

EX-50

Elizabeth Burdick

From: Smith, Brian R. <BSMITH@RC.com>
Sent: Thursday, July 31, 2025 3:20 PM
To: Elizabeth Burdick; Anna Wynn
Cc: Eric
Subject: Submission for PZ#25-2ZRA
Attachments: Route 12 Corridor Study DRAFT - Selected Portions - Page 73.pdf

RECEIVED

JUL 31 2025

Land Use Department

Dear Ms. Burdick:

On behalf of my client, C.R. Klewin, LLC, I am attaching a copy of the cover page and page 73 of the **Updated Draft** of the Goman & York Route 12 Corridor Study for the Planning and Zoning Commission to consider when it considers the other cherry-picked references to this study that are found in Exhibit #47.

Thank you.

Sincerely,

Brian R. Smith (he/him/his)

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From: Hoyler, Ryan D. <RHoyler@rc.com>

Sent: Thursday, July 31, 2025 3:07 PM

To: Smith, Brian R. <BSMITH@RC.com>

Subject: Corridor Study Page 73

This one should open the right direction

Ryan D. Hoyler (he/him/his)

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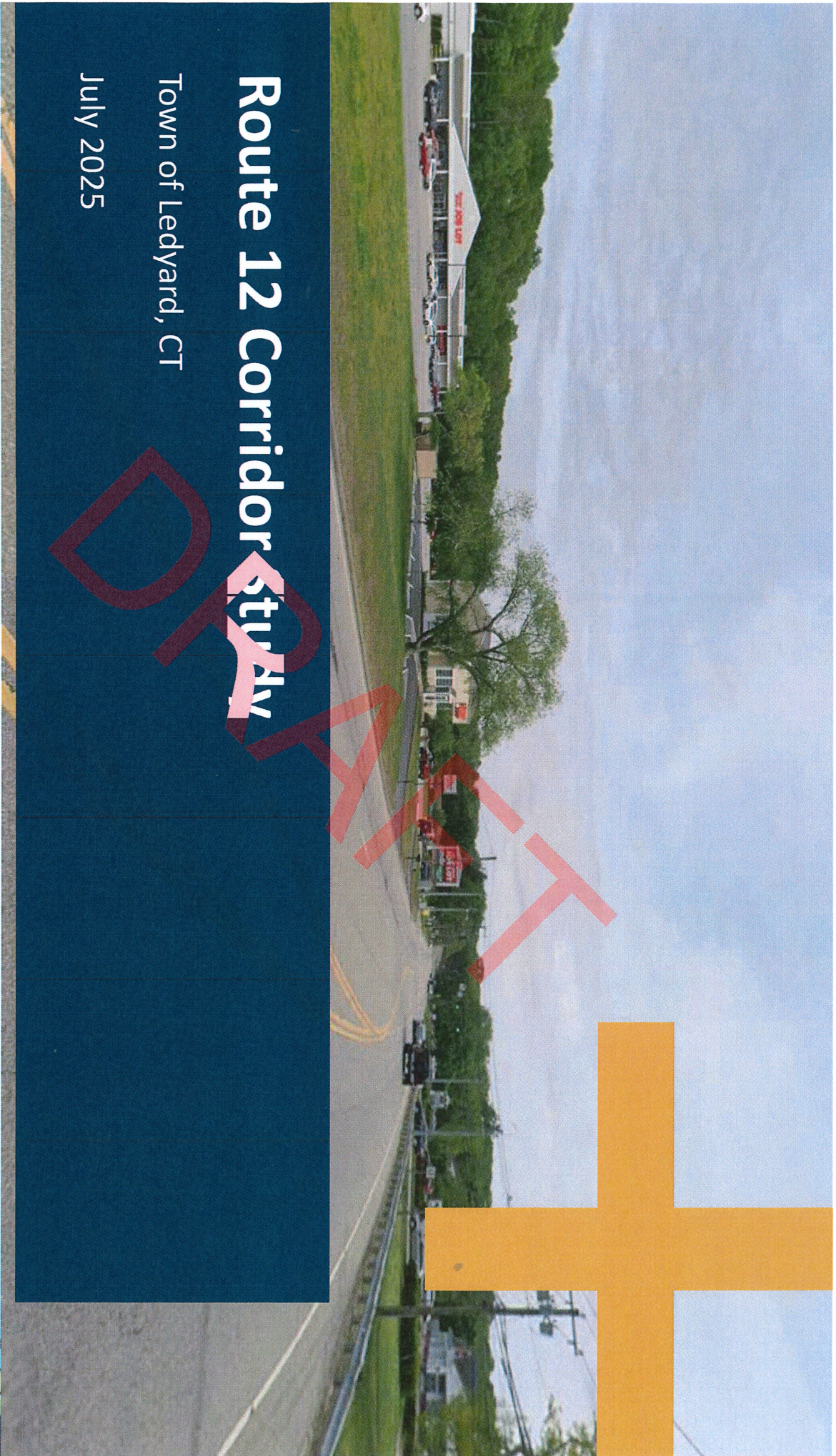
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Route 12 Corridor Study

Town of Ledyard, CT

July 2025

Positioning Route 12 for Improvement

Route 12 Corridor Study

Housing – Where Jobs Go at Night

Businesses seek areas that have a critical mass of potential patrons and a workforce for their operations. Housing is where jobs go at night; in other words, housing equates to new jobs and economic development. Without an adequate supply of housing available, businesses are more than likely going to seek an alternative site. The Gales Ferry area, which encompasses most of Route 12 in Ledyard, has a population of approximately 1,000 residents, or only 6% of Ledyard's population. While Ledyard as a whole has a significantly higher population, the residential density along Route 12 is very low. Density, a critical mass of housing, is needed in the Route 12 corridor to bolster the economic vitality of existing businesses and to improve the attractiveness of the corridor for new businesses.

There is a symbiotic relationship between housing and commercial districts and businesses. Households provide the consumers to frequent the businesses, while businesses provide amenities--products and services--to the housing, the households. Additional housing in this area would likely be a benefit not only to attracting new commercial development along the corridor, but would also assist in the need for new housing in Southeastern Connecticut as a whole.

Multifamily housing is permitted through a site plan approval in the Gales Ferry Development District, which is a strong feature of the Zoning Regulations. The difficulty, however, continues to be the lack of sewer accessibility. While housing can be designed with septic systems, it is a more expensive and complicated process that deters development from the area. Additionally, certain pieces of land may not be suitable for

septic systems. Therefore, sewer access again becomes a critical component of the development of Route 12.

The survey responses and public interaction were largely negative to high-density multifamily housing, which is not unexpected. In Connecticut as a whole, multifamily housing is generally viewed negatively. However, there are significant benefits to such housing development. In the case of an economic study such as this, the most tangible benefit is a larger and more localized customer base for businesses along Route 12.

