

Anna Wynn

RECEIVED

From: Elizabeth Burdick
Sent: Thursday, June 11, 2026 10:01 AM
To: Anna Wynn
Subject: Fw: Attn: Public Hearing for Parking Amendment PZ#26-2ZRA **Land Use Department**

JUN 11 2026

Hi Ann, Please add the below email to the record for tonight's public hearing for parking. It was sent to Roxanne and me. Thanks.

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From: Richard Morange <whiteymorange@gmail.com>
Sent: Thursday, 11 June 2026 08:52:38
To: Elizabeth Burdick <planner@ledyardct.org>
Cc: Roxanne Maher <council@ledyardct.org>
Subject: Attn: Public Hearing for Parking Amendment PZ#26-2ZRA

I'm writing to express my concerns about the impact proposed developments in Ledyard may have on the quality of life for the homeowners of the town, and especially on the village of Gales Ferry. While I completely understand that development, both residential and commercial, is good and necessary for the health of the area, I believe that it is of utmost importance that this be done in a way that preserves what we all love about the town, its low-key, quiet beauty and the sense of community that is engendered by walkable streets and human-scaled architecture.

I live at 12 Winthrop Rd, just behind the Gales Ferry Library and across from the playground. When the park gets crowded, there are many cars parked along the street—families looking for the easiest way to unpack all their kids and gear close to the climbing structures. This is seldom a serious problem for us on Winthrop, as it is short term congestion and there is room for folks to pull off the pavement a bit on the park side of the road. It does, however, present a picture of what might be the case on many of our streets should there be apartments constructed where the number of vehicles owned by the residents exceeds the provided parking. Residential street parking in the area would be only option for those who live in the apartments, on narrow streets not designed or configured for rows of parked cars.

Pedestrian walkways are few in Ledyard and adding new ones is expensive and an added burden of maintenance for the town. Walking on the residential streets is safe enough at the moment when one can move to the side as cars pass. It is much harder and more dangerous in the winter, when snow banks make moving off the pavement impossible. A row of cars added to that would make things immeasurably worse.

It seems to me that one way—the simplest way—to minimize the impact of the state regulations limiting how much parking on site the town can demand from developers on new housing construction is to limit the height of apartment buildings. The taller the building, the greater number of cars that have to be accommodated. Since parking lots or garages are expensive and “unproductive” parts of any building plan. Developers will provide only what is required of them by the regulations.

I would request that the council keep in mind that development is not an end in itself, but a means to an end. If what we want is a town that is supportive of its residents, a good place to raise a family, and a financially stable municipality, we have keep an eye on the things that make Ledyard a good place to live and to do business. Turning residential streets into parking lots for high-rise buildings does not serve that end.

Respectfully,
Richard Morange
12 Winthrop Rd