

# Deep Water Port *notes*

The News Portfolio of The Connecticut Deep Water Port Community  
*New London . New Haven . Bridgeport*

## Port Development Proposals: New London and Bridgeport (Excerpts from the Connecticut Deep Water Port Strategy Study)



Tanker "OMEGA LADY SARAH" inbound with a load of #6 fuel oil for Riverhead Terminal. LOA 750 ft Photo by Connecticut Pilot Captain Charles P Jonas

**NEW LONDON: IN THE STATE PIER NEEDS AND DEFICIENCIES STUDY**, significant improvements to the infrastructure at the State Pier facility are recommended; these include the relocation of access roads, renovation to the piers, improvements to the bulkheads, paving

of storage areas, and the construction of a new warehouse.

Various civic and industry groups have suggested improvements to serve the regional fishing—and—seafood- processing industries (to compete with New Bedford and Gloucester MA) as

*Port of New London Development Proposals continued on page 2*

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**Port of New London Development Proposals** continued from page 1

well as improvements to attract some level of cruise ship activity. Connecticut DOT's preliminary capital plan includes approximately \$40 million for a multi-phase project to implement improvements to the State Pier, including those recommended in the State Pier Needs and Deficiencies Study. These "maximum build-out" improvements include the following:

#### Phase 1:

- Prepare environmental permit documents
- Acquire more than 11 acres of property
- Acquire a mobile harbor crane
- Level and re-grade existing lay down areas for dust control and standing water concerns
- Relocate and improve main access road
- Bulkhead between NECR Pier and State Pier—Increase lay-down area
- Sheet pile around State Pier starting from east wing, east side, pier head, and west side to new bulkhead
- Extend the quay wall bulkhead north
- Remove existing dolphin piles and platforms
- Dredge partial facility

#### Phase 2:

- Renovate CVRR Pier
- Extend/contract sheet pile footprint to westerly property line
- Backfill behind sheet pile, raise grade of NECR Pier
- Re-establish rail line on NECR Pier
- Upgrade lighting
- Dredge balance of facility place in CDF



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#### Phase 3:

- Remove, re-grade, and level entire northeast side of facility
- Demolish administration Building, cargo warehouse and maintenance garage
- Final paving of all open storage areas, complying with environmental storm water runoff management practices

As addressed in the Recommendations section of this report, the implementation of the State Pier Needs and Deficiencies Study development plan should not be pursued until the revised solicitation process for the facility is complete, and a commercial business case and/or a complementary private investment has been developed.

### Port of Bridgeport Development Options

*(Excerpt from the Connecticut Deep Water Port Strategy Study)*

The City of Bridgeport has indicated that development plans for the harbor center around three main themes:

- Connectivity to the waterfront through the Water Street Dock, with its access to the downtown area and the downtown Amtrak and transit facilities.
- Mixed-use development of the 40-acre Steel Point peninsula site, anticipating 2.6 million square feet of commercial retail and residential development. A key feature of the Steel Point project is a super-marina at the tip of the peninsula, which would accommodate mega-yachts.
- Build on the assets of the former Derecktor shipyard, servicing ferries, fishing boats and pleasure boats. A Request for Proposals for development of the Derecktor property has recently been issued by the BPA.

Other assets in the harbor that can provide development options include the balance of the property in the BRMC (21 acres), other than the 23 acres of the shipyard. The property is level waterfront land with access to Long Island Sound. The remaining parcel (9.5 acres) of the former Coastline Terminal, which has berth access, is also available. This parcel is adjacent to the parcel purchased for the proposed new Port Jefferson Ferry terminal.

The development of BRMC and the remaining Coastline parcel is dependent on the final location of the ferry terminal and; indirectly, the nature, intensity and timing of the Steel Point harbor development.

**Next month's DWPN will focus on port development in New Haven.**



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