

Harry Clark
130 Old Highway
Wilton, CT 06897

Historic District Commission
238 Danbury Road
Wilton, CT 06897

10/6/22

Members of the Historic District Commission,

You have once again received an application referral for a development at 19 Cannon Road. I ask that you turn down this application.

The scale, density, and form of the proposed development to be served by this extension is not in compliance with the 2019 Plan Of Conservation And Development, and as such, should not be a candidate for sewer line extension. In addition, the **scale** of the project, including site coverage, FAR, and building mass, would severely compromise the “historic” nature of the Cannondale, listed on the National Register Of Historic Places. This high-visibility property is directly along the “gateway” to Cannondale, and would forever impair the historic status of the neighborhood.

Here are the specific goals, called out by the 2019 PCOD, that this proposal is in direct conflict with.

Page 39-40 Goal 4: *Preserve Wilton's Rural Character, Historic Resources and Cultural Landscapes.* Mentioned specifically is the Cannondale National Historic District. The scale, design, and form of the project does not adhere to this goal. *A single, monolithic building of this size violates all three of the goals. Certainly, it's out of scale in a historic district.*

Page 49 Goal 1.1: *Increase the Availability of Multi-Family Housing and Smaller Housing Units.* This section sets very specific guidelines and goals that limit large scale building like the one proposed to Town Center and Danbury Road, south of Cannon Road. “Abutting transition areas” such as 19 Cannon Road, which clearly transitions from busy commercial Danbury Road to the single family neighborhood in Cannondale, are specifically called out as areas of opportunity for “smaller, mixed use” buildings, and “smaller single family homes”. *Again, from a historical perspective, smaller homes would be the form traditionally built near rural stations, not a single large building.*

Page 68-70: (Cannon Road as a transition point) Cannon Road straddles two zones as outlined in the Plan; neither one specifies large, multi-story buildings (more appropriate on Danbury Road and in Wilton Center, as outlined in the Plan) Instead, the two zones outline “commercial, residential, and mixed-use development that emphasizes transit-oriented development, community, and village design character and connections to Wilton Center.” “Evaluate form-based zoning approaches” for the zone south of Cannon Road, and “Maintain existing low-density, rural development patterns, except in approaches to and within the Georgetown node... enhance the utility and clarity of Adaptive Use regulations that are often used in this area... enable commercial and residential development at limited densities that can be supported by on-site infrastructure” for the zone north of Cannon Road. *Requesting a sewer extension is NOT using on-site infrastructure, nor is this proposal mixed-use.*

Page 70 Goal 3: *Strengthen the economic viability of the Cannondale area while protecting its unique design and historical character.* The proposal clearly does neither of these things. The “economic viability” of Cannondale is an ill-defined goal, and certainly the style and scale of the building is neither unique nor historical. *Additionally, the builder has not proposed any commercial component, offering no economic enhancement.*

Page 91 Goal 7.1: *Ensure water and sewer policies reflect land-use goals.* The sizing of the sewer extension is out of scale with the lower densities laid out in the Plan, and will serve to encourage more large-scale developments on adjacent lots, in direct contradiction to the Plan. *This property will be the first of many overscale proposals we will see for this neighborhood.*

Page 95: *The Cannondale Node-* “The Town should conduct a Master Planning process to properly define the extent of the Cannondale Node. Once this is done, the Town should align its land-use policies to encourage mixed-use, residential, and commercial development of an appropriate scale and design that is transit-oriented in nature, given access to Cannondale Train Station... densities should be lower than the Greater Wilton Center area and should align with the gradual decrease in density north of Cannon Road.” This survey, and resultant recommendations, have not yet been completed, so no large development should be approved until the Plan is updated. *Approval of this project will forever change Cannondale, before the commission and other town agencies have even outlined the borders and assessed the current and future pattern of development.*

First and foremost, you must consider if this project aligns with the 2019 Plan Of Conservation And Development. I contend it most certainly does not. This project is egregiously out of scale with the rest of the Cannondale neighborhood, does not reflect the scale and form of the historic buildings, and ignores many, if not all, of the recommendations of future development in Cannondale set forth in the Plan Of Conservation And Development.

Sincerely,

Harry Clark