

EX#167
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My name is Christopher Foster, I live at 1102 Long Cove Road, my home for 55 years. I am currently Ledyard's municipal historian. *I am speaking as an interested citizen*

Much has been made of Allyn's Point being ^{an} industrial site for more than a century. Indeed, Allyn's Point has been a center of activity since at least 1844, when the railroad was extended south from Norwich. Coaling ships would dock there, one of several such wharves on the Thames – Stoddard's Wharf to the north, from which the present road takes its name, was another – and there was a Stoddard's Ferry, too, prominent on the 1868 Beers map. Passengers would also alight from ships to board the train for their onward journeys.

My Random House dictionary defines industry as "The aggregate of manufacturing or technically productive enterprises in a particular field, often named after its principal product: e.g. the automobile industry."

or

"Any general business field, trade or manufacture in general, systematic work or labor." Until the coming of Dow Chemical operations in the early 1950s it is better described as mercantile, for there was no manufacturing there; rather the transfer of coal and passengers to and from the railroad. There was a post office in the Thomas Allyn house, which sat on a bluff above the landing. When Dow took over the property it was moved to its current location beside the present Route 12. Ledyard's principal industry, as identified by the Connecticut State Register and Manual, was "agriculture," as late as 1953. *Allyn's Point*
the house

Remember how this began: an application to bring dredged material ashore for processing into products usable by land-based construction activities. We were quibbling over the nature of the spoils and the truck traffic that would move them on their way. Now we're dealing with an exercise described as "excavation, major." I prefer to call it a "quarry."

My dictionary describes "quarry" as an "excavation or pit, usually open to the air, from which building stone, slate or the like, is obtained by cutting, blasting, etc." If it looks like a quarry, sounds like a quarry, etc., it's reasonable to say the exercise described as "excavation, major," is, in fact, quarrying by another name.

The Commission's consultant, engaged to examine the economic, land use and municipal impacts of the excavation, or quarry, goes to great length to sow the "N-word," more accurately an acronym: NIMBY. You know what that means. It then devolves into a soliloquy on the history and process of municipal zoning. The author also claims that the application is *not* for a quarry, then admits that "the site preparation activities and extraction of earth material are similar to the activities of a quarry use." If it looks like a quarry and sounds like a quarry.....

I have lived in Ledyard, Gales Ferry specifically, for the greater part of my life. My home is slightly more than a mile from the Baldwin Hill quarry. For all its stealthiness and precision in blasting, it is common to suddenly feel the earth moving; however briefly, under my feet. I rest

near a "thump" and

my case. If this Allyn's Point project comes into being, it will be a quarry for some ten or more years hence. Contrary to the consultant's conclusions, the proposed application will create substantial change and differences in the overall area. None of them will enhance the quality of life in the area, and the economics are far short of a dynamic windfall.

I believe

I eagerly read the consultant's economic analysis. From what I can tell, the "big hole" left in the north side of Mount Decatur, is expected to be used for warehousing, four buildings comprising 260,000 square feet of storage. (Incidentally, page 8 of the report seems to conflict with phasing of property development on page 9). Presumably, most of the material stored in the warehouses will arrive and depart by motor freight, if it is merchandise in great demand. The proximity of the rail line, however, is admittedly a plus.

The jobs forecast, however, is telling: just 77 full-time local jobs. The entire project will not measurably improve the lives of most Ledyard residents as presented, for there are no retail, recreational or convenience features. In any case, the "payoff" by year 13 is a long time to wait. For many of today's residents, it is NIML, pronounced "nimmel," (not in my lifetime).

It is difficult to reach a conclusion on the consultant's economic analysis, particularly as a thorough review requires prediction of future economic conditions. Suffice it to say, however, that alternative sites on which to build four warehouses could be found in this or a nearby town at a lower overall cost, let alone the necessity of destroying half a historic mountain. It is not reasonable economic development in the sense that I know it.

In my estimation the application should be denied

I approve this message,

[Signature]
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