

April 19, 2024

VIA E-MAIL & HAND DELIVERY

Kevin Quinlan, Chairman
Architectural Review Board
Town Hall Annex
238 Danbury Road
Wilton, CT 06897
Attn.: Michael Wrinn
Michael.Wrinn@wiltonct.org

Re: Request for Formal Review– Architectural Review Board
Address: 15 Old Danbury Road, Wilton, Connecticut
Requesting Parties: Toll Brothers, Inc. (Contract Purchaser) & CD Station LLC (Owner)

Dear Chairman Quinlan and Members of the Architectural Review Board:

Our firm represents the above-captioned Requesting Parties (the “Parties”) in connection with the proposed redevelopment of the property located at 15 Old Danbury Road, Wilton, Connecticut (the “Property”), also commonly referred to as the Commonfund Building. As you may recall, the Parties previously completed pre-application review with the Architectural Review Board (the “ARB”) at the Special Meeting on November 9, 2024. Pre-application meetings have also been conducted with the Planning and Zoning Commission (the “P&Z Commission”). The feedback received from the ARB and P&Z Commission was valuable and has been incorporated in the formal ARB submission included herewith.

As a reminder, the Property is currently improved with a vacant commercial office building, surface parking lot, and a decorative water feature. The Parties intend to replace the existing improvements with a new five-story multi-family residential building. While the project continues to consist of 209 one-, two, and three-bedroom units, as well as amenities (e.g., pool, fitness center), landscaping, and other site improvements, the overall design concept is new.

As part of the request for formal review of the proposal, enclosed please find the following materials:

- Letters of Authority from the Owner and Contract Purchaser;
- Architectural Review Board/Village District Design Advisory Committee Application;
 - Schedule A – Project Narrative

- Plans from Beinfield Architecture, PC (“Beinfield”), dated April 19, 2024, including:
 - Cover Page;
 - “Zoning & Building Metrics, SD.01”;
 - “Context Aerial, SD0.20”;
 - “Existing Aerial, SD0.21”;
 - “Materials Board, SD0.70”;
 - “Materials Board, SD0.71”;
 - “Rendering, SD0.80”;
 - “Rendering, SD0.81”;
 - “Rendering, SD0.82”;
 - “Rendering, SD0.83”;
 - “Rendering, SD0.84”;
 - “Site Plan, SD.90”;
 - “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”;
 - “Exterior Elevations, SD2.01”;
 - “Courtyard Elevations, SD2.02”;
 - “Building Section, SD3.01”;
 - “Site Section, SD3.10”;
- Landscape plans prepared by Eric Rains Landscape Architecture, Inc., dated April 19, 2024, including:
 - “Site Index Plan, SPL-1.0”;
 - “Overall Site Materials and Layout Plan, SPL-2.0”;
 - “Overall Site Planting Plan, SPL-2.1”;
 - “Overall Site Lighting Plan, SPL-2.2”;
 - “Enlargement Plans: Pool Courtyard, SPL-3.0”;
 - “Enlargement Plans: Garden Courtyard, SPL-3.1”;
 - “Enlargement Plans: Dog Run Amenity, SPL-3.2”;
 - “Enlargement Plans: Front Entry, SPL-3.3”;
 - “Landscape Site Details - 1, SPL-4.0”;
 - “Landscape Site Details - 2, SPL-4.1”;
 - “Landscape Site Details - 3, SPL-4.2”;
 - “Site Materials Reference Images, SPL-M.1”;
 - “Overall Site Plan Rendering”;

- Survey and Civil Engineering plans prepared by Redniss & Mead, including:
 - “Property & Topographic Survey, PTS,” dated January 5, 2024;
 - “Zoning Site Plan, ZSP-1A,” dated April 19, 2024; and
 - “Grading Site Plan, SE-1,” dated April 19, 2024.

Thank you for your attention to this matter. We look forward to discussing the proposed design with the ARB at your meeting on May 2nd.

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

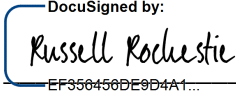
**RE: 15 Old Danbury Road, Wilton, CT
Letter of Authority – Toll Bros., Inc.**

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

**WILTON PLANNING AND
ZONING COMMISSION**

**ARCHITECTURAL REVIEW BOARD/VILLAGE
DISTRICT DESIGN ADVISORY COMMITTEE APPLICATION**

Toll Brothers, Inc.

c/o Lisa Feinberg, Carmody Torrance Sandak & Hennessey, 1055 Washington Blvd., 4th Fl., Stamford, CT 06901

APPLICANT'S NAME

ADDRESS

CD Station LLC (co-applicant)

c/o Lisa Feinberg, Carmody Torrance Sandak & Hennessey, 1055 Washington Blvd., 4th Fl., Stamford, CT 06901

OWNER'S NAME

ADDRESS

15 Old Danbury Road, Wilton

Design Enterprise 5 District (existing); Danbury Road TOD District Overlay (proposed)

PROPERTY LOCATION

ZONING DISTRICT

3/15/1999 1158 0193

74 22 4.28±

WLR

VOLUME

PAGE

TAX MAP #

LOT #

ACREAGE

THE FOLLOWING MATERIALS ARE REQUIRED:

* Please see **SPECIAL INSTRUCTIONS FOR SUBMISSION DURING COVID** at:

[Application Forms / Materials | Wilton CT](#)

* All submitted plans and documents shall bear an **original signature, seal, and license number** of the professional responsible for preparing each item. Maps should be **folded, not rolled** – 11" x 17" Plan Copies

**ELECTRONIC SUBMISSION OF ALL APPLICATION MATERIALS (CONSOLIDATED INTO
1 OR 2 PDFs MAXIMUM), emailed to: michael.wrinn@wiltonct.org & daphne.white@wiltonct.org**

- i. An application form;
- ii. A statement describing the proposed project (use page 2 or attach separate sheet);
- iii. The following plans, where applicable, based on the nature of the proposed project:

- ☒ 1. An A-2 survey for any proposal involving the physical enlargement of a building, structure, parking area and/or vehicle access aisle.
- ☒ 2. A site plan drawn at a scale of no greater than 1" = 60', incorporating an A-2 survey (where required), of the property sufficient to show the location of:
 - a. wetlands, upland buffers, watercourse and flood zones, if any;
 - b. existing and/or proposed buildings and appurtenances thereof;
 - c. existing and/or proposed parking accommodations;
 - d. existing and/or proposed lighting
 - e. existing and proposed buffer strips and landscaping;
 - f. access and egress details for pedestrian and vehicular traffic;
 - g. existing and/or proposed signs, and
 - h. adjacent roads, curb cuts, and width of rights-of-way and travel way.
 - i. easements, regulatory setbacks, historic covenants or other historic assets.

- ☒ 3. Floor plans at each level showing the basic divisions of the building, all entrances, exits and loading and service areas.
- ☒ 4. A description of the architectural vernacular of proposed construction and its architectural relationship to other buildings within 500 feet. (Refer to Schedule A - Project Narrative)
- ☒ 5. Elevation drawings of all sides of the building, with dimensions, finish materials, fixtures, lighting, signage, landscape and colors indicated.

- ☒ 6. Samples of all finish materials to be used on the exterior of the building.
- ☒ 7. A roof plan showing all mechanical equipment, vents, hatches, skylights, solar arrays, wind turbines, green roofing etc., and the type and extent of screening to be provided.
- ☒ 8. A signage plan with a scaled drawing showing the design of any proposed signage, including dimensions (length, width, height), a drawing of sign design and content, colors of sign, materials for construction and illumination, together with a site plan showing location of proposed free-standing sign and/or building elevations showing location and proportions of wall signs.

THE APPLICANT understands that this application is to be considered complete only when all information and documents required by the Commission have been submitted and is responsible for the payment of all legal notices incurred.

THE UNDERSIGNED WARRANTS the truth of all statements contained herein and in all supporting documents according to the best of his or her knowledge and belief; and hereby grants visitation and inspection of the subject property as described herein.

APPLICANT'S SIGNATURE

DATE 4/19/24

TELEPHONE 203-425-4200

OWNER'S SIGNATURE

DATE 4/19/24

TELEPHONE 203-425-4200

PROJECT NARRATIVE:

Refer to the enclosed Schedule A - Project Narrative.

Schedule A – Project Narrative

I. Introduction

As stated in the 2019 Plan of Conservation and Development (the “POCD”), the “relatively high price of housing coupled with an available housing stock of detached single-family homes has more recently contributed to lower in-migration of younger working-age people and has increased the out-migration of empty-nesters and retirees.”¹ The trends of increased housing prices and decreased housing supply have only been exacerbated during and after the COVID-19 Pandemic. At the same time, “the community has increasingly expressed interest in increasing housing type variety and price points in design and location appropriate ways” to increase the Town’s overall housing stock and to attract and meet “the needs of occupants at different life and employment stages.”²

The Town of Wilton (the “Town”) has taken several steps to meet this demand. In 2021, the Wilton Planning and Zoning Commission (the “Commission”) amended the Wilton Zoning Regulations (the “Zoning Regulations”) to enact the DE-5R Overlay Zone (the “DE-5R”) which permitted multifamily housing on certain sites located on Danbury Road. More recently, the Commission spent significant time considering new zoning tools for Wilton Center and the sites adjacent to the Wilton Train Station, which would similarly allow for additional diversity in housing in these locations.

For its part, Toll Brothers Inc. is hoping to redevelop the property known as 15 Old Danbury Road (the “Property”) by utilizing the OL-3 Danbury Road Transit Oriented Development District Overlay (“TOD Overlay”) regulation. The Property, which is generally located on the westerly boundary of Route 7 and is adjacent to the Wilton Train Station (the “Train Station”), is currently improved with a three-story office building, associated parking areas, and a decorative water feature. The Property is depicted in the aerial image below.

¹ POCD pg. 8.

² Id.



II. Proposed Redevelopment

While the demand for housing has increased, the demand for office space has decreased. In light of this inverse relationship, and given its proximity to the Train Station and Wilton Center, the Property is well suited for multi-family residential use. In fact, the Town has identified it as the ideal location for this use. Toll Brothers intends to replace the existing office building with a new, five-story, multi-family community comprised of 208 apartments. Ten percent (10%) of the proposed apartments will be designated as Affordable Housing Units in accordance with the Wilton Zoning Regulations. Significant indoor and outdoor amenity space is also proposed. Approximately 313 parking spaces are proposed to accommodate future residents and their guests, and 103, or approximately 33%, of the parking spaces will be below grade.

Further details on the design can be found below and in the plans included in this submission.

III. Review Criteria:

When reviewing a Formal Application, the ARB shall consider the following:

a. Relationship of Buildings to Site and Adjoining Context

- i. Buildings shall be organized in a coordinated and functional manner that is compatible with natural and historic site features and the desirable characteristics of adjoining context.

The development site is located at the intersection of Station Road, Danbury Road and Ridgefield Road. Directly adjacent to the Train Station and just north of Wilton Center, the site is considered a gateway to the Town. The development team has given significant thought to the appropriate design scheme for a large-scale multifamily development at this location and drawn inspiration from the surroundings.

Since meeting with the ARB during the pre-application process, the team has reimagined the shape and orientation of the proposed building. To reduce the visual scale and mass of the project, the latest proposal includes 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 in the center. This amenity building was designed to be reminiscent of a historical train station with glass walls and a pitched roof supported by steel beams. Multiple courtyards intersect the structures creating additional visual interest, depth and green space for residents to enjoy.

Creating internal and external connections was also paramount in the design. Internally, three additional points of entry were 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. Externally, the new design has been oriented towards the footbridge connecting the site to Merwin Meadows to the west. The new 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.

- ii. A unified design theme for building massing, exterior treatments and signage shall be established where harmony in textures, lines, and masses is provided.

While the project presents as multiple buildings, each component relates to the other in meaningful ways. On the western side of the redevelopment, the façade consists of brick, fiber cement panel and glass windows. Balconies with cable railings further punctuate the building along this edge. The buildings are also visually broken up by staggering the depth of the façade and inserting the delicate glass structure between the two larger buildings.

A similar treatment is used along the south façade before transitioning into a more traditional red brick finish. The buildings massing at the east elevation is broken up by the use of recesses and material changes. The intent is for this elevation to read as a compilation of a series of smaller buildings finished in a redish brick, a grey brick, and fiber cement siding.

Signage details have not been confirmed. However, 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 ARB.

- iii. Parking area configuration, curbing, paving, and plantings shall be treated appropriately in relation to the building design, the neighborhood, and community design standards.

The proposed development has maintained a similar parking area configuration and vehicular access points to what exists on the site today. Surface parking is located along the perimeter of the site; however, the number of below-grade parking spaces has been increased from the prior design by nearly 70%. In exchange, the number of surface parking spaces was reduced.

- iv. The height and scale of each building shall be compatible with its site and existing (or anticipated) adjoining buildings.

The proposal has been designed in accordance with the requirements of the TOD Overlay. The site is situated significantly lower than Danbury Road and Ridgefield Road making it an ideal location for additional height. The previous design featured a consistent roofline atop the fifth story. By splitting the building into multiple 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. The one-story glass amenity space with a pitched roof also serves to break up the vertical plane of the project.

- v. A pedestrian-friendly streetscape and attractive landscape transitions to adjoining properties shall be provided.

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. The multiple courtyards proposed on the western side of the building will create a visual connection with the adjoining properties and activate the streetscape at the pedestrian level. The physical connection between the Property and the public space to the west is further emphasized through changes in paving that lead the pedestrian directly to the proposed one-story glass entry.

b. Landscape and Site Treatment

- i. Landscape treatment shall be provided to enhance architectural features, shield unsightly areas, provide shade, and relate to the natural environment and topography.

Proposed landscape plantings feature a thoughtful mix of trees, shrubs, and ornamental grasses, perennials, and groundcovers. Tree selections, both deciduous and evergreen, are based on providing the appropriate shade/canopy or screening and ensure that each species is of proper height and scale for each location. Additionally, large retaining walls will be planted at the base with deciduous vine, which will provide a vegetated wall during spring, summer and fall, and will display a unique branching pattern during the winter months. Further details regarding plant selections can be found on the landscaping plans prepared by Eric Rains Landscape Architecture and included with the application.

- ii. Plant material shall be selected for its ultimate growth, for hardiness, for compatibility with the character of the area, and for interest in its shape, texture, color and pollinator attractiveness.

Proposed trees, 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 has been given to the planting selections. Further details regarding plant selections can be found on the landscaping plans prepared by Eric Rains Landscape Architecture and included with the application.

- iii. Planting materials native to Connecticut used for landscaping and screening shall be preferred. The use of any plant designated by the Connecticut Department of Environmental Protection as invasive species is prohibited.

The majority of proposed plantings are native, and all plant selections have been selected for appropriateness to the site and project. No invasive species have been selected. Further details regarding plant selections can be found on the landscaping plans prepared by Eric Rains Landscape Architecture and included with the application.

- iv. Pedestrian sidewalks, paths and trails shall provide safe and convenient connections within the site and between adjacent sites and, where found appropriate taking into account site, natural and environmental factors, shall generally be constructed of brick, concrete or paving blocks, rather than bituminous asphalt, gravel, earth or loose stone.

A pedestrian sidewalk is proposed along the perimeter of the site connecting Danbury Road to the Train Station and footbridge to the West. This connection will feature concrete paving, street trees and attractive lighting. Sidewalks are also proposed interior to the site to ensure residents can safely and conveniently reach their vehicle or adjacent properties within walking distance.

- v. Existing deciduous trees at six (6) inches or greater caliper and existing evergreen trees at a height of five (5) feet or greater, shall be noted on the site plan and incorporated into the design where practicable.

The majority of existing trees on site are within the project's property boundary and will be removed for construction of the new building and site

improvements. However, a generous number of new trees and plantings will be added to the site. Further details regarding tree and plant selections can be found on the landscaping plans prepared by Eric Rains Landscape Architecture and included with the application.

c. Building Design

- i. Architectural features shall be evaluated based on the scale of the building(s), the quality of the design, and the relationship to surroundings.

As discussed in detail above, the design team worked diligently to ensure the scale of the building was properly managed with high quality design.

- ii. Facades and rooflines shall be articulated and/or varied to reduce the appearance of bulk and provide architectural interest.

By utilizing the site's natural change in grade, variations in building height, step-backs, balcony punctuations, diversity in materials and intersecting courtyards, the project creates strong architectural interest while minimizing the overall mass of the proposal.

- iii. Building materials shall be of durable quality, substantial appearance, harmonious architectural character, and compatibility with the Wilton built environment.

The primary materials of this building will be fiber cement panel 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.

- iv. Building textures, colors, and components of the proposed structure(s) shall be harmonious and in context with adjoining buildings.

The design team has used the site's proximity to the Station as inspiration for the project's architectural vernacular. Glass and steel elements were

used to reference old train station vernacular as the amenity connector. Whereas the surrounding two residential buildings are meant to feel more contemporary with patterning largely created by the use of expansive glazed openings. The material choice for the various façade finishes are meant to feel more residential with the alternating use of brick and fiber cement. The colors and tones of the building are consistent with building in and around this part of Wilton including the Town Center.

- v. Utility and service equipment areas shall be screened from public view with materials harmonious with the building. Newly installed utility services, and service revisions necessitated by exterior alterations, shall be underground.

Utilities and service equipment will be adequately screened where required.

d. Signs and Lighting

- i. Every sign shall be designed as an integral architectural element of the building and site to which it principally relates and shall be coordinated with the building architecture.

Signage has not been determined for the project.

- ii. Exterior lighting, where used, shall enhance public safety, the building design, and the landscape.

Site lighting has been selected to provide the appropriate levels of lighting required to ensure safe circulation throughout the site, while also minimizing the overall quantity needed. Attractive pole lights are utilized throughout the parking lot for large area coverage, and bollard lights are utilized along main building / pedestrian routes to further illuminate and enhance both the ground plane and landscape.

- iii. Lighting shall minimize point-source exposure, excessive brightness, glare, and spillover.

All site lighting selections are IDA dark sky approved and utilize technology to precisely control light output, direction and distribution. All lighting along property lines will utilize shields and appropriate distribution types to minimize and/or eliminate spillover.