled:
  - "Overall Site Plan Rendering"; and
  - "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

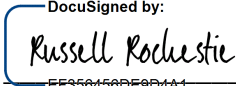
**RE: 15 Old Danbury Road, Wilton, CT  
Letter of Authority – Toll Bros., Inc.**

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.

By:    
 Russell R. Rochestie  
 Senior Vice President





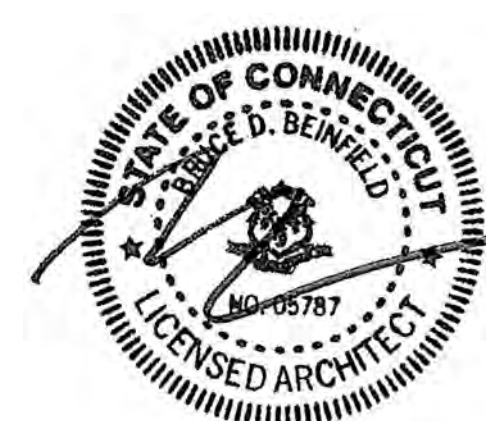


# 15 OLD DANBURY RD

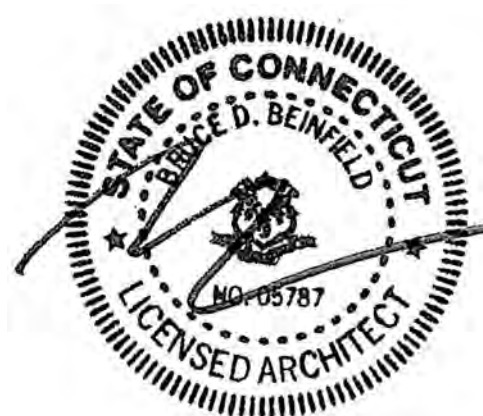
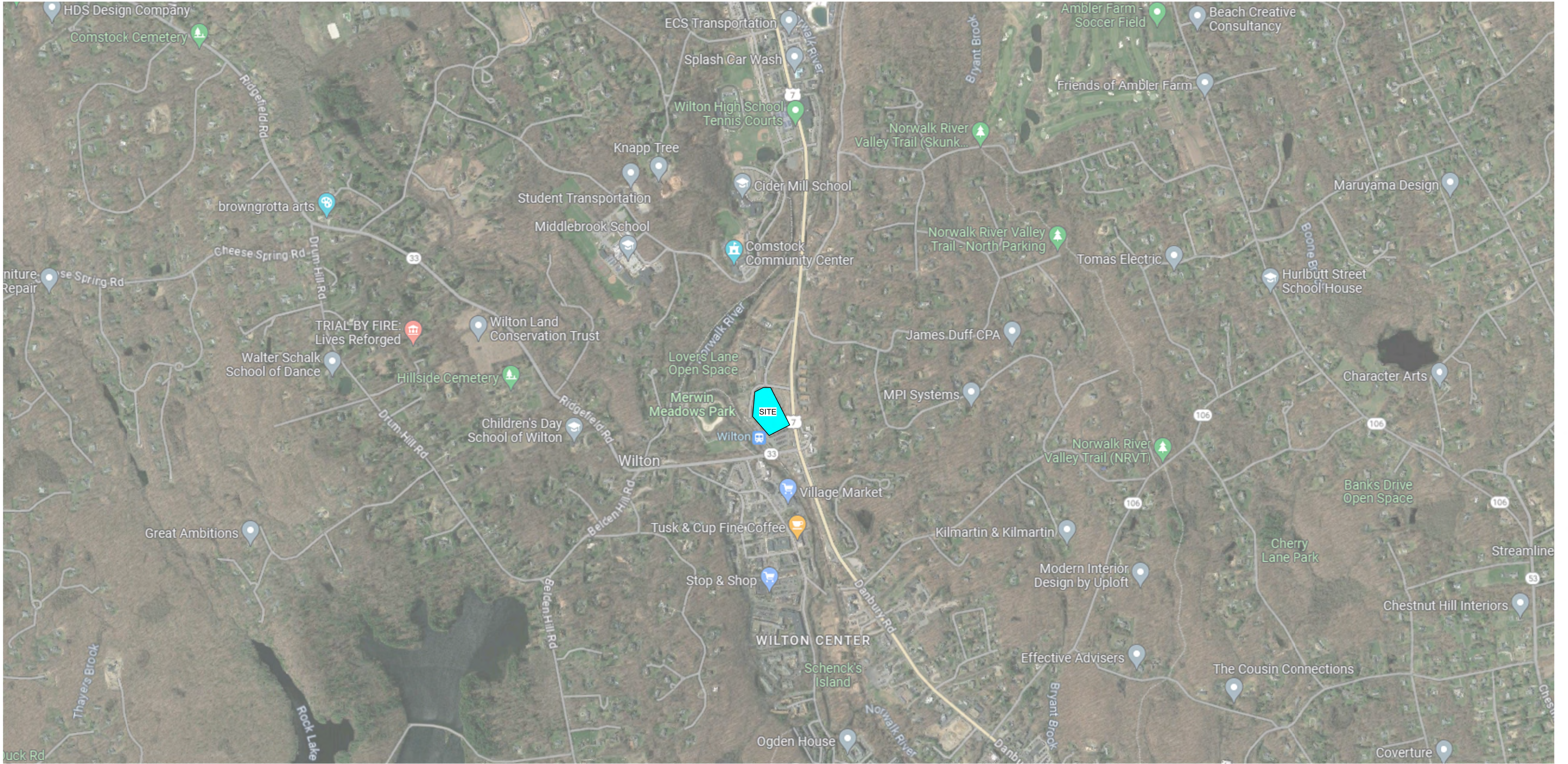
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**BEINFELD ARCHITECTURE**

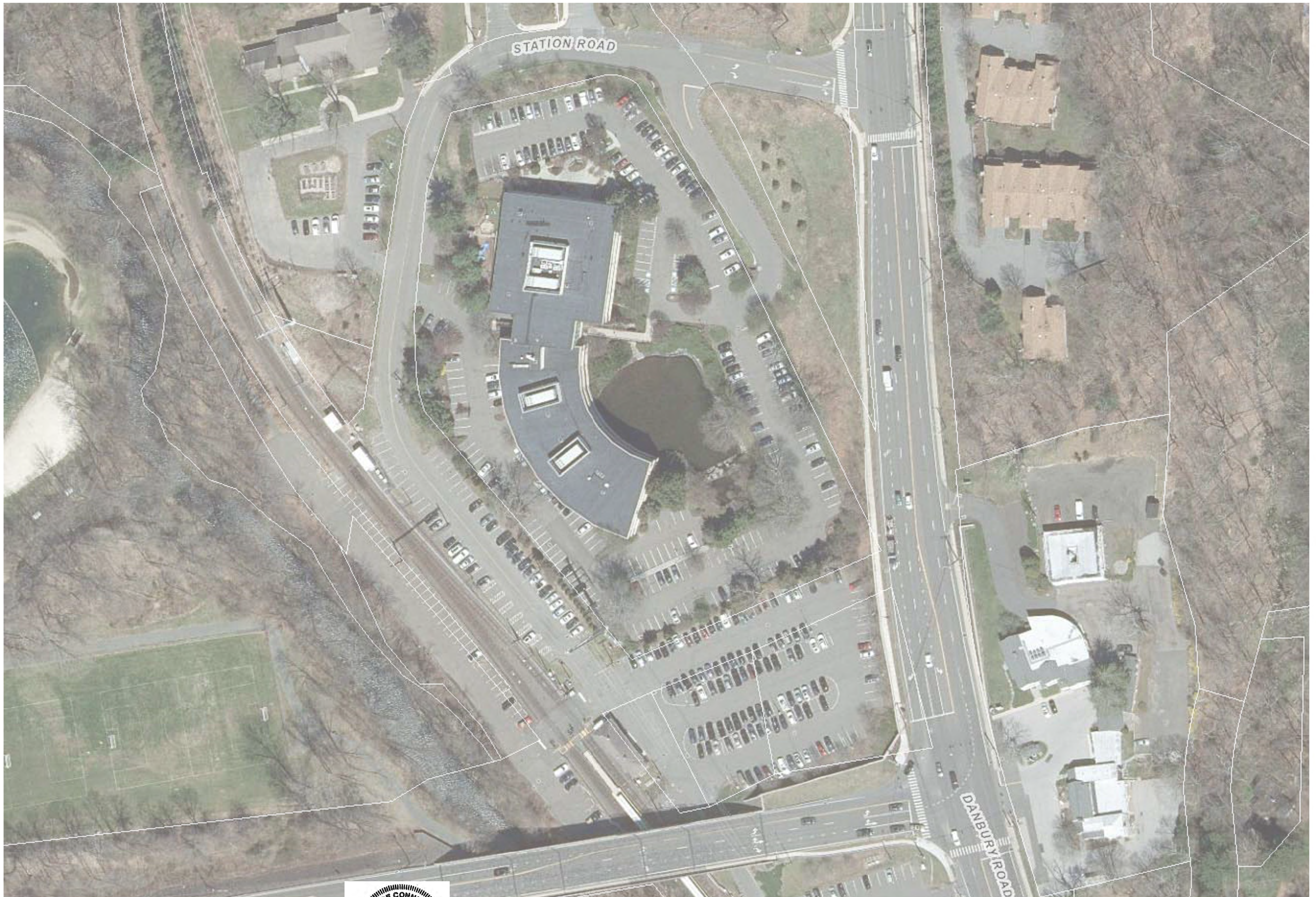
PRE-APPLICATION  
SUBMISSION  
03/01/24









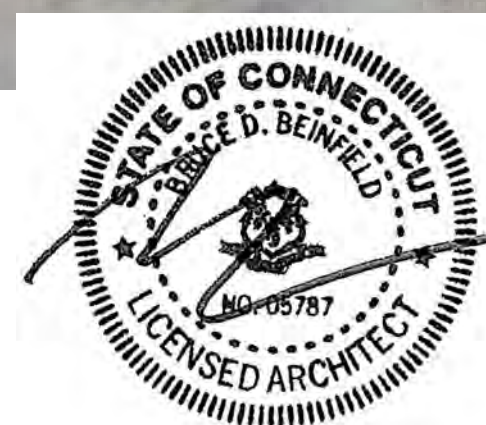




- 1 WILTON TRAIN STATION
- 2 PUBLIC PARKING
- 3 RECREATION FIELDS
- 4 MERWIN MEADOWS
- NORWALK RIVER VALLEY TRAIL
- PEDESTRIAN PATH



New bridge connecting train parking lot to Merwin Meadows







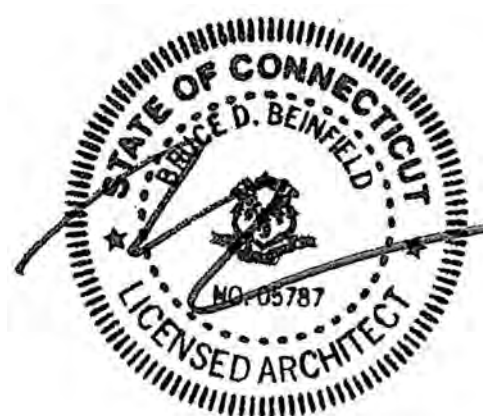








Existing View from Station looking SE (Extended Eye level for Clarity)







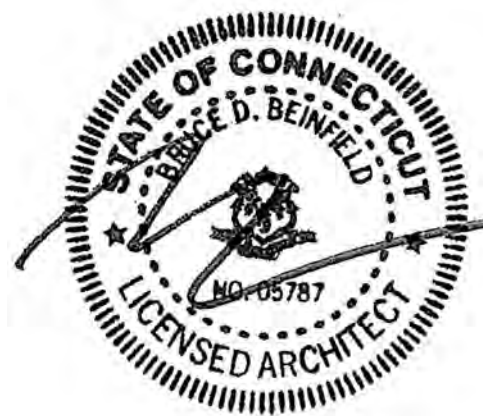
Existing View From Train Platform Looking NE





1 Level 0  
SD1.00 1" = 20'-0"

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



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

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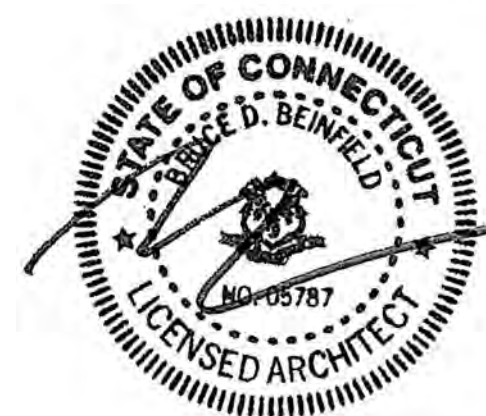






1 Level 2  
SD1.02 1" = 20'-0"

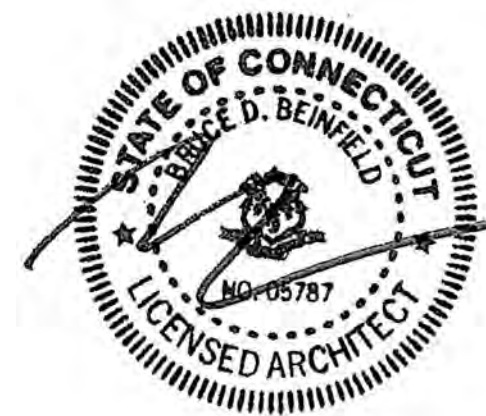
BEINFELD ARCHITECTURE PC  
203.838.5789 | 11 Chestnut Street #102 | South Norwalk, CT 06854



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

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1 Level 4  
SD1.04 1" = 20'-0"

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



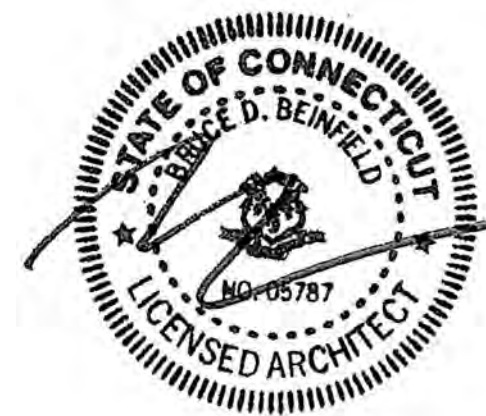
15 OLD DANBURY RD | 03/01/24 | FOURTH FLOOR PLAN | SD1.04

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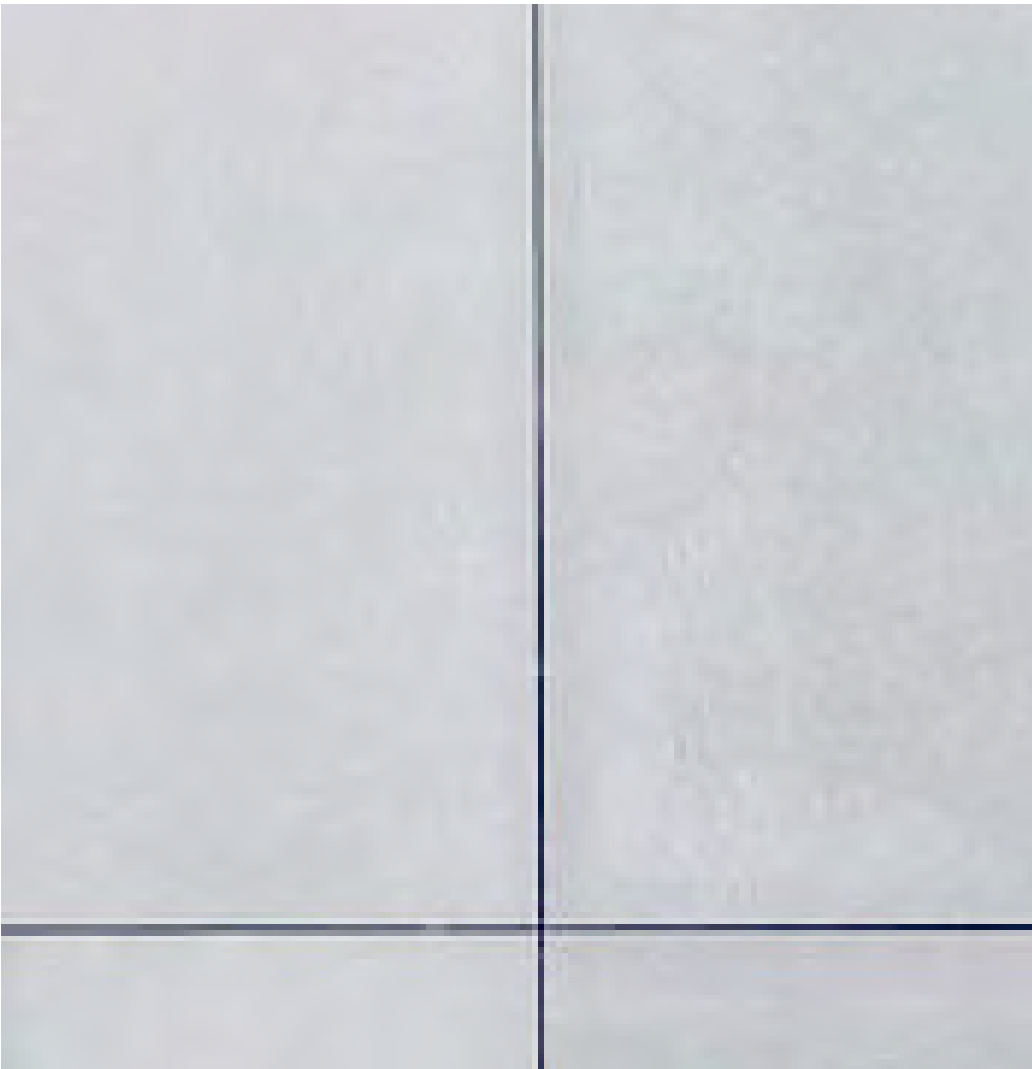
1 Level 5  
SD1.05 1" = 20'-0"











1. Fiber Cement / Light Grey



2. Fiber Cement / Dark Grey



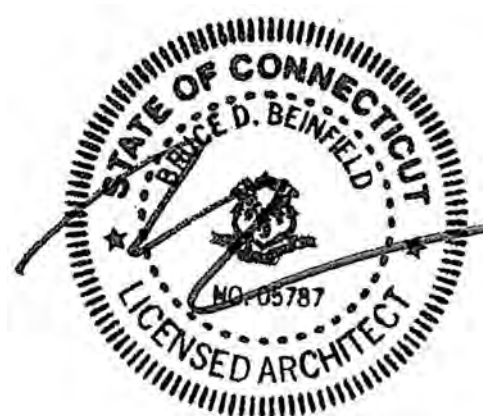
3. Divided Light Windows



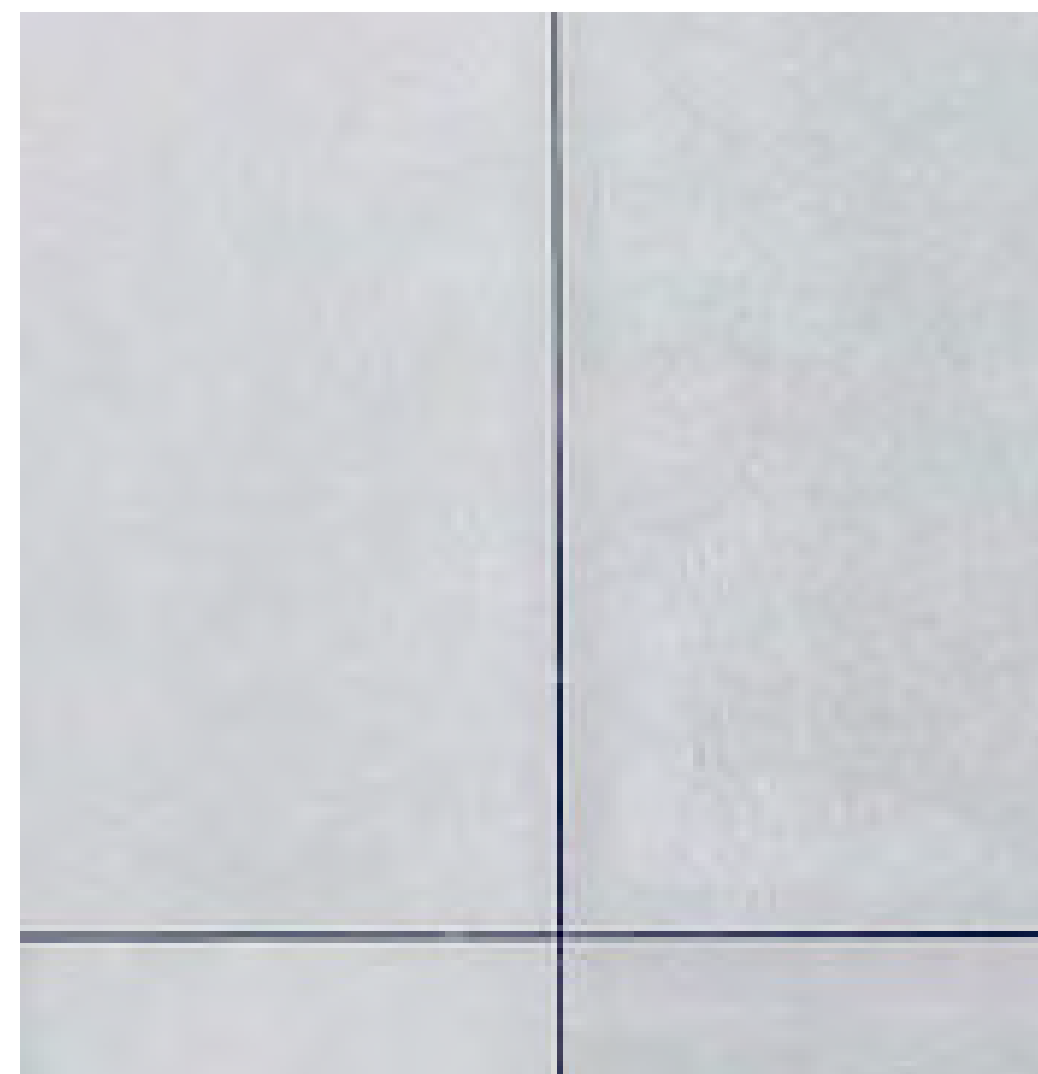
4. Cable Rail



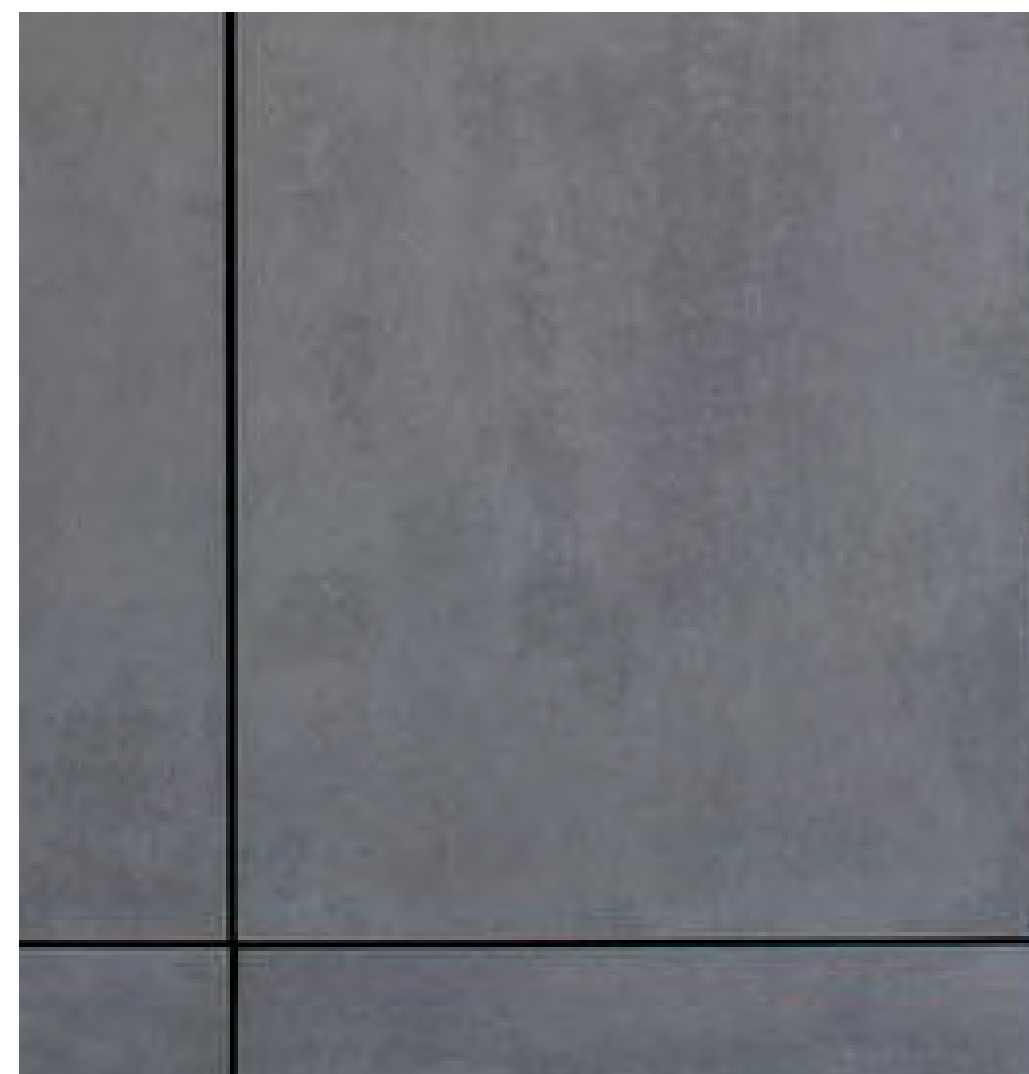
5. Brick







1. Fiber Cement / Light Grey



2. Fiber Cement / Dark Grey

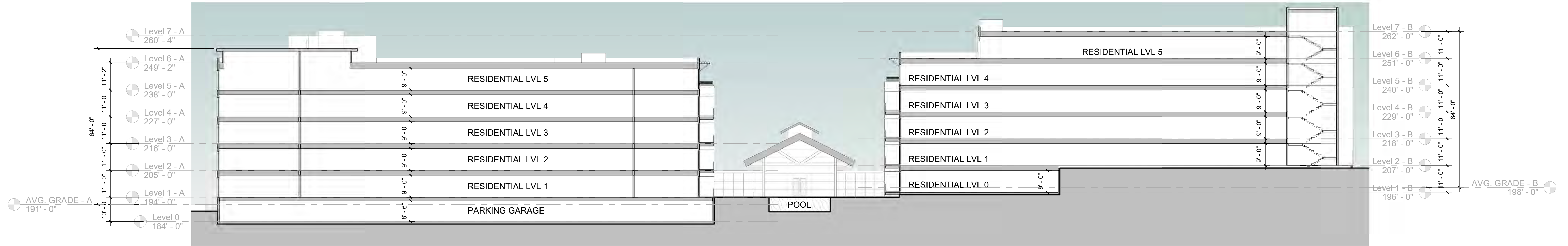


3. Cable Rail

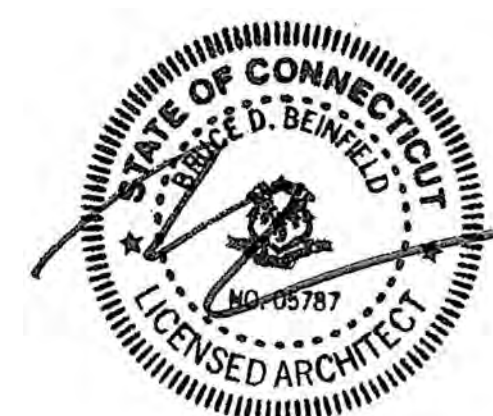


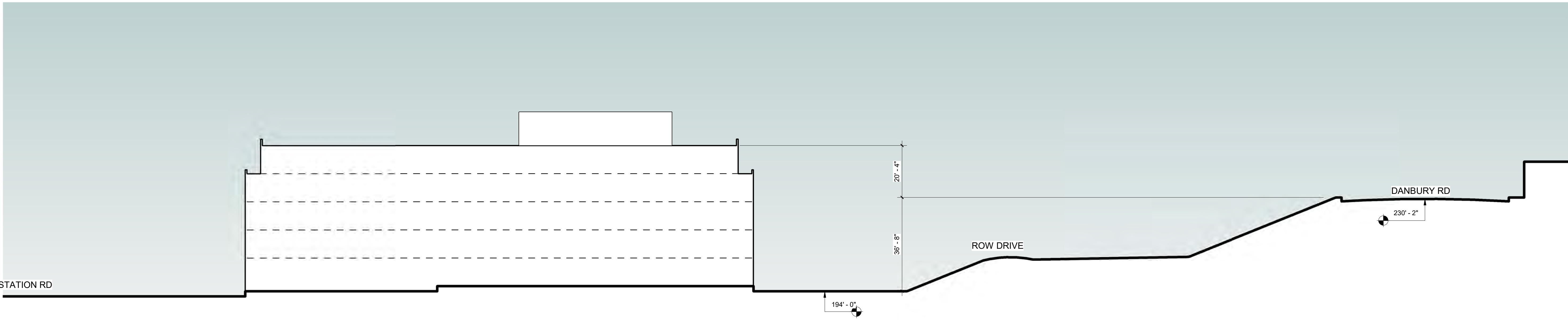
4. Steel Beams



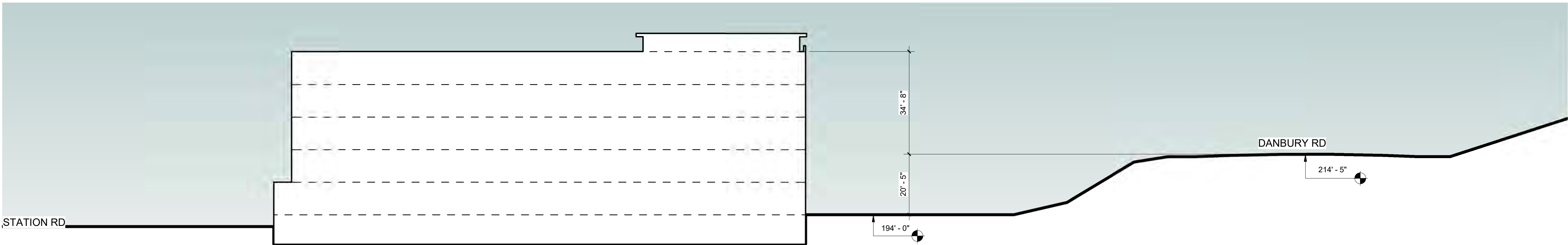


1 BUILDING SECTION  
SD3.01 1" = 20'-0"

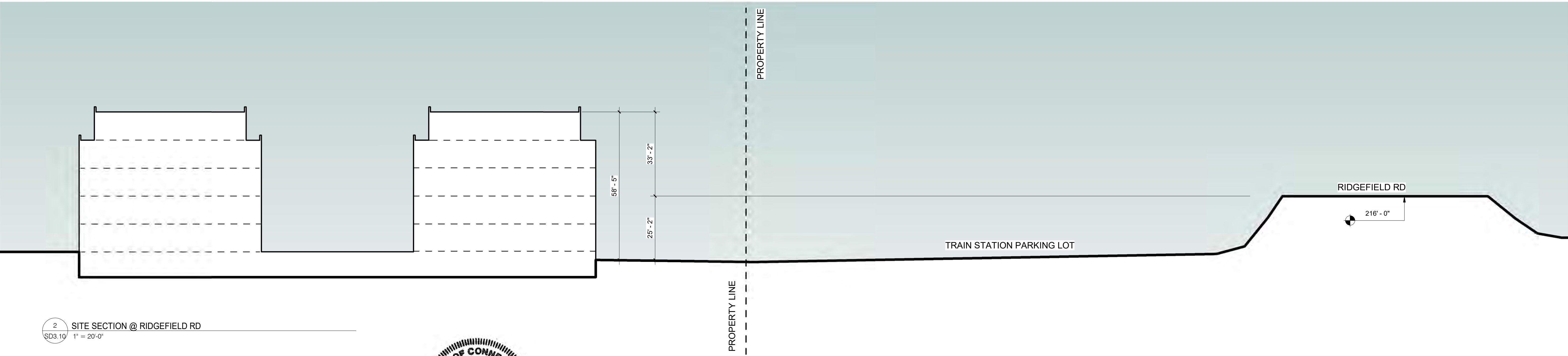




1 SITE SECTION @ HIGH POINT OF DANBURY RD  
SD3.10 1" = 20'-0"



3 SITE SECTION @ LOW POINT OF DANBURY RD  
SD3.10 1" = 20'-0"



2 SITE SECTION @ RIDGEFIELD RD  
SD3.10 1" = 20'-0"





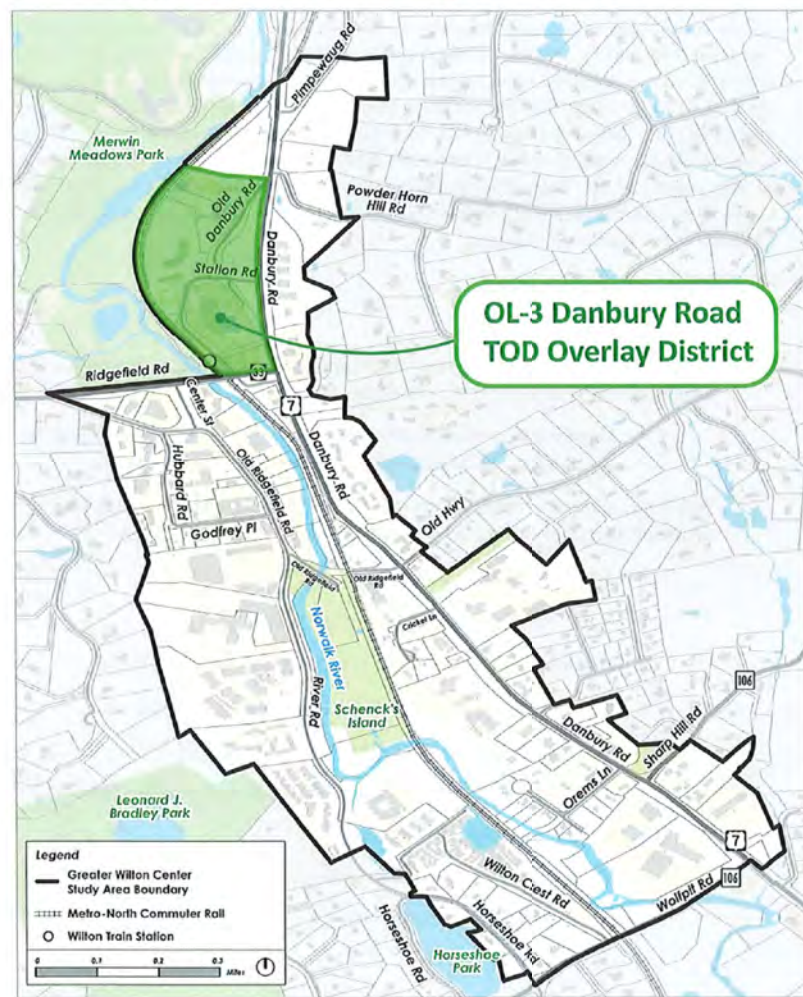
PARKING ANALYSIS		BUILDING AREAS		BUILDING AREAS		UNIT SCHEDULES		
PARKING SCHEDULE		GSF - AREA SCHEDULE (BY PROGRAM)		GSF - AREA SCHEDULE (BY FLOOR)		UNIT SCHEDULE		
STALL TYPE	COUNT	LEVEL	AREA	PROGRAM	AREA	UNIT TYPE	COUNT	
GARAGE		AMENITY		Level 0		Level 1 - A		
Parking Space: 9' x 18' - 90 deg	100	Level 1 - A	10,320 SF	CIRCULATION	585 SF	1 BR	10	
			10,320 SF		585 SF	2 BR	11	
SURFACE		CIRCULATION		Level 1 - A		3 BR	4	
Parking Space ADA: 8' x 18' (8' Aisle) CT ADA Van	1	Level 0	585 SF	AMENITY	10,320 SF	ST	2	
Parking Space ADA: 10' x 18' (5' Aisle) CT ADA	6	Level 1 - A	4,605 SF	CIRCULATION	4,605 SF		27	
Parking Space: 9' x 18' - 90 deg	201	Level 2 - A	4,605 SF	MECHANICAL	4,120 SF	Level 2 - A		
TOTAL PARKING SPACES	308	Level 3 - A	4,605 SF	RESIDENTIAL	29,070 SF	1 BR	11	
		Level 4 - A	4,605 SF		48,120 SF	2 BR	21	
		Level 5 - A	4,605 SF	Level 2 - A		3 BR	6	
		Level 6 - A	1,560 SF	CIRCULATION	4,605 SF	ST	5	
			25,170 SF	MECHANICAL	870 SF		43	
		MECHANICAL		RESIDENTIAL	47,140 SF	Level 3 - A		
		Level 1 - A	4,120 SF		52,615 SF	1 BR	11	
		Level 2 - A	870 SF	Level 3 - A		2 BR	21	
		Level 3 - A	870 SF	CIRCULATION	4,605 SF	3 BR	6	
		Level 4 - A	870 SF	MECHANICAL	870 SF	ST	5	
		Level 5 - A	740 SF	RESIDENTIAL	47,190 SF		43	
			7,470 SF		52,665 SF	Level 4 - A		
		RESIDENTIAL		Level 4 - A		1 BR	11	
		Level 1 - A	29,070 SF	CIRCULATION	4,605 SF	2 BR	21	
		Level 2 - A	47,140 SF	MECHANICAL	870 SF	3 BR	6	
		Level 3 - A	47,190 SF	RESIDENTIAL	47,480 SF	ST	5	
		Level 4 - A	47,480 SF		52,955 SF		43	
		Level 5 - A	40,840 SF	Level 5 - A		1 BR	16	
		Level 6 - A	8,510 SF	CIRCULATION	4,605 SF	2 BR	19	
			220,230 SF	MECHANICAL	740 SF	3 BR	4	
			263,195 SF	RESIDENTIAL	40,840 SF	ST	3	
					46,185 SF		42	
				Level 6 - A		Level 5 - A		
				CIRCULATION	1,560 SF	1 BR	2	
				RESIDENTIAL	8,510 SF	2 BR	4	
					10,075 SF	3 BR	2	
					263,195 SF		8	
							206	
						UNIT MIX		
						UNIT TYPE	COUNT	PERCENTAGE
						1 BR	61	30%
						2 BR	97	47%
						3 BR	28	14%
						ST	20	10%
							206	100%

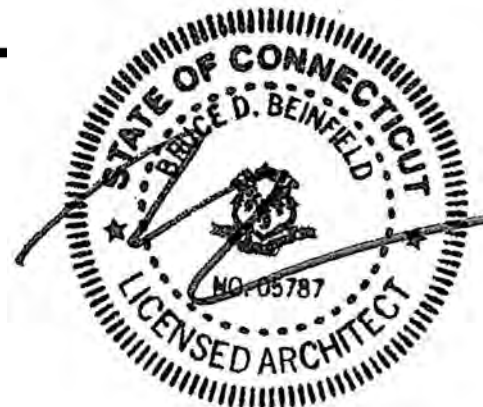
ZONING ANALYSIS

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)
MAX. BUILDING HEIGHT	64 FEET (5 STORIES)(a)	BLDG A: 64'-0" (5 STORIES) BLDG B: 64'-0" (5 STORIES)
SETBACKS		
MIN. FRONT YARD	50 FT FROM PL	51'-7"
MIN SIDE YARD	50 FT FROM PL	N/A
MIN. REAR YARD	50 FT FROM PL	N/A
MIN. PARKING/LOADING	10 FT (b)	5 FT
MAX BUILDING COVERAGE	50%	31% (57,951 SF)
MAX IMPERVIOUS SURFACE COVERAGE	80%	TBD
MAX RESIDENTIAL DENSITY (FAR)	1.5	1.40
MIN. AFFORDABLE HOUSING	10%	10%
PARKING REQUIREMENT	1.2 PER DU	1.49 PER DU

FOOTNOTES  
(a) - EXCEPT AS OTHERWISE PROVIDED IN SECTION 29-4.C.1  
(b) - 5' MAY BE PERMITTED AT THE DISCRETION OF THE PLANNING & ZONING COMMISSION

OL-3 Danbury Road TOD Overlay District (DRAFT)		BFJ Planning (09/25/23)		OL-3 Danbury Road TOD Overlay District (DRAFT)		BFJ Planning (09/25/23)		OL-3 Danbury Road TOD Overlay District (DRAFT)		BFJ Planning (09/25/23)									
<p><b>Figure (Code Section Number).1.B.1 – Location Map</b></p> 				<p><b>Z1.C. Applicability</b></p> <p>The OL-3 DANBURY ROAD TOD Overlay District consists of those areas as shown on the Official Zoning Map of the Town of Wilton, which map and amendments are on file in the Town Clerk's office and the office of the Town's Planning and Zoning Department. Any parcel that is depicted on the Zoning Map as being wholly within or partially within the OL-3 DANBURY ROAD TOD Overlay District shall be determined eligible for the provisions of the OL-3 DANBURY ROAD TOD Overlay District as described in this Section. An owner or developer of a property located within the OL-3 DANBURY ROAD TOD Overlay District may choose to develop under the provisions of the underlying R-1A, General Business (GB) or DE-5 districts if located in such district, or may choose to utilize the provisions of the OL-3 DANBURY ROAD TOD Overlay District, as specified in this Section, subject to the determination by the Town Planning and Zoning Commission (P&amp;Z Commission) that the proposed development would satisfy the purpose and intent of the OL-3 DANBURY ROAD TOD Overlay District.</p>				<p><b>Z1.D. Regulations</b></p> <p>1. Permitted Uses</p> <p>In addition to the uses permitted in the underlying zoning districts, the following uses shall be permitted uses in the OL-3 DANBURY ROAD TOD Overlay District:</p> <p>a. Single-family or multi-family dwelling units, including attached or detached apartments and dwelling units in one or more primary buildings</p> <p>Bulk Requirements: Single-family or multi-family dwelling units, including attached or detached apartments and dwelling units in one or more primary buildings</p> <p>b. Minimum lot size: 3.0 acres.</p> <p>c. Maximum building height: 64 feet (5 stories).<sup>(a)</sup></p> <p>d. Minimum front yard setback: 50 feet from front property line.</p> <p>e. Minimum side yard setback: 50 feet from side property line.</p> <p>f. Minimum rear yard setback: 50 feet from rear property line.</p> <p>g. Minimum parking and loading setback – front, side and rear yards: 10 feet.<sup>(b)</sup></p> <p>h. Maximum building coverage: 50%.</p> <p>i. Maximum impervious surface coverage: 80%.</p> <p>j. Maximum residential density: 1.5 FAR.</p>				<p>2. Development Requirements</p> <p>Development in the OL-3 DANBURY ROAD TOD Overlay District shall meet the following standards:</p> <p>a. All residential development shall provide a minimum of 10 percent affordable housing units and otherwise comply with Section 29.5.8.10 of the Town of Wilton Zoning Code.</p> <p>b. Minimize curb cuts and connect internal parking areas with adjacent parcels where possible.</p> <p>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 Overlay District with the Wilton Train Station and Wilton Center.</p> <p>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:</p> <p>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 efficiency, and improved indoor air quality. These should meet the US Green Building Council Leadership in Energy and Environmental Design (LEED) Silver criteria or equivalent. LEED Certification is not required; and/or</p> <p>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</p>				<p>3. OL-3 Parking Standards</p> <p>Permitted uses shall provide the minimum required parking as specified in Section 29-5.8 (Off-Street Parking and Loading) of the Town of Wilton Zoning Code, except as may be modified herein:</p> <p>a. Residential uses:</p> <p>i. If assigned parking: 1.2 spaces per DU plus one (1) space for every five (5) DUs for visitors.</p> <p>ii. If unassigned, 1.2 spaces per DU, no need for visitor spaces.</p>			
<p><sup>(a)</sup> Except as otherwise provided in Section 29-4.C.1</p> <p><sup>(b)</sup> 5' may be permitted at the discretion of the Planning &amp; Zoning Commission.</p>				<p><sup>(a)</sup> All residential development shall provide a minimum of 10 percent affordable housing units and otherwise comply with Section 29-5.8.10 of the Town of Wilton Zoning Code.</p>				<p>according to the current Connecticut Stormwater Quality Manual; and/or</p> <p>iii. Additional green elements as approved by the P&amp;Z Commission.</p> <p>e. An amenity package to serve the residents of any development shall be provided in accordance with approval by the P&amp;Z Commission.</p>											
2		3		4		5													





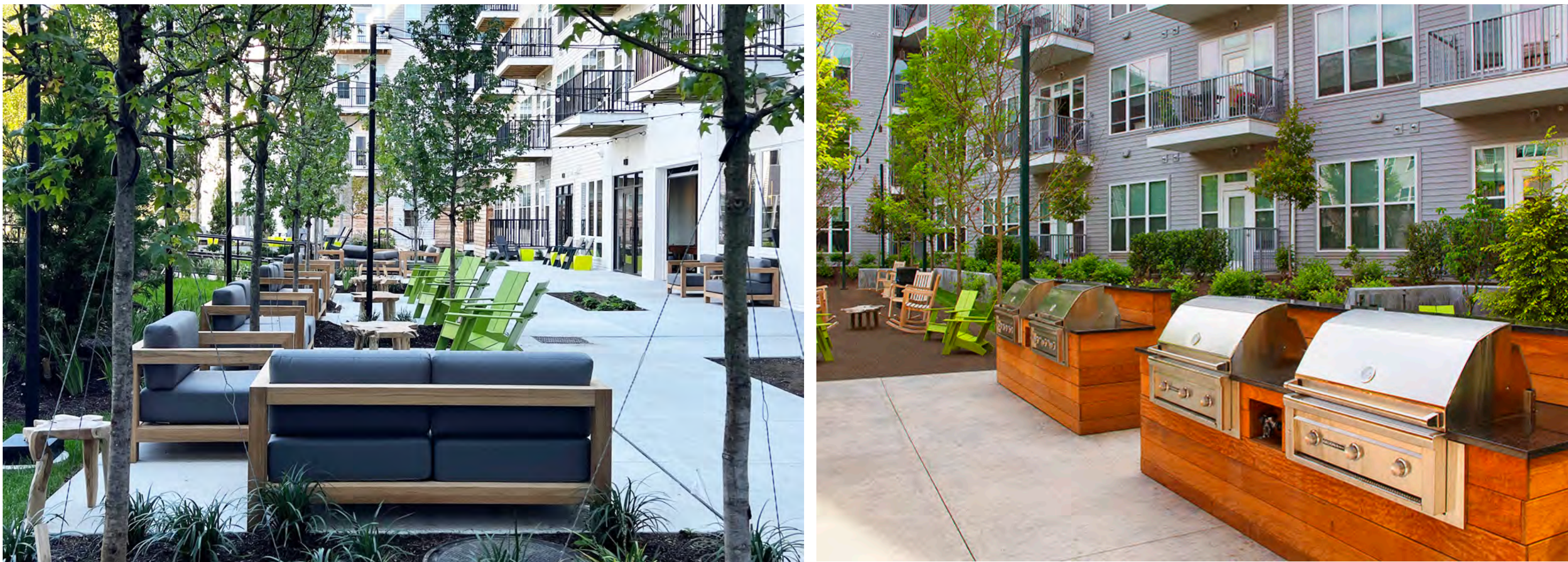
- LEGEND
- (A) STREETSCAPE / TREES AND LIGHTING
  - (B) PASSIVE RECREATION / OPEN LAWN AREA
  - (C) GARDEN COURTYARD AMENITY
  - (D) POOL AMENITY TERRACE / PAVING AND FURNISHINGS
  - (E) POOL AREA AND CABANA STRUCTURES
  - (F) ORNAMENTAL PLANTINGS / LANDSCAPE







A STREETScape



D POOL AMENITY TERRACE / PAVING AND FURNISHINGS



B PASSIVE RECREATION / OPEN LAWN AREA



E POOL AREA AND CABANA STRUCTURES



C GARDEN COURTYARD AMENITY



F ORNAMENTAL PLANTINGS / LANDSCAPE



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: Responses to October 2023 Pre-Application Feedback**  
**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.*

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<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.