

## WATER POLLUTION CONTROL AUTHORITY SPECIAL MEETING

For Wednesday, January 12, 2022-5:30PM

### **Re; Application for Sewer Extension, Allocation of Sewer Capacity and Approval to Connect a Multi-Family Development at 19 Cannon Road to Wilton's Sewer System**

Good evening, Members of WPCA,

This is now up to you at WPCA to be our leader in this matter.

We urge you to concur with your referral to P and Z and to support their rejection of this application. It appears that you at WPCA are the only checkpoint remaining in the town to support the many great things happening in our town to establish our land use course for the future.

We observe with chagrin that the applicant continuously and contemptuously rejects any references to harmonious planning, rejects any reference to history and context, and sets aside any questions about the actual 70-unit proposal (102 bedrooms and 92 cars) which had renderings and plans in the local media months ago.

The bottom line continues to be that their argument and three emphatic claims are questionable. The applicant makes three emphatic claims. 1. The parcel is not within an aquifer protection area or watershed or any water companies. (not true-if they disagree, check with water company adjacent) 2. The parcel has no mapped wetlands (no note of wetlands vegetation and soils) and 3. The property is not within any historic district. (not true. This house itself and property is specifically flagged in the National Register, albeit with its old address) have covered these in detail on my earlier memos which are in the public record.

Furthermore, they continue to contend (as they quote from the same POCD they ironically set aside) that the never fully defined "Cannondale node" demands such intensity of use. Cannondale node does not exist clearly in history or in the present in 2023, Where does it begin and end north and south? Does it cross Danbury Road (as this area did historically). These are all important questions. It presumably will be defined as either Cannon Crossing or Cannondale National Historic District or something like Cannondale Train Center district sometime in the next year.

- Traffic is at issue. Turning in and out of that single family parcel is no easy when train volume returns. Others have commented on this.
- Public safety is at issue. The bridge is to be replaced here in the next couple of years, which will have marked stress in this neighborhood for short-cuts and work arounds.
- Fighting fire and fire safety is at issue in any long multi-story, isolated building as this.
- Emergency and safety access again in health emergencies in a long-isolated place has the same concern.

- Sewer public versus private sewer: who owns what, where, how, and what is the capacity after lower Wilton's Danbury Road and Wilton Center have other developments already in the pipeline.
- This public-private complexity is not an easy one, especially in the northern sector of Wilton where the scale dramatically drops off to its rural roots. We see the recent correspondence of last week with the Town Engineer and indicating that the force main would-be town -owned and the pump station privately owned.

I daresay as a design professional myself that many questions have narrow technical answers. But at the same time, the macro issues may override a narrow technical solution.

This is the time for holistic, integrated decision making. This is the time for leadership when we need it most.

So does the benefit of the one developer bringing 70 families and 92 cars to a one family parcel outweigh and trump the benefit of all of the factors previously identified from water and aquifer to traffic, safety and history? I think not.

This presumptuous request ought to be denied outright by WPCA.

As always, I remain keenly interested in helping craft ingenious land use guidelines that offer new land use paradigms including different kinds of homes throughout our town.

Respectfully submitted,

Barbara

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