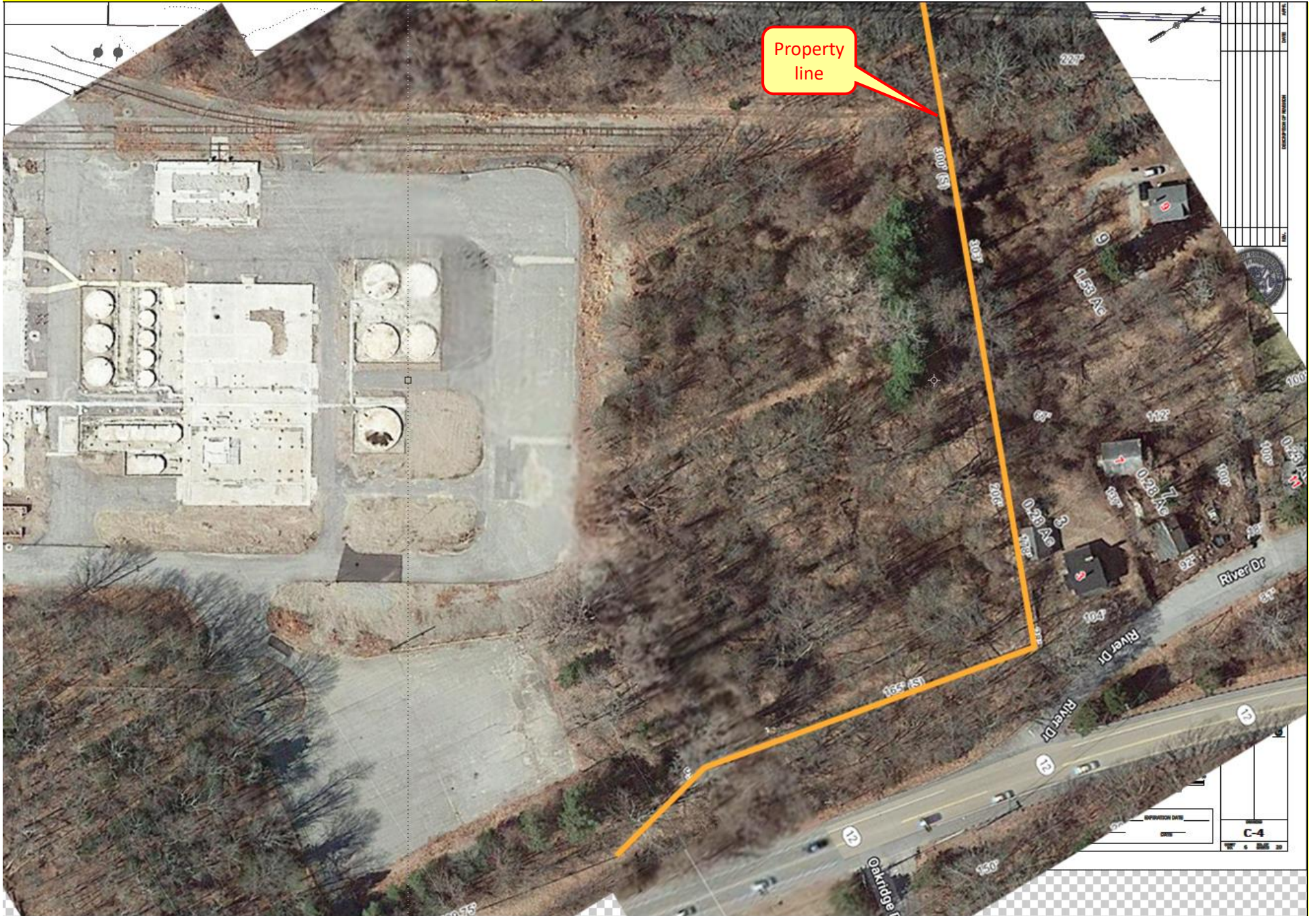
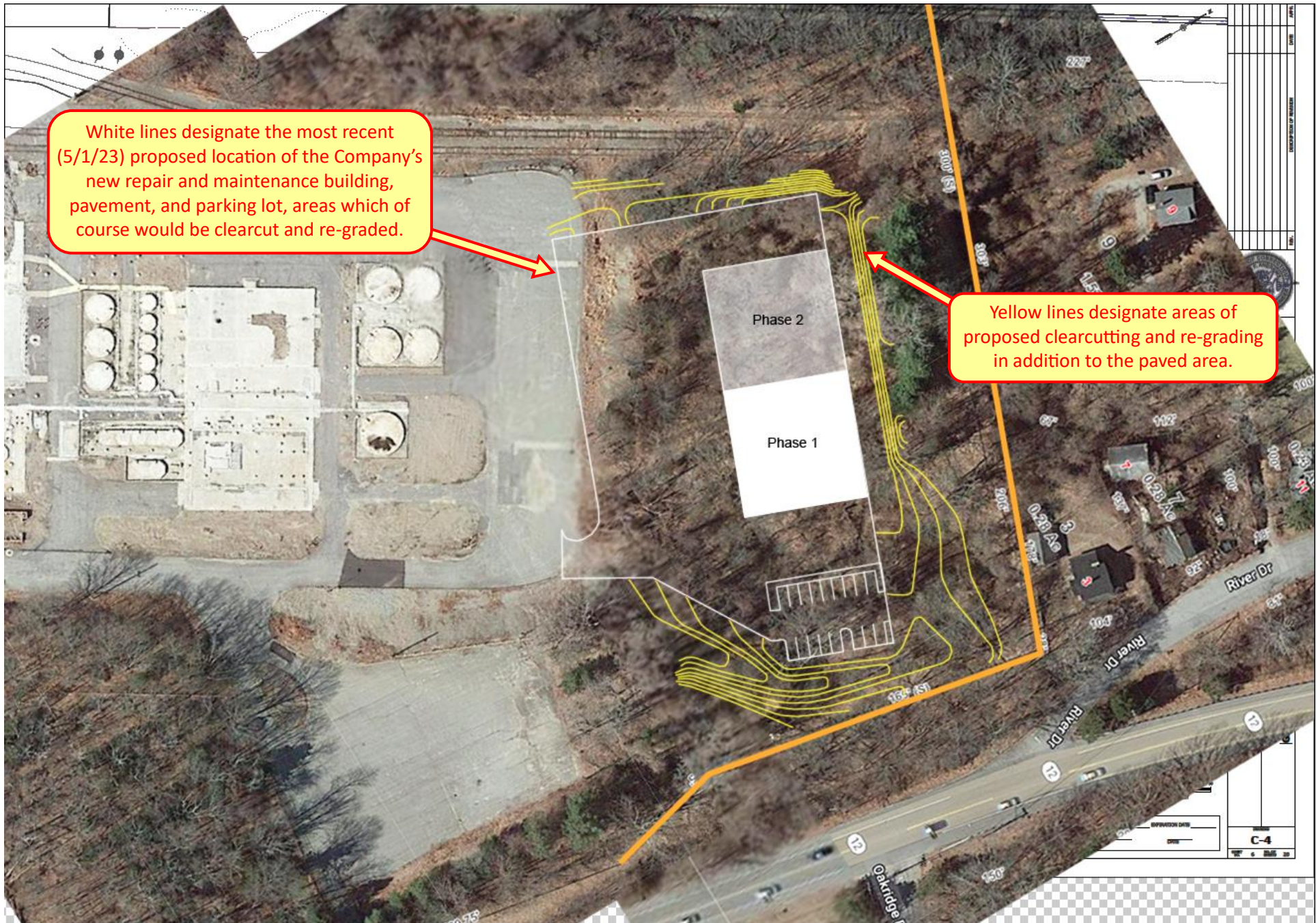


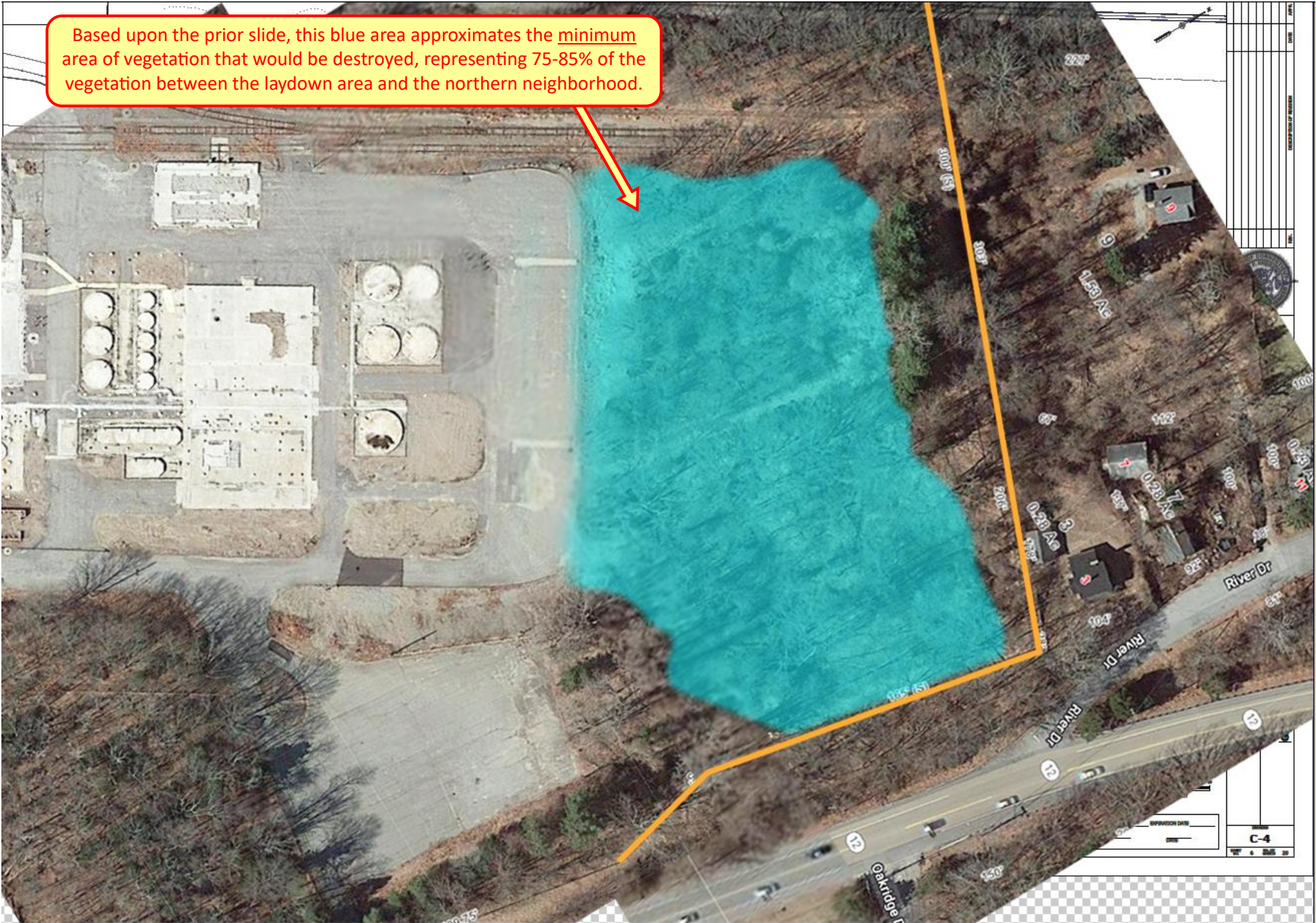
Overhead view, north section of Gales Ferry Intermodal property.

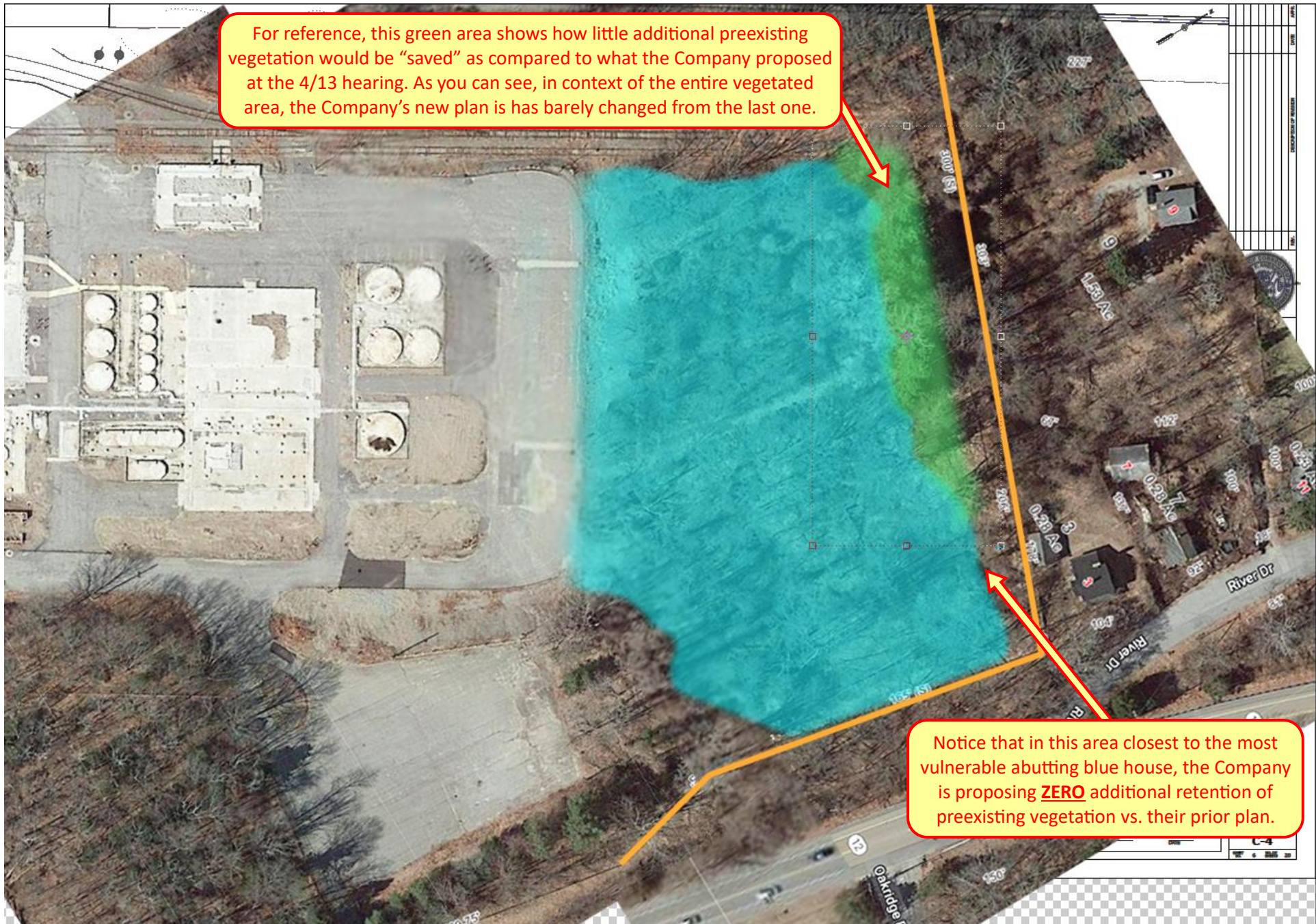




White lines designate the most recent (5/1/23) proposed location of the Company's new repair and maintenance building, pavement, and parking lot, areas which of course would be clearcut and re-graded.

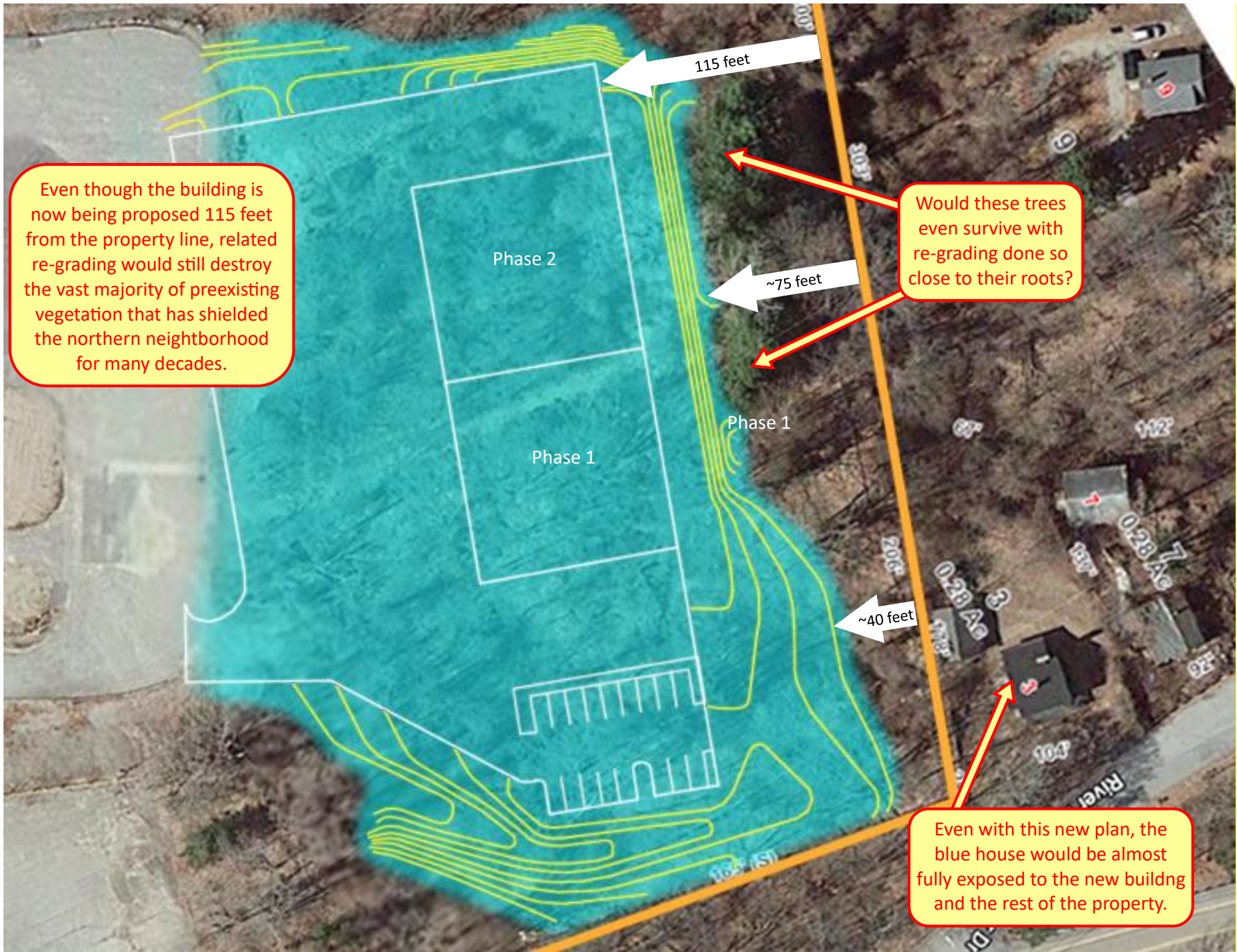
Yellow lines designate areas of proposed clearcutting and re-grading in addition to the paved area.





For reference, this green area shows how little additional preexisting vegetation would be “saved” as compared to what the Company proposed at the 4/13 hearing. As you can see, in context of the entire vegetated area, the Company’s new plan is has barely changed from the last one.

Notice that in this area closest to the most vulnerable abutting blue house, the Company is proposing **ZERO** additional retention of preexisting vegetation vs. their prior plan.

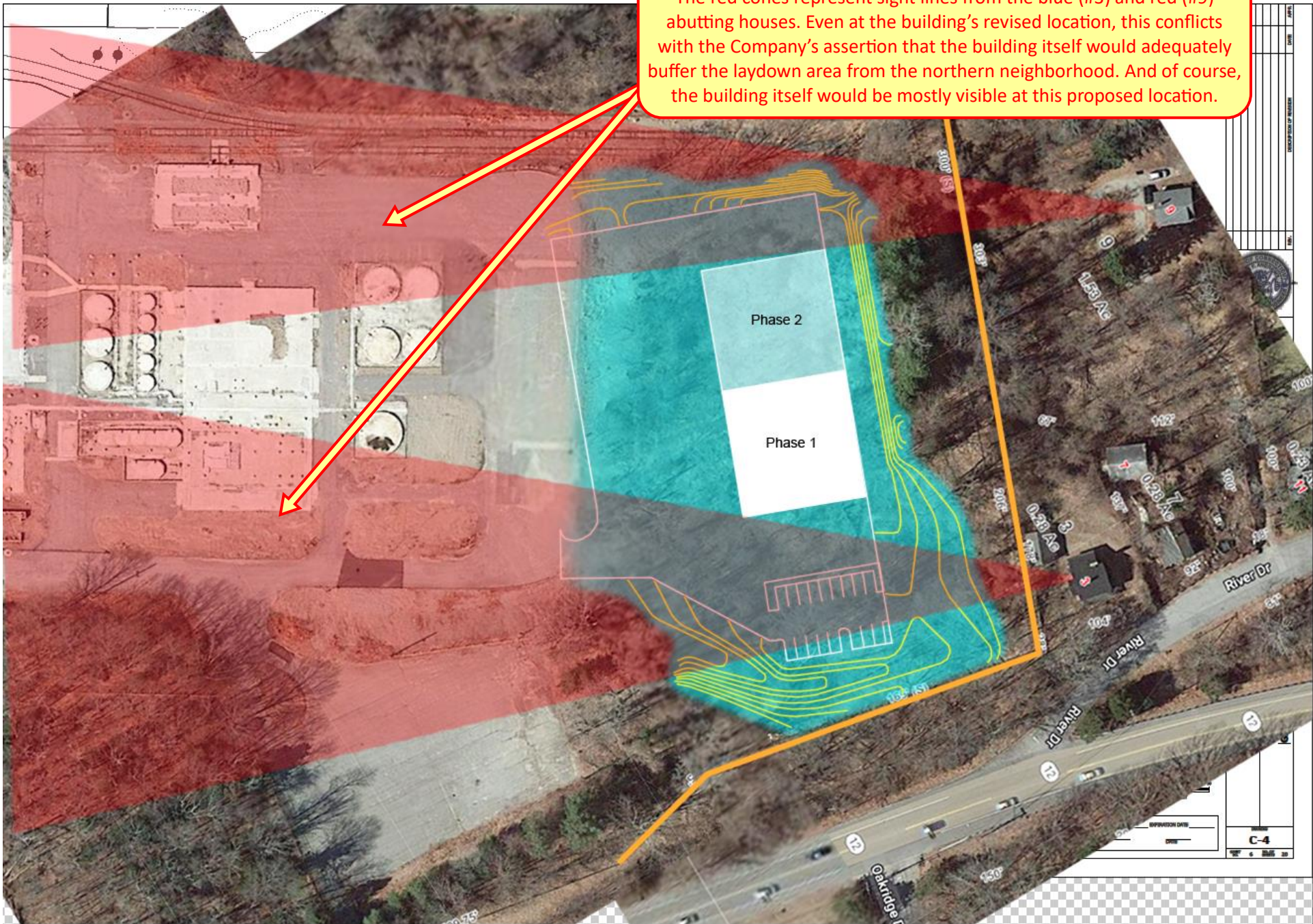


Even though the building is now being proposed 115 feet from the property line, related re-grading would still destroy the vast majority of preexisting vegetation that has shielded the northern neighborhood for many decades.

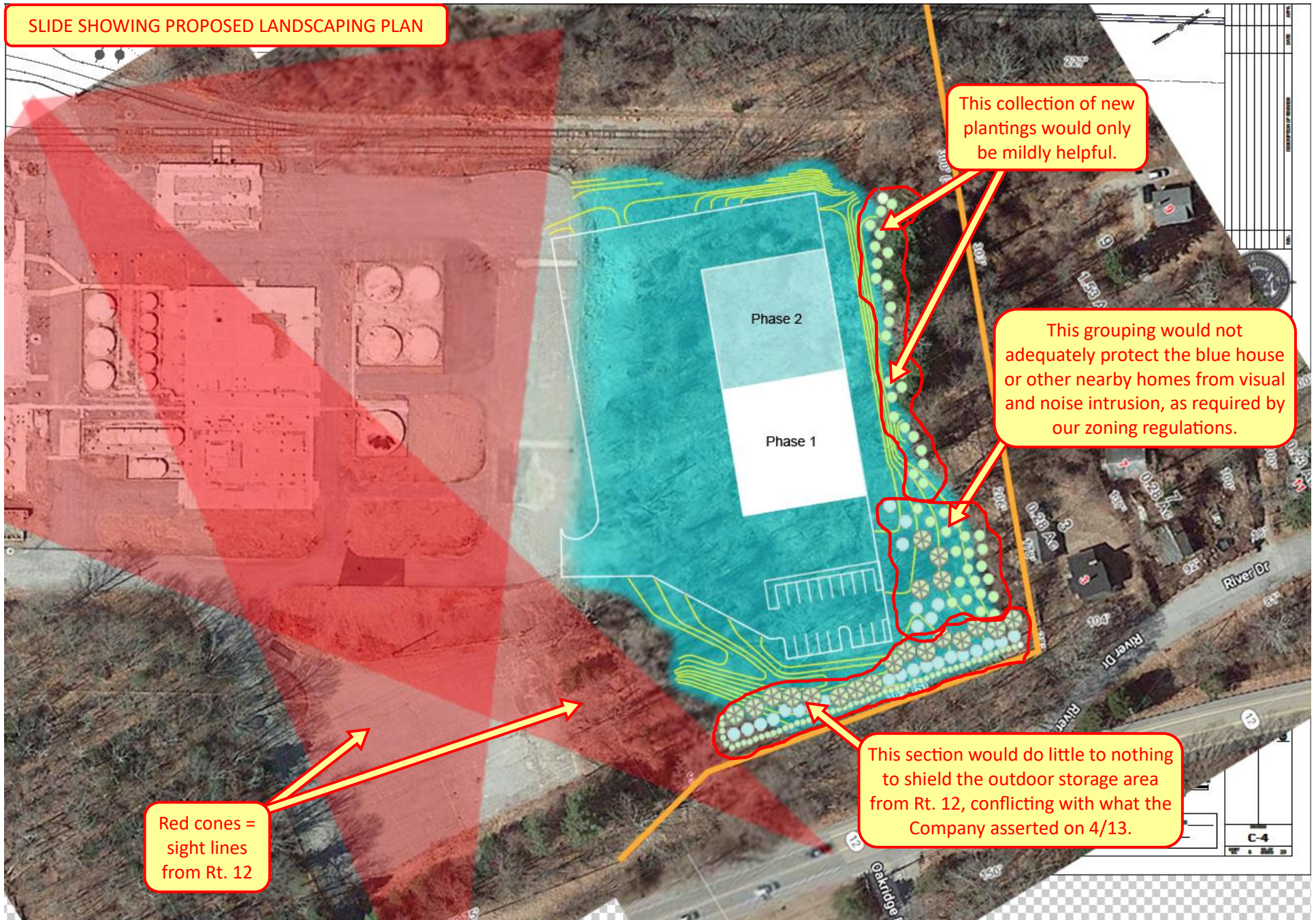
Would these trees even survive with re-grading done so close to their roots?

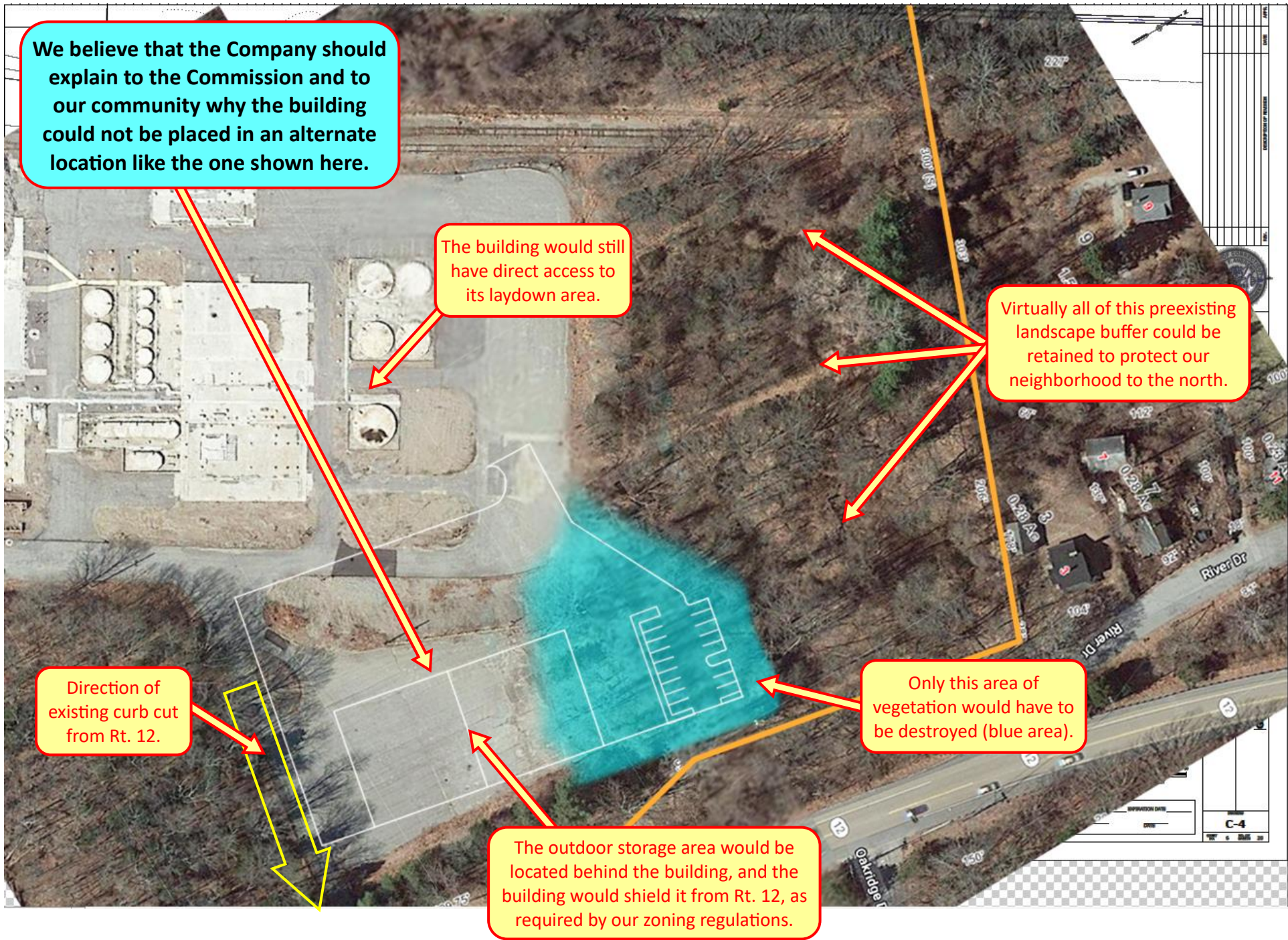
Even with this new plan, the blue house would be almost fully exposed to the new building and the rest of the property.

The red cones represent sight lines from the blue (#3) and red (#9) abutting houses. Even at the building's revised location, this conflicts with the Company's assertion that the building itself would adequately buffer the laydown area from the northern neighborhood. And of course, the building itself would be mostly visible at this proposed location.



SLIDE SHOWING PROPOSED LANDSCAPING PLAN





We believe that the Company should explain to the Commission and to our community why the building could not be placed in an alternate location like the one shown here.

The building would still have direct access to its laydown area.

Virtually all of this preexisting landscape buffer could be retained to protect our neighborhood to the north.

Direction of existing curb cut from Rt. 12.

Only this area of vegetation would have to be destroyed (blue area).

The outdoor storage area would be located behind the building, and the building would shield it from Rt. 12, as required by our zoning regulations.



ADDITIONAL BENEFITS OF THIS ALTERNATE LOCATION

This alternate building location would not conflict with these two buildings which were included in the Company's master plan presented to our Commission on 2/9/23.

Plenty of buffer for homes on River Drive ...

... and for those on Oakridge Drive.

The other nearest parcels to this alternate building location are Industrial, not Residential.