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April 12, 2023

**Planning & Development Department**
741 Colonel Ledyard Highway
Ledyard, CT 06339-1511

Attn: Juliet Hodge

**RE: Response to Comments from March 28, 2023 Meeting**
**Gales Ferry Intermodal, Sterling Building**
**1761 Route 12, Gales Ferry, Connecticut**
**Commission Number: 45JC2.06**

Dear Ms. Hodge:

We have prepared this letter on behalf of our client, Gales Ferry Intermodal, in response to the comments received at the March 28, 2023 meeting with you and Steve Masalin. We have generally stated the comments below in italic based upon our meeting notes, followed by our response in roman text.

*Revise note 6 on the property survey which references a defunct FEMA citing.*

A note has been added to the Notes, Legend and Abbreviations sheet to reflect the updated FEMA reference.

*Provide a stronger buffer along the north side of the property especially in the vicinity of the residential unit and garage located in the northeast corner. Further, the parking area located in the northeast corner needs to be screened from the existing roadway.*

We have adjusted the location of the building to provide additional buffer space across the north side of the building and to retain the existing vegetation therein. Our original plan included the 25-foot buffer required to screen the residential zone to the north. The building was located 45-feet from the property line. Our revised plan relocated the building to 60-feet from the property line with a 40-foot buffer along the rear of the building and a 25-foot buffer adjacent to the existing gravel drive located in the northwest corner. An additional planted buffer has been added along the property line that runs parallel to Route 12 to provide parking lot screening from the roadway.

The building itself provides additional screening from the activities that are proposed within the Laydown Area located to the south of the proposed building. No access doors are proposed along

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the north wall of the building. The driveway provided along the north side of the building is to support fire protection only. It is not a storage area.

*Provide Details associated with the activities proposed within the proposed building.*

Off-road and on-road vehicular repair will be performed within the proposed building. The building will be equipped with a 500-gallon waste oil storage tank with full secondary containment located within the building. Miscellaneous cleaning materials in smaller containers shall be stored within a Flammables Safety Cabinet located inside the building. A 1,000-gallon diesel storage tank stored within a concrete vault protected with bollards similar in respects to a Convault®, manufactured by United Concrete or equivalent is proposed. Acetylene tanks shall be stored within a pre-engineered Chemical Storage Locker similarly protected by bollards.

Vehicles that can access the proposed building will be serviced within the building structure. Larger equipment, e.g., cranes and large excavators, shall be serviced within the paved apron located to the south of the proposed building or, for very large equipment, within the laydown area.

*Provide the proposed working hours.*

The proposed working hours are 6 AM to 5 PM.

*Provide stormwater details within the proposed laydown area.*

The piping network located within this area has been added to the Grading and Drainage Plan and is schematically depicted on the other sheets as needed.

*Parking can only go ½ of the way into the front yard setback.*

We added the dimension to the Site Layout Plan to verify compliance.

*How will trucks with equipment access this area and how will equipment be accessed from pier delivery by barge?*

Most of the equipment managed at this facility will arrive by barge. Vehicular equipment will access the proposed building as depicted on the Overall Site Plan. Non-vehicular equipment or materials will be ferried from the pier to the laydown area or the building by haul vehicles such as trucks and/or fork-lifts, front-end loaders or like equipment. All access will be internal to the site.

Truck deliveries of equipment to the site are infrequent and are expected to be in the four or five truck deliveries per month range at the most. Equipment deliveries, Employees, visitors and part or consumables deliveries will access the site by the existing curb-cut as depicted on the Overall Site Plan. This access point has excellent sightlines as demonstrated on the Sightline Demonstration Plan.

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*Review the Coastal Area Management requirements and address anything specific to stormwater.*

The site has been designed to capture the rooftop and newly paved areas in a dedicated collection system. This system is equipped with both internal and external pollutant removal systems for the full water quality volume (WQV). Two hydrodynamic separators (Contech CDS® units) are provided prior to discharge into the Stormtech® infiltration system. The Stormtech® system is equipped with an isolator row specifically designed for further sediment removal prior to infiltration. The hydrodynamic separators are designed to provide both solids and floatables removal. Further, the new catch basin network is equipped with hooded catch basins thereby providing additional protection against the migration of floatable materials from entering the drainage system. Details associated with the drainage system are presented in the Stormwater Management Report and the related maintenance requirements are included on sheet 2 of 20 (Drawing C-1).

Further, once constructed, this site will be subject to the DEEP General Permit for the Discharge of Stormwater Associated with Industrial Activity ("Industrial Stormwater General Permit"), which permit requires extensive monitoring, sampling of stormwater and reporting under a comprehensive Stormwater Pollution Prevention Plan. This provision by the state will further ensure that best management practices are incorporated throughout the operations at the proposed facility.

*Review the capacity of the existing drainage system.*

Details associated with the existing drainage system are included on the Grading and Drainage Plan. Not all the network was recovered in the drainage system survey, but the discharges are into Allyn's Pond. The proposed infiltration system actually results in a reduction to the total volume of runoff generated from this site as detailed in the Stormwater Management Report. For the 100-year recurrence interval, the reduction in volume is over 50,000 cubic feet. The infiltration area has been field investigated with test pits and permeability testing to verify the infiltration capacity of this system. Any backwater within the existing drainage system from extreme weather events would be contained at the site and ultimately discharged into Allyn's Pond.

We hope this response addresses your questions. Please advise if you need any additional information.

Sincerely,

**LOUREIRO ENGINEERING ASSOCIATES, INC.**

George F. Andrews Jr., P.E., L.E.P.
Principal Engineer, Civil Engineering