

Response to Staff Review Comments

Planning & Zoning Applications

Site Plan #469

Special Permit #461

CSP #314

COMMENT #5

Date: April 5, 2019

Address: 75 Eastern Point Road, Electric Boat

Project: South Yard Assembly Building

From: Kristen E. Solloway, PE, Fuss & O'Neill, Inc.

Overview

The following comments are based upon staff's meeting with the application on March 27, 2019 in Council Chambers. During this meeting we reviewed the applicant's responses to various staff comments, thus generating additional questions as noted below:

General

1. The dry-dock is proposed to be located landward of the CJL and the MHW line. While both of these lines will change as a result of future excavation and the new bulkhead (which are subject to this permit), the application is filed is under the purview today's CJL and MHW locations. Therefore, the City of Groton has jurisdiction in the review of the dry-dock as the north east corner will be located landward of the CJL/MHW. Provide more information regarding this structure, including height and operation.

The dry-dock has been revised to state "Future dry-dock, permits from others". This floating dry-dock cannot be installed until the new bulkhead is installed. At that time-, it will be waterward of the Mean High Water line and outside the City's jurisdiction. The dry-dock will be within the jurisdiction of the CT DEEP and the Army Corps, and will be permitted by those agencies.

2. Provide parking management details as it pertains to parking allocation of employees. If certain employees can only park in certain locations and are thus restricted from other parking areas, what is the parking ratio of each designation? The City's parking regulations ratio of 1 space per 3 employees is not based upon allowing a specific management structure as described during the meeting and therefore, the parking demand ratio of 1:3 may not be sufficient in some instances.

While Electric Boat allocates some if its parking spots to specific employees, it is a very small percentage of the total number of employees and parking spaces. Many

allocated spots were not counted in the parking numbers provided with the application, such as the regular spaces in the visitor parking lot. The majority of parking spots listed in the application are open to all employees and, therefore, are properly counted toward Electric Boats' compliance with the City's parking requirements.

3. More information is needed for construction scheduling and sequencing including but not limited to the following:
 - a. Location of field offices, contractor parking upon the site, etc.
 - b. Snow removal
 - c. Trips and size of equipment anticipated that will utilize streets and highways
 - d. Barge staging
 - e. Will vehicles be staging and idling near and upon Eastern Point Road while awaiting entry into the facility.
 - f. Time of day of equipment/material delivery (i.e. concrete delivery window; will this be coincident with the 20 hour 7 day a week shifts? Or limited to daytime hours?).

Construction sequencing will be presented at the Public Hearing.

4. Provide a detailed construction management plan. Said plan should clearly identify the components of the plan which are unknowns and require further review, investigation or may be contingent upon approval from other agencies (i.e. US Coast Guard).

The construction management plan is being prepared by the Construction Manager. Upon completion it will be submitted to the City. The Construction Manager will discuss the plan at the Public Hearing.

5. For above said plan, a contingency plan should be outlined for those elements that require further review or approval by a specific agency other than the City and if the anticipated/preferred plan of action cannot be implemented.

The contingency plan is being prepared by the Construction Manager. Upon completion it will be submitted to the City. The Construction Manager will discuss the contingency plan at the Public Hearing.

