

ATTACHMENT P6

OLDER CT DEEP FISHERIES CONSULTATION
MATERIALS: MCA 02/26/2019 LETTER

(SEE ATTACHMENT M10, ABOVE, FOR ADDITIONAL
DETAIL)

From: [Gephard, Steve](#)
To: [Rima Laukaitis](#)
Cc: [Salvatore, Joseph R.](#); [Garbolski, Michael](#); [Richard Couch](#); [Grzywinski, Micheal](#)
Subject: RE: State Pier Improvements, New London
Date: Friday, March 15, 2019 4:55:49 PM
Attachments: [image001.png](#)
[image002.png](#)

Rima,

I'm sorry I have not responded previously. I actually thought I had but decided I better go back and check and I see no evidence of that.

I have a basic understanding of this project due to past conversations with staff in the Land & Water Resources Division.

This area of New London Harbor serves as both nursery habitat and migratory corridor for American Shad, Alewife, and Blueback Herring. All of them are the subject of an intensive restoration program to the Thames River Basin and millions of dollars have been spent at upstream dams to allow them to reach critical spawning habitat. The reason that Blueback Herring is called out in the NDDDB response is that it is listed as a CT species of Special Concern. Perhaps equally significant is the fact that the area around the State Pier is important habitat for Winter Flounder, another federal trust species that is in decline. During the permitting process for other recent developments in the New London-Groton area, mitigation was required for the unavoidable loss of habitat. We will have to address this subject for this project. Perhaps LWRD staff has already started that conversation.

Steve

Stephen Gephard
Supervising Fisheries Biologist
Diadromous Fisheries *and* Habitat Conservation and Enhancement programs
Fisheries Division
Connecticut Department of Energy and Environmental Protection
P.O. Box 719, Old Lyme, CT 06371
P: 860.447.4316 | F: 860.434.6150: steve.gephard@ct.gov



www.ct.gov/deep

From: Rima Laukaitis [mailto:rlauk@martinezcouch.com]

Sent: Tuesday, February 26, 2019 9:26 AM

To: Gephard, Steve <Steve.Gephard@ct.gov>

Cc: Ellis, David <David.Ellis@ct.gov>; Salvatore, Joseph R. <Joseph.Salvatore@ct.gov>; Garbolski, Michael <Michael.Garbolski@aecom.com>; Richard Couch <Couchre@martinezcouch.com>

Subject: State Pier Improvements, New London

Good Morning Steve,

Connecticut Port Authority is proposing Improvements to the State Pier Facility. The proposed design will be subject to the following permits:

- Flood Management Certificate from the CT DEEP.
- Structure, Dredging & Fill, and Tidal Wetlands and 401 Water Quality Certification Individual permit from the CT DEEP and ACOE.
- General Permit for the Discharge of Stormwater and Dewatering Wastewaters from Construction Activities from the CT DEEP.
- Some parts of the improvements may require Certificate of Permission from the CT DEEP and Self Verification or Pre- Construction Notification from the ACOE. To be determined as the design progresses.

We submitted the current request to NDDDB on January 28, 2019 and still waiting for a response.

Based on the previous NDDDB submission response that was for the Phase 1, partially collapsed Central Wharf Platform demolition, a Blueback Herring is found in the vicinity of the project.

Please review and advise if any other aquatic habitat and ecology we need to consider and protect during this construction.

Feel free to contact us if you have any question or need more information.

Thank you.

Rima Laukaitis, P.E.

Project Manager

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February 26, 2019

Attn: Steve Gephard
Supervising Fisheries Biologist
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Reference: State Pier Infrastructure Improvements, New London, CT

Mr. Gephard,

Connecticut Port Authority is proposing facility infrastructure repairs and improvements that would better position the facility to capture emerging East Coast shipping opportunities and accommodate some of the logistics in cargo flow in Connecticut.

The proposed improvements in the upland area consist of the demolition of various site features and structures and preparation of the area for the daily operational use of the port. The proposed improvements in the waterward area consist of the demolition of four (4) berthing dolphins below the mudline; improvement and stabilization of the Northwest and Northeast Bulkheads; improvement of the CVRR Pier structure including raising the pier structure; placement of fill in the area between CVRR and State Piers; and vessel access improvement and expansion to the State Pier enlarged area.

A Structures, Dredging, & Fill and 401 Water Quality Certification permit application is being prepared for submittal to the Connecticut Department of Energy & Environmental Protection (DEEP) Land and Water Resources Division (LWRD) for impacts to coastal waters.

Please review the enclosed project information and provide your response relative to concerns regarding potential impacts to fisheries or other aquatic resources.

Please let me know if you have any questions or require additional information to facilitate your review.

Regards,

A handwritten signature in blue ink that reads 'Richard E. Couch'.

Richard E. Couch, P.E.
LLC Member
Martinez Couch & Associates, LLC
Phone: (860) 436-4364



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Attachments: Previous Communication with NDDB, December 8, 2017

Figure 1 - Project Location Map

Figure 2 - Proposed Improvements to the State Pier

Figure 3 – Post Construction Rendering

cc. Joseph R. Salvatore, Connecticut Port Authority
Michael Garbolski, AECOM



Connecticut Department of
**ENERGY &
ENVIRONMENTAL
PROTECTION**

December 8, 2017

Mr. Evan H. Matthews
Connecticut Port Authority
455 Boston Post Road, Suite 204
Old Saybrook, CT 06475
Evan.matthews@ct.gov

Project: Proposed Repair Partial Collapse to the State Pier Located at 200 State Pier Road, New London, Connecticut
NDDB Determination No.: 201710380

Dear Evan Matthews,

I have reviewed Natural Diversity Data Base maps and files regarding the area delineated on the map provided for the Proposed Repair Partial Collapse to the State Pier located at 200 State Pier Road, New London, Connecticut. We have known extant records for State Threatened *Falco Peregrinus* (peregrine falcon) and State Special Concern blueback herring that occur in close proximity to your project boundaries.

Please be advised that a DEEP Fisheries Biologist will review the permit applications you may submit to DEEP regulatory programs to determine if your project could adversely affect blueback herring. DEEP Fisheries Biologists are routinely involved in pre-application consultations with regulatory staff and applicants in order to identify potential fisheries issues and work with applicants to mitigate negative effects, including to endangered species. If you have not already talked with a Fisheries Biologist about your project, you may contact the Permit Analyst assigned to process your application for further information, including the contact information for the Fisheries Biologist assigned to review your application

Peregrine Falcon (*Falco peregrinus*) Protection Status: Threatened Species

The peregrine falcon is a state threatened species which has adapted to life in urban settings. The peregrine falcon is associated with bridges for nesting and brood rearing purposes. Peregrines will actively and aggressively defend the nest, whether a nest box or natural nest, up to and sometimes past 75 yards. The peregrine will attack anyone or anything that comes within the area of its nest. Peregrine falcons are Connecticut's largest falcon and can measure up to 20 inches. Adults are slate gray above and pale underneath with fine bars and spots of black; they have long pointed wings with a narrow tail. Young falcons have the same composite but are darker underneath and browner all over. The peregrine falcon nesting season occurs between the months of April and June. For this reason, special conditions regarding the timing of work on the structure must be applied. In order to protect this species, the proposed construction activities

should be completed during non-nesting season months (July – March). No construction activities should occur between April 1st and June 30th.

Protection Recommendation:

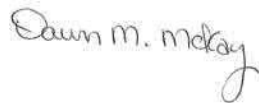
In order to protect this species, the proposed construction activities should be completed during non-nesting season months (July – March). No construction activities should occur between April 1st and June 30th. If work needs to be conducted during the breeding season (April 1st to June 30th) then I recommend hiring an ornithologist (bird expert) to evaluate and prepare a protection plan for the birds. All work on this project must maintain a minimum buffer of 600' from the nest. If a nest is identified by workers all work should stop immediately and this information should be reported to our program for further assistance and guidance to complete the work safely.

Please re-submit an NDDDB Request for Review if the scope of work changes or if work has not begun on this project by December 8, 2019.

Natural Diversity Data Base information includes all information regarding critical biological resources available to us at the time of the request. This information is a compilation of data collected over the years by the Department of Energy and Environmental Protection's Natural History Survey and cooperating units of DEEP, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultations with the Data Base should not be substitutes for on-site surveys required for environmental assessments. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as, enhance existing data. Such new information is incorporated into the Data Base as it becomes available. The result of this review does not preclude the possibility that listed species may be encountered on site and that additional action may be necessary to remain in compliance with certain state permits.

Please contact me if you have further questions at (860) 424-3592, or dawn.mckay@ct.gov . Thank you for consulting the Natural Diversity Data Base.

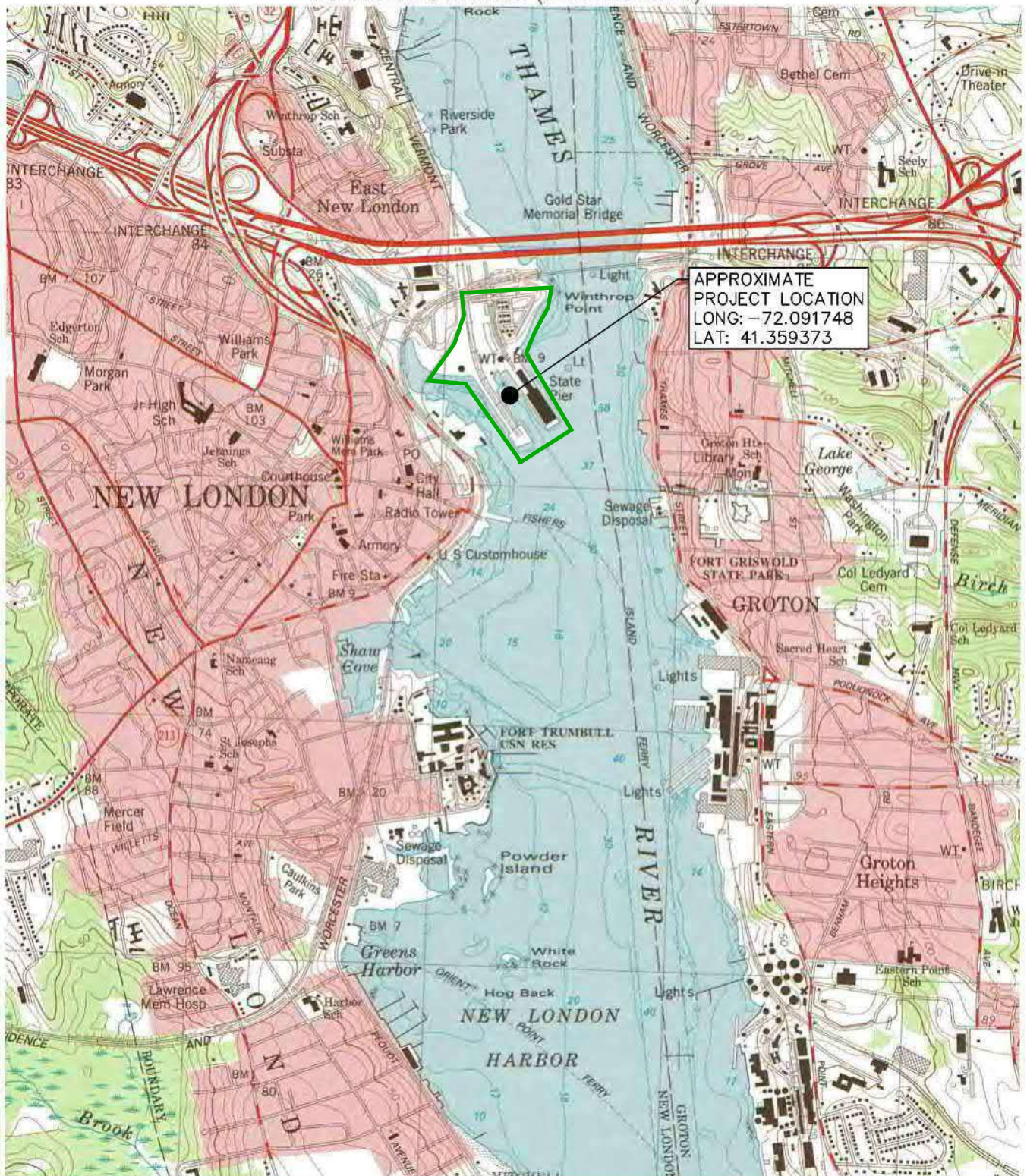
Sincerely,

A handwritten signature in cursive script that reads "Dawn M. McKay".

Dawn M. McKay
Environmental Analyst 3

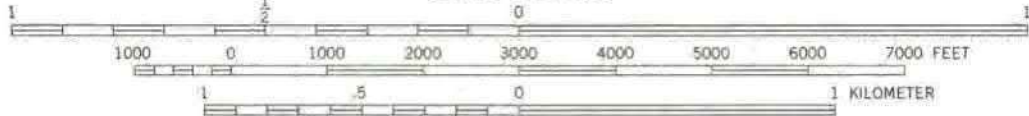
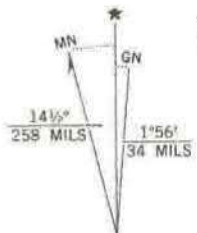
**FIGURE 1:
PROJECT LOCATION MAP**

**NEW LONDON QUADRANGLE
CONNECTICUT-NEW YORK
7.5 MINUTE SERIES (TOPOGRAPHIC)**



APPROXIMATE
PROJECT LOCATION
LONG: -72.091748
LAT: 41.359373

SCALE 1:24 000



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 2.6 FEET

NEW LONDON, CONN. - N. Y.
41072-C1-TF-024

1984

UTM GRID AND 1984 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

DMA 6566 I SE-SERIES V816

FIGURE 2: PROPOSED IMPROVEMENTS TO THE STATE PIER

Limits of upland disturbance

Installation of rip rap slope. Stabilization of the existing concrete / granite block wall. Placement of Rip Rap. Bottom horizontal run off of wall is +/- 30 ft (600 lf., 4,100 cy., 7200 SF footprint on mudline)

Demolition of the western face of CVRR Pier (1,000 sf.+/-). Removing semi stable vertical granite block wall to facilitate placement of armored slope.

Raising of CVRR Pier elevation from +5' to +9'. Installation of rip rap armored slope on the west side of CVRR Pier. 4H to 1V slope (54,000 cy.+/-). Footprint of slope will not exceed existing western extent of the CVRR Pier.

Seabed preparation for installation of vessel jack-up legs: (2) two 30 ft wide x 200 ft long x 3.5 feet deep, crushed gravel filled pockets. Dredging will be required +/- 1500 cy. Work will covers +/- 12,000 sf of land under the Ocean. This is to facilitate good bearing area for the installation vessel jack up legs.

Maintenance dredge of the berthing pocket for installation vessel (+/- 48,000 cy). Spoil material to be placed between piers.

Demolition of various site buildings and structures (68,000 sf.+/-). Installation of the storm water retention and treatment system. Leveling upland areas. Site utilities upgrade (water, electrical, fire suppression). Upland disturbance area approximately 25 ac.+/-

Demolition of the concrete deck supported by timber piles. (6,300 sf.+/-). Structure is currently rated in poor condition.

Installation of the anchored heavy lift capable bulkhead. Driving of steel sheet pile wall (700 lf. +/-). Bulkhead to be installed as close to the existing as

Maintenance dredge of the berthing pocket for incoming vessel (15,000 c.y +/-). Soil material to be placed between piers.

Demolition of four (4) existing berthing dolphins to below mudline. Structures currently not in use and rated in poor condition.

Demolition of SW corner of State Pier (3,500 sf.+/-) and demolition of SE corner CVRR Pier (4,000 sf.+/-). This required to facilitate the installation of the steel cellular cofferdams. Anticipated that +/- 390,000 cy of fill will required. Coverage of approximately 7 acres of the land under the Ocean. All dredged materials will be placed into this fill area. Leveling of upland site to provide approximately one half (185,000 cy) of the required fill material. Final elevation of the new fill to match State Pier deck elevation of +9.0 NAVD88



FIGURE 3: POST - CONSTRUCTION RENDERING

