

**PREAPPLICATION OF
CONTINENTAL GLOBAL VENTURES, LLC FOR
MULTI-FAMILY, TRANSIT ORIENTED
RESIDENTIAL DEVELOPMENT
AT 2 & 24 PIMPEWAUG ROAD, WILTON, CT**

April 9, 2021



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7. Preliminary traffic study and parking analysis

Tab 1



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April 9, 2021

HAND DELIVERY

Richard Tomassetti, Chair, and
Commission Members
Zoning Commission
Town of Wilton
Planning & Zoning & Department
Town Annex
238 Danbury Road
Wilton, CT 06897

Mr. Michael Wrinn, Director of Planning
and Land Use Management/Town Planner
Town of Wilton
Planning & Zoning & Department
Town Annex
238 Danbury Road
Wilton, CT 06897

Re: Application of Continental Global Ventures, LLC for Amendments of Zoning Regulations, Zoning Map Amendment, Special Permit and Site Plan Review for Multi-Family Residential Transit Oriented Development- Wilton Center District At 2 & 24 Pimpewaug Road

Dear Chair Tomassetti, Commission Members, and Mr. Wrinn:

This package is a preapplication and request to the Commission and interested parties for feedback about a multi-family residential apartment home development on 6.9 acres at No. 2 and No. 24 Pimpewaug Road, on the east side of that street, at its intersection with Route 7, just north of Wilton Center, and within walking distance of the train station. It is my privilege again, as over the past 15 years, to represent the applicant Continental Global Ventures and its principal Howard Rappaport, and to work with Continental's experienced team. We look forward to explaining to you in detail Continental's track record in Connecticut and elsewhere of developing first-rate apartment home communities.

At the outset, we want to explain the process we envision, which is to file and present this preapplication to the Commission on April 26 and obtain feedback; then proceed with a formal regulation amendment and rezoning application; and if those are approved, proceed with a wetlands permit application (which we anticipate will propose only minor regulated activities), design review, and a special permit and site plan application. From our preliminary discussion with Mr. Wrinn, we understand that there are various ways to approach a development like this, but we think this sequence best facilitates Commission and staff review.

Continental, which has a contract to purchase the subject property, proposes a total of 162 units, in three buildings, with one and two bedroom units, with a clubhouse. The property's location, its proximity to Wilton Center, and qualification as transit-oriented development are illustrated in the exhibits to this package.

The subject property (Tab 2) is currently zoned R-2A. The property contains a small wetland at its center, which will remain undisturbed and protected.

We have prepared a draft of a proposed zoning regulation amendment (Tab 3) to facilitate and govern this development. The regulation is proposed as a subsection of and addition to the Wilton Center District, and seeks to achieve the following:

- Follow Wilton's 2019 Plan of Conservation and Development, in particular its guidance about where opportunities exist for the Town to promote modest-scale rental apartment housing;
- Provide a regulation that is fairly site specific, so as to spare the Commission and staff from having to evaluate the regulation's applicability to other parcels; and
- Provide enough detail about not only bulk and dimensional rules, but also key requirements about development of the specific site, so that Commission will understand and envision, even from the preapplication, what is intended regarding use, bulk, architecture, impacts, and amenities.

A proposed building layout (Tab 4) as well as architectural elevations (Tab 5) are attached. We would emphasize that, to create visually acceptable dimensions and bulk, Building 1, closest to Pimpewaug Road, is three stories; Building 2, four stories over parking, is set back farthest from the road; and Building 3, three stories over parking, is at the northeast part of the site. We believe this stepped-back height configuration will blend with the topography of the area, which rises from Route 7 to higher elevations north and east.

We asked the team's architect, Steven Mast of Martin Architectural Group, to describe the proposed buildings:

"The architecture for this development is a contemporary interpretation of the historical architecture found around Wilton. Wilton has a diverse palette of styles to showcase, from the early Cape Code style of the 1800s to the International/Modern style of the 1920s. These buildings have a strong foundation in the traditions of the past and build on that history by furthering the principles that have made those traditions last the test of time. With strong proportions and time tested materials the architecture of the project will be able to endure future changes to the diverse styles found throughout the city. The use of a strong-masonry base grounds each building while the cementitious panels and siding push the architecture into the future."

The draft regulation (Tab 3) proposes that ten-percent of the units will be preserved at 80 percent of area median income.

Other key parameters (sewer connection, traffic, parking) are addressed preliminarily at the remaining tabs 6 and 7.

We have reviewed carefully, and applaud, the Town's 2019 Plan of Conservation and Development. We believe this proposal is consistent with its goals, such as:

- Continue to increase housing options (pp. 23, 45, 98)
- Strengthen Wilton Center as a residential hub (p. 23);
- Enhance Wilton's transportation network (p. 23);
- Increase multi-family and affordable units (p. 49);
- Diversity price points in housing (p. 50);
- Targeting Wilton Center and Danbury Road/Route 7 for growth (pp. 64-66);
- Consider expansion of Wilton Center to the north (p. 68);
- Enhance the transportation network (pp. 74-79); and
- Develop multi-family within and near Wilton Center and "Greater Wilton Center" (p. 94).

Thus, the POCD is replete with goals that Continental's proposal would help to implement.

We look forward to our April 26 presentation and your feedback. Thank you.

Very truly yours,



Timothy S. Hollister

cc: Howard Rappaport
Mark Forlenza
Scott Gance
Patrick O'Leary, P.E.
Steven Mast
Rich Vicino

Tab 2



Aerial Overlay - Utility & Pedestrian Access Plan

Proposed Residential Development
2 & 24 Pimpewaug Road, Wilton, CT

Source: VHB
Prepared for: Review
Date: April 2021



0 50 100 200 Feet



Tab 3

FINAL DRAFT 4-9-21

Proposed Zoning Regulation Amendment

1. Add Section 29-6.C.4(p) to Wilton Center District, Special Permit Uses:

- p. Multi-family transit-oriented residential, subject to the requirements of 29-6.A.6.C.9.

2. Add Section 29-6.C.9 Multi-Family Transit-Oriented Residential (NEW)

9. Multi-Family Transit Oriented Residential.

- a. Purpose: Allowing multi-family, transit-oriented residential use proximate to Wilton Center and the Wilton Center District is intended to:
- Encourage a transit-friendly, flexible, and vibrant mix of commercial, office, retail, and residential uses;
 - Promote uniform and appropriate design for the vicinity of Wilton Center and the train station that respects existing and historic uses while promoting complementary growth;
 - Promote higher residential densities that utilize the availability of transit facilities; and
 - Maintain appropriate residential character and traffic flow in the center and surrounding neighborhoods.
- b. Applicability: Multi-family, transit-oriented residential development in compliance with this subsection shall be allowed by special permit and site plan approval on property at least part of which is located within 3,000 feet of the Wilton Center train station; on the eastern side of Route 7; containing at least six (6) acres; and with frontage on Pimpewaug Road.
- c. Provisions and Requirements:
- (1) All qualifying development shall be served by public sewer, public water supply, and fire protection systems to the specifications of the Fire Marshal.
 - (2) All utility and communication services shall be installed underground.
 - (3) Recreation areas shall be of such grade and dimensions that the space shall be readily usable, convenient to building entrances, and planned in proper relation to buildings and other features, both on and off-site.

- (4) Architectural design, scale, and mass of buildings and other structures, including exterior building materials, colors, roof lines and building elevations, shall be residential in character so as to harmonize with, and preserve the appearance of, the surrounding residential area.
- (5) No mechanical equipment, except solar collectors, located on the roofs shall be visible from the ground. Mechanical equipment and refuse containers shall be screened from view on all sides.
- (6) Buildings shall be designed and grouped in such a manner as to provide adequate light, air, ventilation and privacy for all habitable rooms.
- (7) Existing features of the site which are of value for the development or to the Town as a whole, such as trees, watercourses and similar irreplaceable assets, shall be preserved as far as possible through harmonious design and placement of the buildings, driveways, walkways and parking facilities.
- (8) All disturbed areas shall be suitably graded and landscaped with consideration given to its effectiveness at all seasons of the year.
- (9) All qualifying developments shall contain at least 10 percent of the units at affordable units to be rented for at least 40 years at below market rents, as specified in subsection k below.

d. Area and Bulk Requirements:

(1)	Minimum Front Yard	20*
(2)	Minimum Side Yard (each)	20*
(3)	Minimum Rear Yard	20*
(4)	Minimum Parking and Loading Setbacks	20*
(5)	Maximum Building Height (stories/feet)	5 stories / 55 feet
(6)	Maximum Building coverage (%)	30
(7)	Maximum Site coverage (%)	80
(8)	Minimum Lot Size (acres)	6
(9)	Minimum Parking spaces required per Dwelling Unit	1.5
(10)	Maximum Density- Dwelling Unit/Acre	25

*30 feet where subject property abuts a residential district

- e. Parking and Circulation Requirements:
- (1) Parking facilities for both passenger and service vehicles shall be convenient to building entrances, adequately graded, drained, paved and maintained in all seasons to prevent dust, excessive water flow and congestion of driveways and to promote the safety of residents and visitors.
 - (2) All garages shall be fully enclosed and have a minimum width of 9 feet and minimum depth of 18 feet per parking space.
 - (3) All multi-family residential developments shall be provided with direct access to a major or secondary road as defined in the Town of Wilton road standards.
 - (4) Driveways shall be arranged in a suitable and convenient traffic pattern and adequately graded, drained and maintained in all seasons to accommodate traffic and to afford satisfactory access to police, fire fighting and snow removal equipment.
 - (5) Walkways shall be arranged in a suitable and convenient manner and shall be adequately surfaced, drained and maintained in all seasons.
 - (6) No parking shall be permitted in the required front yard.
 - (7) Garage aprons and other parking spaces in tandem shall not be counted towards satisfying the minimum parking requirement.
- f. All development under this subsection shall comply with Section 29-8.A regarding signage.
- g. All development under this subsection shall comply with Section 29-8.C regarding landscaping, screening and buffer areas.
- h. All development under this subsection shall comply with Section 29-9.B regarding earth removal.
- i. Unless otherwise specified, all development under this section shall comply with all other applicable sections of these Zoning Regulations.
- j. All development under this subsection shall provide electric car charging stations at locations and in ratios specified by the Commission.
- k. Building height and stories shall be, to the extent possible, set back from Pimpewaug Road to minimize actual and perceived height at the street frontage and to take advantage of the higher elevations east of the subject property.

- I. All development under this section shall include at least ten (10) percent of the total units to be offered and preserved for forty (40) years at a maximum rent based on eighty (80) percent of the area median income for the Town of Wilton as determined by the U.S. Department of Housing and Urban Development, and governed by an affordability plan compliant with General Statutes § 8-30g(b)(1) and corresponding state regulations.

3. Modify Section 29-6.E- “Area and Bulk Requirements” to add a new Note (9):

Area and Bulk Requirements as allowed by § 29-6.C.9 are stated in subsection d of that regulation.

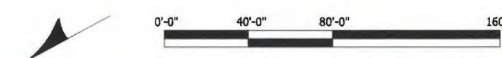
4. Modify Section 29-8.B.5.a.(2) to add the following below “One, two and three bedroom dwelling units” as follows:

Multi-family residential transit oriented use
in the Wilton Center District
per

Minimum of 1.5 per dwelling unit,
plus minimum of 1 visitor space

4 dwelling units

Tab 4



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Continental Properties

Conceptual Site Plan

Wilton, CT
April 8, 2021

MARTIN
ARCHITECTURAL
ARCHITECTS & LAND PLANNERS
PHILADELPHIA, PA • ANNAPOLIS, MD • BALTIMORE, MD • COCONUT CREEK, FL



**Pimpewaug Road
Wilton, Connecticut**

Not Approved for Construction

Drawing Number

Sheet 1 of 1

Project Number
26504.0

Tab 5

















Building 3 - Entry Elevation (C)



Building 2 - Entry Elevation (B)

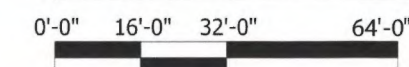


Building 1 - Street Elevation (A)



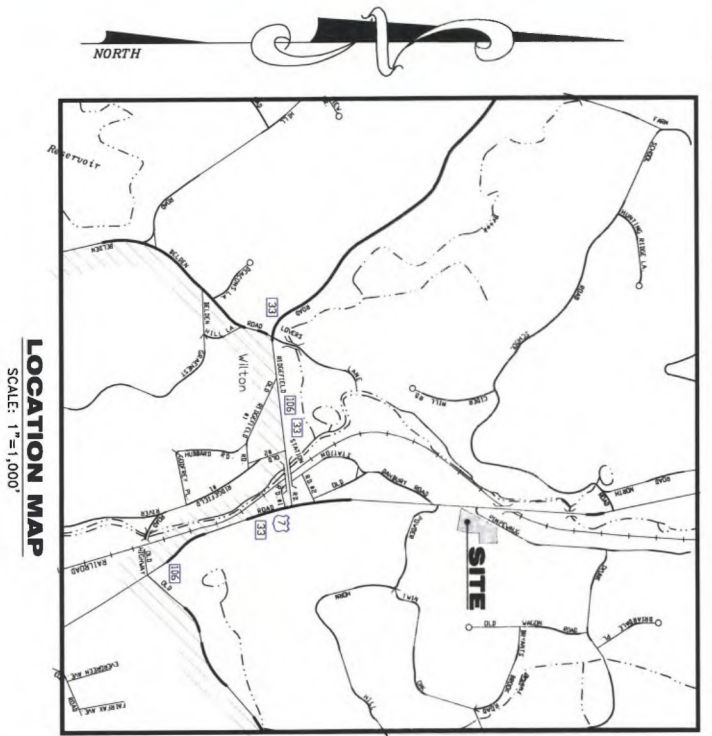
Key Plan

Building Materials	
A	Cementitious Panels Color TBD
B	Cementitious Panels Color TBD
C	Cementitious Panels Color TBD
D	Cementitious Lap Siding Color Evening Blue
E	Aluminum Railing System
F	Vinyl Windows
G	Brick Veneer
H	Asphalt Roof Shingles



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Tab 6



CONCEPT PLAN SHOWING SANITARY SEWER MAIN EXTENSION

PREPARED FOR
Continental Properties, LLC
PROPERTY LOCATED AT
#2 & #24 PIMPERWAUG ROAD
WILTON, CONNECTICUT



HALLISEY, PEARSON & CASSIDY
CIVIL ENGINEERS & LAND SURVEYORS
630 MAIN STREET, UNIT #1A
CROMWELL, CONNECTICUT 06416
PHONE: (860)-529-6812, FAX: (860)-721-7709

SCALE: 1"= 80'	CHECKED BY: J.P.C.
DATE: FEB. 23, 2021	DRAWN BY: P.A.H.
JOB No.: 3195	ACAD FILE: 3193-OPTION-1
SHEET: 1	OF: 1
REVISIONS:	

Tab 7



Memorandum

To: Town of Wilton
Planning Department

Date: April 7, 2021

Project #: 26504.00

From: Patrick N. O'Leary, P.E.
Senior Principal

Re: Trip Generation
Proposed Residential Development
2 & 24 Pimpewaug Road, Wilton, CT

Introduction

The ±6.9 acre site is located at 2 & 24 Pimpewaug Road in Wilton, Connecticut, the "Site" as shown in the attached site plan, "Conceptual Site Plan", sheet CP-7, by VHB dated April 5, 2021. The Site is comprised of 2 parcels identified on the municipal assessor's records as Map/Block/Lot numbers 59-16 and 59-17. The site parcels are currently zoned R-2A, Single-Family Residential District. Based on the Town of Wilton Zoning Map, it appears that the adjacent parcels to the south, west, and east are zoned R-2A and the parcels to the north are zoned R-1A (Single Family Residential District). The proposed site development includes three multi-family residential buildings, with associated Clubhouse, parking, and utilities. The three buildings will include 162 residential units. Two of the three buildings are proposed to be over parking.

Trip Generation

Peak hour traffic volumes for the weekday AM, weekday PM, and Saturday peak hour were estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th edition. The trip generation for the proposed multi-family residential buildings was estimated using the Multifamily Housing (Mid-Rise, 3 to 10 levels) Land Use Code (LUC) 221. The trip generation rate is provided in Table 1. In order to reflect the proximity to the Wilton Metro North Train Station, which is less than 0.5 miles from the proposed project, the trip generation rates include a 15% reduction to account for lower vehicle use. The adjusted trip generation rate is also summarized in Table 1.

Table 1 – Trip Generation Rate

Land Use	ITE Codes	ITE Trip Rates			Adjusted Trip Rates		
		AM Peak Hour	PM Peak Hour	Sat. Peak Hour	AM Peak Hour	PM Peak Hour	Sat. Peak Hour
Residential	221	0.36	0.44	0.44	0.31	0.37	0.37

The adjusted trip generation rates were applied to the proposed land use to estimate the anticipated future trip generation at the site. The trip generation estimates are shown in Table 2. The average trips calculated is based on the number of dwelling units.

50 Main Street
Suite 360
White Plains, NY 10606-1900
P 914.467.6600

Table 2 – Trip Generation Estimates for Multifamily Housing (Mid-Rise, 3 to 10 levels)

Land Use	Size	Proposed Vehicle Trip Generation Estimates ¹					
		AM Peak Hour ²		PM Peak Hour ²		Sat. Peak Hour ²	
		Enter	Exit	Enter	Exit	Enter	Exit
Residential	150 Units	13	37	37	23	30	30
Increase in Trips		+50		+60		+60	

1. Based on ITE Land Use Code 221, Multifamily Housing (Mid-Rise, 3 to 10 levels)

2. Traffic Volumes expressed in Vehicles per Hour

As shown in Table 2, the proposed project is estimated to generate 50 vehicular trips during the weekday AM peak hour, 60 trips during the PM peak hour, and 60 trips during the Saturday peak hour. This results in an increase of approximately one trip every 1.2 minutes during the AM peak hour and approximately one trip every minute during the PM peak hour. Note, the increase in trips does not take into account the reduction in trips that would be associated with the existing uses. Additionally, the AADT 2017 data for Route 7 totals 31,600 trips per day, which can be used to estimate the peak hour traffic on Route 7 as approximately 3,160 trips per hour. The additional trips produced by the proposed project would have negligible to no impact on the operations of the road network along Route 7.

As part of any site plan submission associated with the site, it is anticipated that a detailed traffic study will be provided, inclusive intersection analyses along Route 7 in proximity of the site and trains station, along with a Signal Warrant Analysis for the intersection of Pimpewaug Road and Route 7.

Parking:

The proposed use for the subject parcel is a transit oriented development (TOD). The site is in close proximity to a mass transit facility (train station) and is capable of providing safe and convenient pedestrian access to the mass transit facility. Benefits of TOD facilities include, but are not limited to:

- General reduction of daily vehicular trips on adjacent roadways
- General reduction in parking demand for vehicles on site due to the pedestrian orientation of the facility

To account for the decreased demand in parking, it is suggested that a parking ratio of 1.5 vehicles per unit be used for all residential units (studio to three bedroom) with an additional one parking space for every four units to accommodate visitor parking. Please note, the Town of Wilton Zoning Regulations currently require two spaces per unit for one to three bedroom units. The proposed change results in a 25% reduction in the minimum parking demand associated with the TOD nature of the site.