



January 29, 2024

Mr. Mark Cook  
Tobin, Carberry, O'Malley, Riley & Selinger, P.C.  
43 Broad Street, P.O. Box 58  
New London, CT 06320

**RE: Preliminary Archaeological Assessment of a Proposed Battery Storage Facility at State Pier Road in New London, Connecticut**

Mr. Cook:

Heritage Consultants, LLC (Heritage) is pleased to have this opportunity to provide Tobin, Carberry, O'Malley, Riley & Selinger P.C. (TCORS) with the following preliminary archaeological assessment of a proposed battery storage facility in New London, Connecticut (Figure 1). The project will include the construction of a series of batteries for electricity storage, inverters, and an access road (Figure 2). The current project entails completion of a cultural resources summary based on the examination of data obtained from the Connecticut State Historic Preservation Office (CT-SHPO), as well as geospatial data, including historical mapping, aerial photographs, and topographic quadrangles, maintained by Heritage. This investigation is based upon project location information provided to Heritage by the client. The objectives of this study were to gather and present data regarding previously identified cultural resources situated within 1.6 km (1 mi) of the proposed battery storage facility and to investigate the proposed project area in terms of its natural and historical characteristics so that the need for completing additional cultural resources investigations could be evaluated.

**Environmental Context**

As seen in Figure 1, the proposed project area is located in an area of low to gently sloping topographic relief. The area is characterized by elevations that range from 15 to 40 ft NGVD and currently consists of a mixture of paved and wooded areas. Soils located through the proposed battery storage facility and along the associated access road belong to the Udorthents-Urban Land Complex (Figure 3). This soil type is considered to be highly disturbed and retains no/low archaeological sensitivity. A typical profile for this soil type is included below.

Udorthents-Urban Land Complex:

The Udorthents-Urban Land Complex consists of moderately well drained to excessively drained soils that have been disturbed by cuffing or filling, and areas that are covered by buildings and pavement. The areas are mostly larger than 5 acres. Udorthents are in areas that have been cut to a depth of 2 feet or more or are on areas with more than 2 feet of fill. Udorthents consist primarily of moderately coarse textured soil material and a few small areas of medium textured material. In some areas fill has been used to build up recreational areas and highways.

**Previously Identified Cultural Resources**

A review of previously recorded cultural resources on file with the CT-SHPO revealed that there are 9 archaeological sites located within 1.6 km (1 mi) of the proposed battery storage facility (Figure 4). This review also revealed that there are 18 National Register of Historic Places (NRHP) properties, 11 NRHP districts, 23 State Register of Historic Places (SRHP) properties, three SRHP districts, two inventoried

bridges, and a single cemetery within 1.6 km (1 mi) of the proposed project area (Figure 5). These resources are reviewed below.

Table 1. Archaeological sites located within 1.6 kilometers (1 mile) of the proposed Facility area.

Town	Number	Cultural Affiliation	Name	Period	Type	NRHP
Groton	59-102	Post-European Contact	Groton Marine Dock Marine Railway	Mid-20 <sup>th</sup> Century	Commercial/Industrial	Potentially Eligible
New London	95-1	Post-European Contact	Central Vermont Railroad Pier	Late 19 <sup>th</sup> -20 <sup>th</sup> centuries	Commercial/Industrial	Potentially Eligible
New London	95-7	Post-European Contact	Allanach Carriage House	ca., 1890-1940	Outbuilding	Site Destroyed
New London	95-8	Post-European Contact	Prentis-Palmer House	ca., 1845-1940	House	Site Destroyed
New London	95-12	Post-European Contact	-	19 <sup>th</sup> century	Commercial	Potentially Eligible
New London	95-14	Post-European Contact	U.S. Custom House	19 <sup>th</sup> century	Commercial	Associated with NRHP property
New London	95-16	Post-European Contact	Parade Plank Wharf	19 <sup>th</sup> -20 <sup>th</sup> centuries	Commercial/Industrial	Not Assessed
New London	95-17	Post-European Contact	Union Station Siding Area	20 <sup>th</sup> century	Industrial	Not Assessed
New London	95-19	Post-European Contact	Frink's Lower Wharf	Late 18 <sup>th</sup> – 20 <sup>th</sup> centuries	Commercial/Industrial	Not Assessed

#### Archaeological Sites

The nine archaeological sites situated within 1.6 kilometers (1 mile) of the Facility area were located in the towns of Groton (59-102) and New London (95-1, 95-7, 95-8, 95-12, 95-14, 95-16, 95-17, and 95-19). These all consist of post-European Contact period sites, all of which are situated to the south and southeast of the project area (Table 1; Figure 4). These site types were characterized as commercial/industrial sites (59-102, 95-1, 95-16, and 95-19) that range in dated period from the late-eighteenth and mid-twentieth centuries, commercial sites (95-12 and 95-14) dating from the nineteenth century, an industrial site (95-17) dating from the twentieth century, as well as a house site (95-8) and an outbuilding (95-8) that were in use from the nineteenth century to the mid-twentieth century. None of the post-European Contact period sites have been assessed applying the National Register of Historic Places using the criteria for evaluation (36 CR 60.4 [a-d]); however, three are described as potentially eligible (59-102, 95-1, and 95-12) and one is associated with a listed NRHP property. They are all located anywhere between 0.5 and 1.1 kilometers (0.3 and 0.7 miles) from the project area and none of them will be impacted by the proposed construction.

Table 2. NRHP properties located within 1.6 kilometers (1 mile) of the proposed Facility area.

Property Name	Town	Date Listed to NRHP	Area of Significance	Year Built	Style
Acor Barns House	New London	04/22/1976	Commerce; Architecture	1837	Greek Revival
Bulkeley School	New London	8/13/1981	Education; Architecture	1871	High Victorian Gothic

Property Name	Town	Date Listed to NRHP	Area of Significance	Year Built	Style
Central Vermont Railroad Pier	New London	1/26/2005	Transportation; Engineering	1876	Earth-Filled Masonry Pier
Deshon-Allyn House	New London	10/28/1970	Architecture; Social History	1829	Federal-Greek Revival
Groton Bridge	New London and Groton	Denied (06/12/1987)	Engineering; Transportation	1919	Strauss Heel-Trunnion Warren Through-Truss Bascule
Huntington Street Baptist Church	New London	4/12/1982	Architecture; Religion; Social History	1843	Greek Revival
Jonathan Newton Harris House	New London	4/27/1982	Commerce; Architecture	1859-1860	Eclectic
Ohev Sholem (Ohave Cholum) Synagogue	New London	5/11/1995	Architecture	1916-1921	Neo-Classical Revival/Colonial Revival
New London County Courthouse	New London	10/15/1970	Politics/Government; Architecture	1784	Georgian
New London Customhouse	New London	10/15/1970	Architecture	1833	Federal
New London Public Library	New London	10/15/1970	Architecture	1889	Richardsonian Romanesque
New London Railroad Station	New London	6/28/1971	Transportation; Architecture	1886-1887	Richardsonian Romanesque
Shaw Mansion	New London	12/29/1970	Military; Architecture	c. 1756	Georgian
St. James' Episcopal Church	New London	7/21/2004	Art; Architecture; Religion	1847-1850	Gothic Revival
House at 130 Mohegan Avenue (Steel House)	New London	10/28/2009	Industry; Social History; Art; Architecture; Engineering	1932-1938	International Style
Williams Memorial Institute	New London	1/30/1978	Education; Architecture	1891	Richardsonian Romanesque
Winslow Ames House	New London	3/23/1995	Architecture	1933	International Style
Winthrop Mill	New London	11/30/1982	Industry; Exploration/Settlement; Architecture	1650	Colonial
High Street	New London	-	-	-	-

**NRHP Properties Summary**

A review of the files at CT-SHPO revealed 19 NRHP properties located within 1.6 km (1 mi) of the Facility area in New London, Connecticut (Figure 5; Table 2). All but one of these properties are located in New London, with Groton Bridge spanning the Thames River between the towns of New London and Groton. Of these properties, 16 are characterized as historic buildings spanning in date from ca., 1650 to 1938, with one nineteenth century pier, and a single twentieth century bridge. Despite the long span of time represented, the majority of the properties date to the nineteenth century. One building, the Winthrop Mill or Old Town Mill, likely has structural components dating to the mid-seventeenth century but has

undergone much alteration. The properties identified within this were utilized for residential, commercial, educational, religious, civic, and community activities and thus utilize a variety of architectural styles; these include Greek Revival-style, High Victorian Gothic-style, Federal-Greek Revival-style, Eclectic-style, Georgian-style, Federal-style, Richardsonian Romanesque-style, Gothic Revival-style, International-style, Neo-Classical Revival/Colonial Revival-style and Colonial-style, as well as an earth-filled masonry pier from the nineteenth century and a Strauss Heel-Trunion Warren Through-Truss Bascule bridge. One of the National Register Properties, listed as “High Street,” has very little information available. All 19 NRHP properties are located anywhere between 0.25 and 1.6 km (0.16 and 1 mi) from the Facility area and none of them will be directly impacted as a result of construction. Further the proposed facility will be a low-rise structure built within a highly urbanized area, with intervening buildings between the aforementioned properties; thus, no indirect impact to the National Register of Historic Places listed properties is anticipated by construction.

Table 3. NRHP districts located within 1.6 kilometers (1 mile) of the proposed Facility area.

NR District	Town	Acreage	Number of Contributing Resources	Areas of Significance	Major Architectural Styles	Years of Significance	Year Added to NRHP
Civic Institutions Historic District	New London	7	6	Architecture; Health/Medicine; Social History	Late Victorian; Queen Anne; Late 19th and 20th Century Revivals; Colonial Revival; Georgian Revival	1867-1939	1990
Coit Street Historic District	New London	4	33	Architecture; Community Planning and Development	Greek Revival; Federal; Georgian; Italianate; Queen Anne	18 <sup>th</sup> century-1915	1988
Downtown New London Historic District	New London	78	123	Architecture; Commerce; Politics/Government	Greek Revival; Georgian Revival; French Second Empire; Gothic Revival; Romanesque Revival; Dutch Colonial; Italianate; Queen Anne; Second Renaissance Revival	18 <sup>th</sup> century-1937	1979
Groton Bank Historic District	Groton	50	107	Architecture	Greek Revival; Federal; Georgian; Italianate; Moderne; Queen Anne; Second Empire; Romanesque; Utilitarian; Shingle Style; Gothic; Craftsman; Eclectic; Cape	17 <sup>th</sup> -19 <sup>th</sup> century	1983

NR District	Town	Acreage	Number of Contributing Resources	Areas of Significance	Major Architectural Styles	Years of Significance	Year Added to NRHP
Hempstead Historic District	New London	29	139	Archaeology-historic; architecture; industry; social/humanitarian	Greek Revival, Italianate, Gothic Revival; Queen Anne	17th-20th century	1986
Hodges Square Historic District	New London	76.03	189	Community Development; Architecture	Queen Anne; Colonial Revival; Dutch Colonial Revival; Bungalows	1850-1943	2017
Post Hill Historic District	New London	58	216	Architecture; art; settlement	Late Victorian; Italianate; Second Empire; Queen Anne; Shingle Style; Late 19th and 20th Century Revivals; Greek Revival; Gothic Revival; Colonial Revival	1650-1941	1993
Prospect Street Historic District	New London	5.5	24	Architecture; Social/Humanitarian	Greek Revival; Queen Anne; Colonial Revival; Federal; Italianate; Gothic Revival	19 <sup>th</sup> century	1986
United States Housing Corporation Historic District	New London	20	118	Community Planning and Development; Architecture; Landscape Architecture; Social History	Late Victorian; Queen Anne; Late 19th and 20th Century Revivals; Colonial Revival	1889-1939	1990
Whale Oil Row	New London	3	4	Architecture; Commerce; Industry	Greek Revival	1835-1845	1970
Williams Memorial Park Historic District	New London	8	22	Architecture	Greek Revival; Colonial Revival; Gothic Revival; Tudor Revival; Queen Anne; Italianate	19 <sup>th</sup> century-1927	1987

### NRHP Districts Summary

In addition to the 18 individually listed NRHP properties, there are 11 NRHP historic districts within 1.6 km (1 mi) of the Facility area in New London, Connecticut (Figure 5; Table 3). One district, Groton Bank Historic District, is located in Groton. The remaining ten are situated in New London. The majority of these districts represent the architectural and historical themes of the nineteenth century, with some dating back to the earliest seventeenth century colonial settlement of the area. Some of the districts contain buildings with prominent significance to the region's history. One of the most notable districts is the Downtown New London Historic District, which has served as the civic and social center of this community for centuries. The New London County Courthouse and Nathan Hale Schoolhouse are located within the district. Post Hill Historic District is also significant as the earliest site of European

settlement in New London, although most surviving structures date from the nineteenth century. Groton Bank Historic District is located across the Thames River in the town of Groton and is comprised of many well-preserved nineteenth century structures that represent a wide range of styles. The district also has a strong historical significance as a center of whaling, fishing, and shipbuilding throughout the eighteenth and nineteenth centuries, playing a key role in in the maritime history of the region. All 11 NRHP districts are located anywhere between 0.16 and 1.29 km (0.1 and 0.8 mi) from the Facility area and none of them will be directly impacted as a result of construction. Further the proposed facility will be a low-rise structure built within a highly urbanized area, with intervening buildings between the aforementioned properties; thus, no indirect impact to the National Register of Historic Places listed properties is anticipated by construction.

Table 4. Inventoried State Register Properties in New London and Groton, Connecticut.

Property Name	Address	Town	Type	Year Built	Style
Prest House (95-14)	Prest Street	New London	Residence	c. 1850	Mansard
Savings Bank of New London (95-16)	63 Eugene O'Neill Drive	New London	Bank	1870	Classical
Nameaug Engine Co. (95-17)	Masonic Street	New London	Fire engine house	Late 1800s	Victorian
Fireman's Monument (95-18)	Grove Street	New London	Monument	1898	-
First Church of Christ (Congregational) (95-23)	209 State Street	New London	Religious	1851	Gothic
Nathan Hale School House (95-30)	Atlantic Street	New London	School	1773	Colonial
Red Lion Inn (95-32) (demolished)	191-197 Main Street	New London	Tavern	Early 18 <sup>th</sup> century	Colonial
The Learned House	63 Church Street	New London	Residence	1801	Federal
Soldiers and Sailors Monument (95-44)	46 State Street	New London	Monument	1895	-
Period House (95-48)	108-110 Hempstead Street	New London	Residence	Late 19 <sup>th</sup> century	Victorian
Connecticut State Pier	State Pier	New London	Transportation	Early 20 <sup>th</sup> century	-
Ebenezer Avery House	2 Latham Street, moved to 57 Fort Street (in Fort Griswold State Park)	Groton	Residence	1754	Colonial
Fort Griswold Caretaker's House	57 Fort Street	Groton	Residence	1873	Vernacular
New London Main Post Office	27 Masonic Street	New London	Post Office	c. 1933	Art Deco
Plaque: battle of Groton Heights	Thames Street opp. Fort Street	Groton	-	-	-
Shaw's Cove Bridge	Shaw's Cove	New London	Railroad bridge	1913, replaced 1984	Pratt Truss
St. Joseph Hellenic Temple	208 Hempstead Street, probably moved to 42 Vauxhall Street	New London	Religious	1812	

Property Name	Address	Town	Type	Year Built	Style
The Starr House (probably demolished)	56 Starr Hill Road	Groton	Residence	Before 1850	Colonial

#### SRHP Properties Summary

A review of the files at CT-SHPO revealed 19 NRHP properties located within 1.6 km (1 mi) of the Facility area in New London, Connecticut (Figure 5; Table 4). There are 16 properties located in New London, with three in Groton. Of these properties, 14 are characterized as historic buildings spanning from the eighteenth to the twentieth centuries. The remaining structures consist of a pier, a railroad bridge, and historical monuments. Some of the buildings on this list have been moved from their original context, such as the Ebenezer Avery House and the Nathan Hale Schoolhouse. Other buildings on the list have likely been demolished, such as the Red Lion Inn and the Starr House. The remaining registered buildings span a variety of styles, such as Colonial, Federal, and Gothic. The types of buildings present include residential structures such as the Period House and the Learned House, as well as historical public buildings like the Savings Bank of New London. All properties on the State Register of Historic Places are far enough away from the proposed project and will not be impacted by construction. All 18 SRHP properties are located anywhere between 0.37 and 1.6 km (0.23 and 1 mi) from the Facility area and none of them will be directly impacted as a result of construction. Further the proposed facility will be a low-rise structure built within a highly urbanized area, with intervening buildings between the aforementioned properties; thus, no indirect impact to the State Register of Historic Places listed properties is anticipated by construction.

#### Groton Bank Historic District (SR)

Groton bank Historic District in Groton, Connecticut, is a significant site relating to the maritime history of the region (Figure 5). Settled in the seventeenth century, the district grew to become an important center for whaling and shipbuilding in southeastern Connecticut. Its architectural significance is found in the broad display of well-preserved nineteenth century styles, such as Federal, Greek Revival, Italianate, Stick, Queen Anne and Colonial Revival. The SRHP Groton Bank Historic District extends beyond the NRHP district of the same name to include Fort Griswold Battlefield State Park, which was the site of a 1781 siege and skirmish during the Revolutionary War. This provides the district with an association to a specific historical event in the nation's history in addition to the wider historical trends it represents. Groton Bank Historic District is located across the Thames River and 1.15 kilometers (1.62 miles) away from the project area. The district will not be impacted by construction. Further the proposed facility will be a low-rise structure built within a highly urbanized area, with intervening buildings between the aforementioned properties; thus, no indirect impact to the Groton Bank Historic District or its resources is anticipated by construction.

#### Coit Street West Historic District (SR)

Coit Street West Historic District encompasses an area that served as one of New London's first settlement areas centered around former Bream Cove (Figure 5). The district has served as both a residential and commercial center for nearly 300 years and demonstrates New London's development from a colonial seafaring and agrarian community to a lucrative whaling port, and to its current status as an urbanized center of industry. The SRHP district lies directly to the west of the Coit Street NRHP district and is comprised of 47 contributing cultural resources (46 buildings and 1 site). It was listed to the SRHP in 2014. This district is significant because it demonstrates the ways that Bream Cove



influenced settlement patterns prior to 1859, at which time the cove was completely filled in. In addition, the district contains several architectural types that were popular throughout New London from the early-eighteenth through early-twentieth centuries; these include one of New London's last colonial-era residences, which is in the Georgian-style, as well as concentrations of Greek Revival-style and Italianate dwellings. The Coit Street West District is located approximately 0.8 km (0.5 mi) to the south of the Facility area. No direct impact to the SRHP district or its contributing resources as a result of construction. Further the proposed facility will be a low-rise structure built within a highly urbanized area, with intervening buildings between the aforementioned district and its contributing resources; thus, no indirect impact to the Coit Street West Historic District is anticipated by construction. Further the proposed facility will be a low-rise structure built within a highly urbanized area, with intervening buildings between the aforementioned properties; thus, no indirect impact to the Coit Street West Historic District or its resources is anticipated by construction.

#### Hempstead Historic District (SR)

Hempstead Historic District is a neighborhood in New London, Connecticut, which is historically significant as an example of the development of a working class neighborhood outside of the downtown area (Figure 5). Most buildings in the district that representative of this theme date from the nineteenth century and consist of Greek Revival, Italianate, French Second Empire, and Queen Anne styles. Some of these nineteenth century buildings are historically significant for their association with New London's free black community which was developing at the time. As European occupation of this district dates back to the seventeenth century, the Hempstead Historic District has the potential to yield archaeological information about multiple centuries of usage by a variety of communities over time. Notable structures within this district include the Joshua Hempstead House and Nathaniel Hempstead House, which date to the seventeenth century and eighteenth century respectively. The Hempstead Historic District is approximately 620 meters (2,034 feet) away from the proposed project area, and no impact will result from construction. Further the proposed facility will be a low-rise structure built within a highly urbanized area, with intervening buildings between the aforementioned properties; thus, no indirect impact to the Hempstead Historic District or its resources is anticipated by construction.

#### **Historical Context**

Figure 6, which is a map excerpt dating from 1854, shows that the region containing the proposed project was heavily urbanized and in the early stages of industrial development during the middle of the nineteenth century (Figure 6). A portion of the current road network was in place by that time, including a railroad to the east of the project area, abutting the New London coastline. It is important to note that the 1854 map shows an inlet of the Connecticut River to the east of the project parcel; this is an error of mapping, as the project parcel was partially located within the inlet. No buildings are present on the New London portion of the map, although that is likely because the density of structures was too high to properly record on this scale. A subsequent historic map dating from 1890 shows further development of the road network as well as the addition of a second railroad that connects New London to Groton on the east side of the river; this is Groton Bridge which remains today. The inlet, which is labelled Winthrop Cove inundates the northeastern portion of the project parcel (Figure 7).

The earliest readily available aerial image of the region containing the proposed battery storage facility dates from 1934 (Figure 8). This image confirms that the land surrounding the parcel was largely residential and industrial in nature. The parcel itself contained paved roads and a newly constructed



bridge that bisected Winthrop Cove into two smaller bodies of water. The northwest corner of the parcel remains in Winthrop Cove (Figure 8). A subsequent 1951 aerial photograph of the region shows the construction of Interstate-95 to the north of the project parcel, but otherwise minimal change to the landscape, with the parcel itself appearing unaltered since 1934 (Figure 9). A 1970 aerial image of the project region shows that much of the previous residential infrastructure in and around the parcel was removed, and now consists of open land (Figure 10). Directly south of the project parcel lies a new residential development.

An aerial image dating from 2004 shows significant industrial activity, with several industrial structures to the northwest of the project area (Figure 11). In addition, the portion of Winthrop Cove situated in the northeast corner of the project parcel has been filled in leaving solely a small stream and the path of the stream redirected further to the north. To the south lies Route 32, dividing the project parcel from the residential structures directly to the south. The area within the parcel is characterized by open and lightly wooded areas in the southwestern most portion. A 2019 aerial image shows the project area in its essentially modern state (Figure 12). The project parcel consists of disturbed land, with surrounding land use being residential and commercial. The current parcel contains a building and parking lot, as well as in the northwest corner, with the remainder containing open land and deciduous trees lining the southern edge.

#### **Archaeological Sensitivity Assessment**

In general, areas located less than 300 m (1,000 ft) and no more than 600 m (2,000 ft) from water and that contain slopes of eight percent or less and well-drained soil types were deemed to retain a moderate/high potential for producing precontact era archaeological deposits. This is in keeping with broadly based interpretations of precontact era settlement and subsistence models that are supported by previous archaeological research. It is also expected that there will be variability of precontact era site types found in the moderate/high sensitivity zones. For example, large Woodland period village sites and Archaic period seasonal camps may be expected along large river floodplains and near stream/river confluences. Smaller temporary or task specific sites may be expected on level areas with well-drained soils that are situated more than 300 m (1,000 ft) but less than 600 m (2,000 ft) from a water source. Finally, steeply sloping areas, poorly drained soils, or areas of previous disturbance are deemed to retain a no/low archaeological sensitivity. The subtle nuances of precontact era settlement and subsistence patterns are beyond the scope of research needed for the current investigation, but the methods of stratification discussed above are suitable for analyzing the proposed area.

The Facility area also was assessed on the potential for yielding post-European Contact period archaeological sites. In this case, areas situated adjacent to or within 152.4 m (500 ft) of a previously identified post-European Contact period archaeological site or a National Register of Historic Places district/individually listed property were deemed to retain a moderate/high post-European Contact period archaeological sensitivity. In contrast, those areas situated over 152.4 m (500 ft) from any of the above-referenced properties were considered to retain a no/low post-European Contact period archaeological sensitivity.

Based on the desktop data shown in Figures 1 through 12, those areas containing previous disturbances have been designated as no/low potential areas in terms of their likelihood to produce intact archaeological deposits. This included the entirety of the battery storage facility area, all of which

contained Udorthents-Urban land soils. In order to determine the veracity of the desktop data, Heritage personnel visited the Project area and conducted pedestrian survey, the results of which are discussed below.

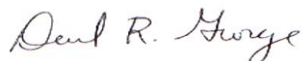
### **Pedestrian Survey**

Pedestrian survey of the Project area, including the location of the proposed battery energy storage facility, including the Facility site and its surrounding parcels, was completed in January of 2024 (Figure 13; Photos 1 through 5). The pedestrian survey revealed that the proposed battery facility area and the parcels that will house it have been highly disturbed in the past (Photos 1 through 5); these disturbances include paved parking lots, buried electric and gas utilities, concrete pads, push piles, and other visual signs of earth moving activity. While it is possible that the parcel may contain Post-European Contact period artifacts that date from the mid-nineteenth century onwards, there is little, if any chance, that such cultural deposits would be undisturbed and/or retain any research potential.

Based on the above referenced, historical data, cultural resources information, environmental factors, and pedestrian survey, it appears that the entire 1.38 acre proposed project parcel has been subjected to disturbances associated with the urbanization and industrialization of the area. It was assessed that the project area retains a no/low sensitivity to produce intact cultural deposits. (Figure 13). No additional archaeological examination of the project area is recommended prior to construction.

If you have any questions regarding this Technical Memorandum, or if we may be of additional assistance with this or any other projects you may have, please do not hesitate to call us at 860-299-6328 or email us [info@heritage-consultants.com](mailto:info@heritage-consultants.com). We are at your service.

Sincerely,



David R. George, M.A., R.P.A

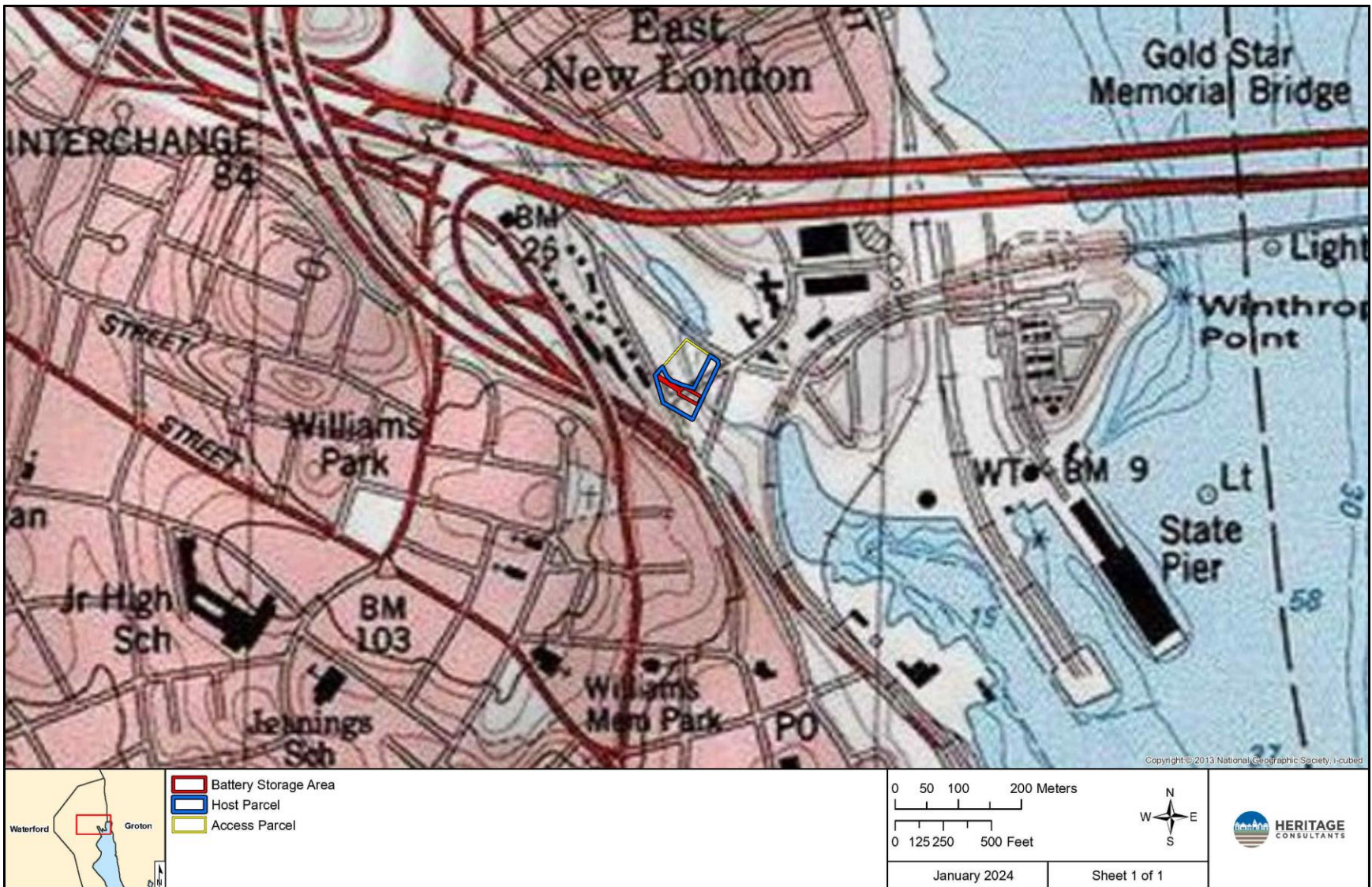
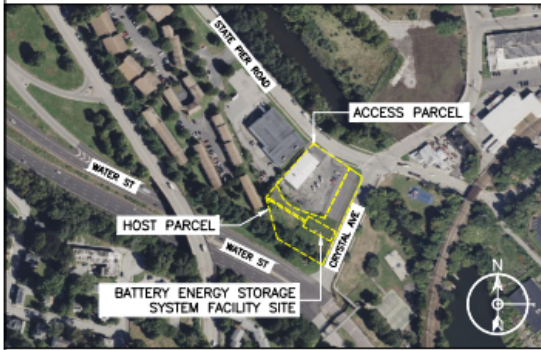


Figure 1. Excerpt from a USGS 7.5' series topographic quadrangle image showing the location of the proposed project area in New London, Connecticut.



Q CELLS – STATE PIER RD  
 STATE PIER RD, NEW LONDON, CT 06320  
 4,000KW/11,008KWH BATTERY ENERGY STORAGE SYSTEM

SITE



SYSTEM SPECIFICATION

BESS CONVERTER

SUNGROW SC4000UD-MV-US  
 [BESS CONVERTER + MV XFMR]  
 MAX POWER 4000KVA @ 40°C, 1500VDC, 900VAC  
 PF=1.0

TOTAL NUMBER OF CONVERTERS-#1

BESS CONTAINER

SUNGROW BATTERY CONTAINERS  
 ST2752LUX-US  
 LIQUID COOLING ENERGY STORAGE  
 CAPACITY = 2752KWH

TOTAL NUMBER OF CONTAINERS-#4

TEMPERATURE CONSIDERATIONS	
STC TEMPERATURE [°C]	25
ASHRAE 2% HIGH AMBIENT TEMPERATURE [°C]	30
ASHRAE EXTREME MIN. LOW AMBIENT TEMPERATURE [°C]	-14

APPLICABLE CODES:

- 2020 NATIONAL ELECTRIC CODE (NEC)
- 2021 INTERNATIONAL BUILDING CODE (IBC)
- 2021 INTERNATIONAL FIRE CODE (IFC)
- 2023 NFPA 855
- 2023 NFPA 110
- 2022 NFPA 111
- 2023 NESC

DRAWING INDEX

Sheet Number	Sheet Title
E.000	TITLE PAGE
E.001	GENERAL
E.002	LEGEND
E.010	DETAILS 01
E.011	DETAILS 02
E.100	SITE PLAN
E.110	FIRE & SAFETY
E.200	SLD
E.210	GND
E.220	CALCS
E.300	SIGNAGE 01
E.400	SPECS 01
S.000	STRUCTURAL
E.500	SITE VICINITY MAP
E.501	ENVIRONMENTAL RESOURCES
E.502	ENVIRONMENTAL RESOURCES 2
E.503	ENVIRONMENTAL RESOURCES 3

PROJECT TEAM

ENGINEER:  
 HENRY HOLBROOK HYDE III  
 HYDE RENEWABLES, INC.  
 4735 WALNUT STREET, SUITE #110  
 BOULDER, CO 80301  
 WWW.HYDERENEWABLES.COM  
 P: (720) 900-1009

SCOPE OF WORK

INSTALLATION OF A NEW BATTERY ENERGY STORAGE SYSTEM AND ASSOCIATED EQUIPMENT. THE SYSTEM WILL BE INTERCONNECTED IN AN EXISTING MEDIUM VOLTAGE UTILITY VAULT.



THESE DRAWINGS AND SPECIFICATIONS HAVE BEEN PREPARED BY HYDE RENEWABLES, INC. FOR THEIR EXCLUSIVE USE IN ACCORD WITH TITLE 20 SEC. 20-300-10 OF THE CONNECTICUT ADMINISTRATIVE CODE.

SCALE: AS NOTED  
 (PRINT ON 36"x24")

AR	L	90%	01/03/24
RK	K	REDLINES	12/07/23
RK	J	60% UPDATE	10/05/23
RK	H	60% UPDATE	7/31/23
RK	G	60% UPDATE	07/27/23
ST	F	REDLINES	06/12/23
ST	E	REDLINES	05/22/23
CB	D	60%	05/11/23
CB	C	30%	04/12/23
CB	B	INTXN DRAFT	02/08/23
CB	A	INTXN DRAFT	02/08/23
BY	REV	ISSUE	DATE

FIRM NAME AND ADDRESS  
 HYDE RENEWABLES, INC.  
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PROJECT NAME AND ADDRESS  
 Q CELLS  
 STATE PIER RD  
 STATE PIER RD  
 NEW LONDON, CT 06320  
 LAT=N 41° 21' 38.4"  
 LON=W 72° 05' 56.0"

PROJECT #: 069-1000

SHEET TITLE  
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 DATE E.000  
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 TRIPP HYDE

Figure 2. Project plans provided by the client.

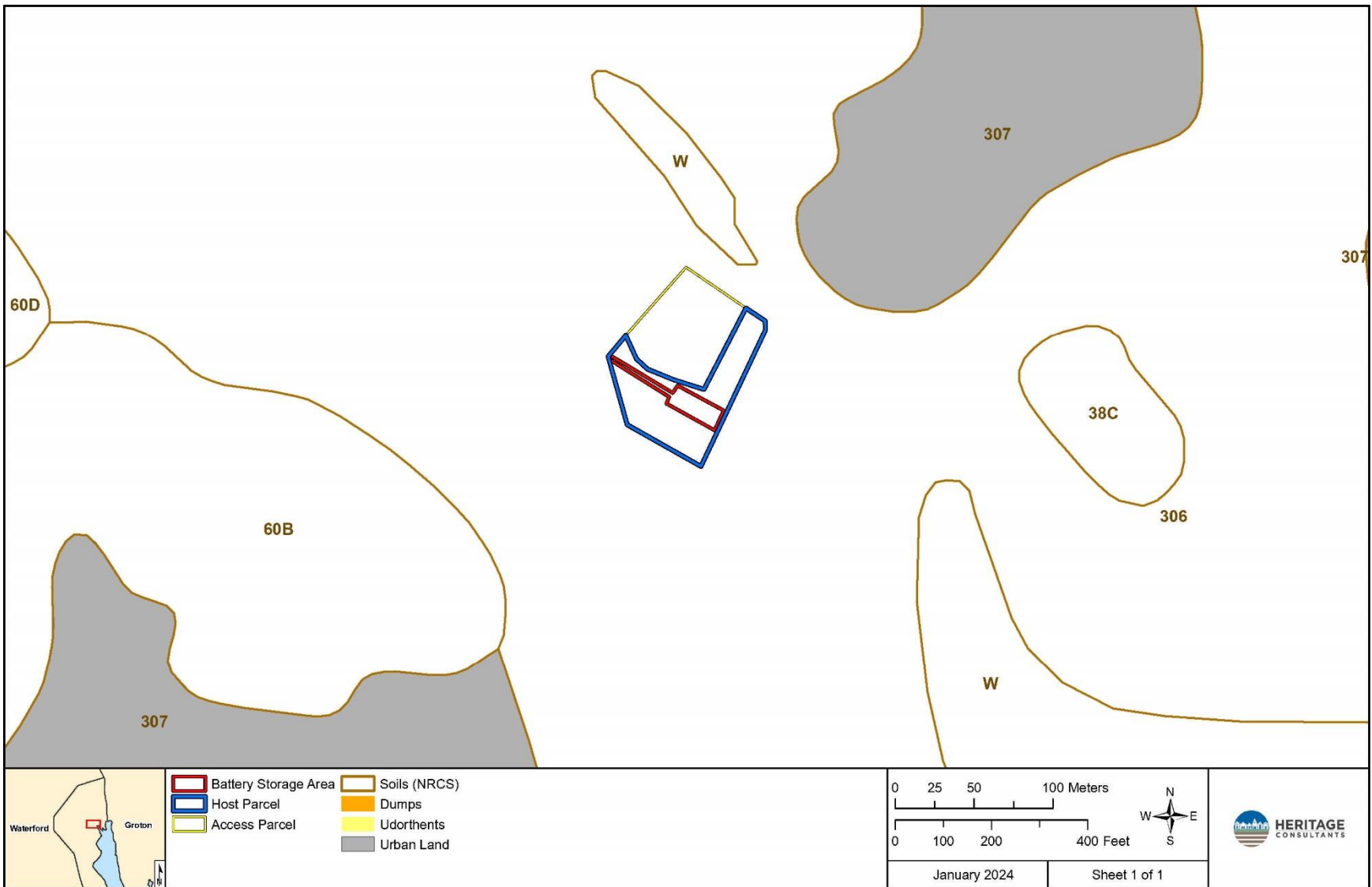


Figure 3. Digital map depicting the soil types present in the vicinity of the project area in New London, Connecticut.

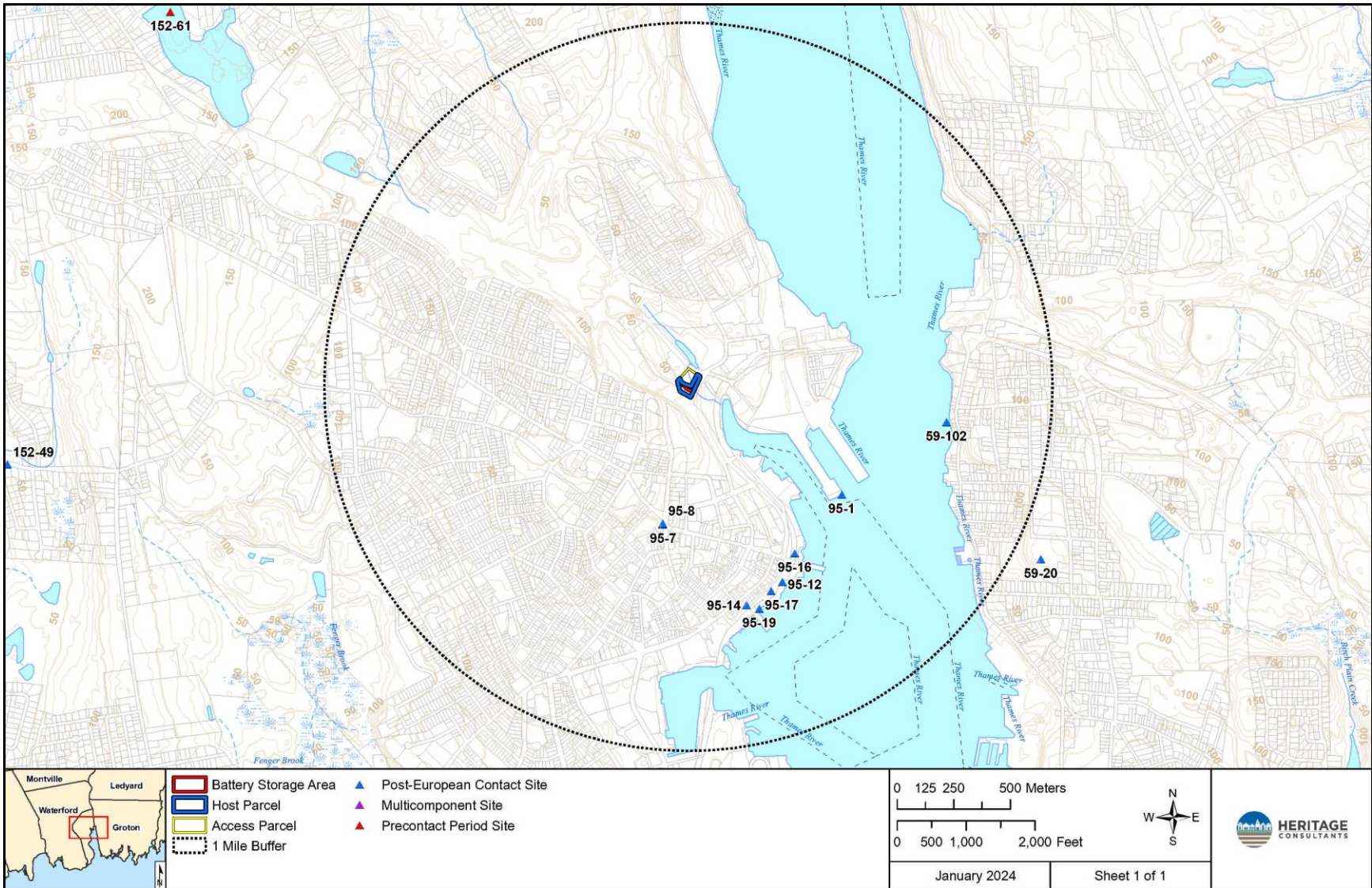


Figure 4. Digital map depicting the locations of the previously identified archaeological sites in the vicinity of the proposed project area in New London, Connecticut.



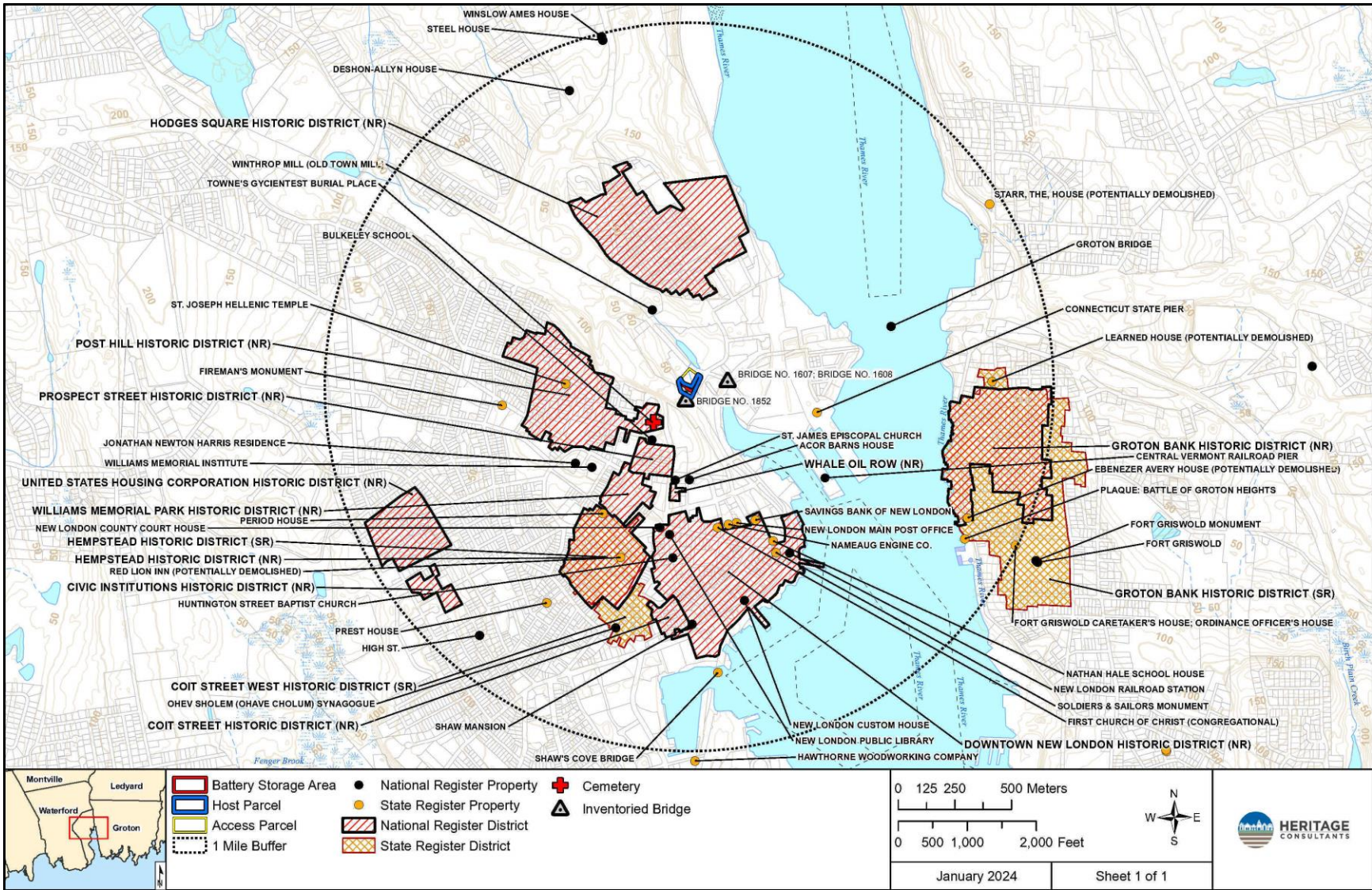


Figure 5. Digital map depicting the locations of the previously identified National Register of Historic Places and State Register of Historic places properties in the vicinity of the proposed project area in New London, Connecticut.



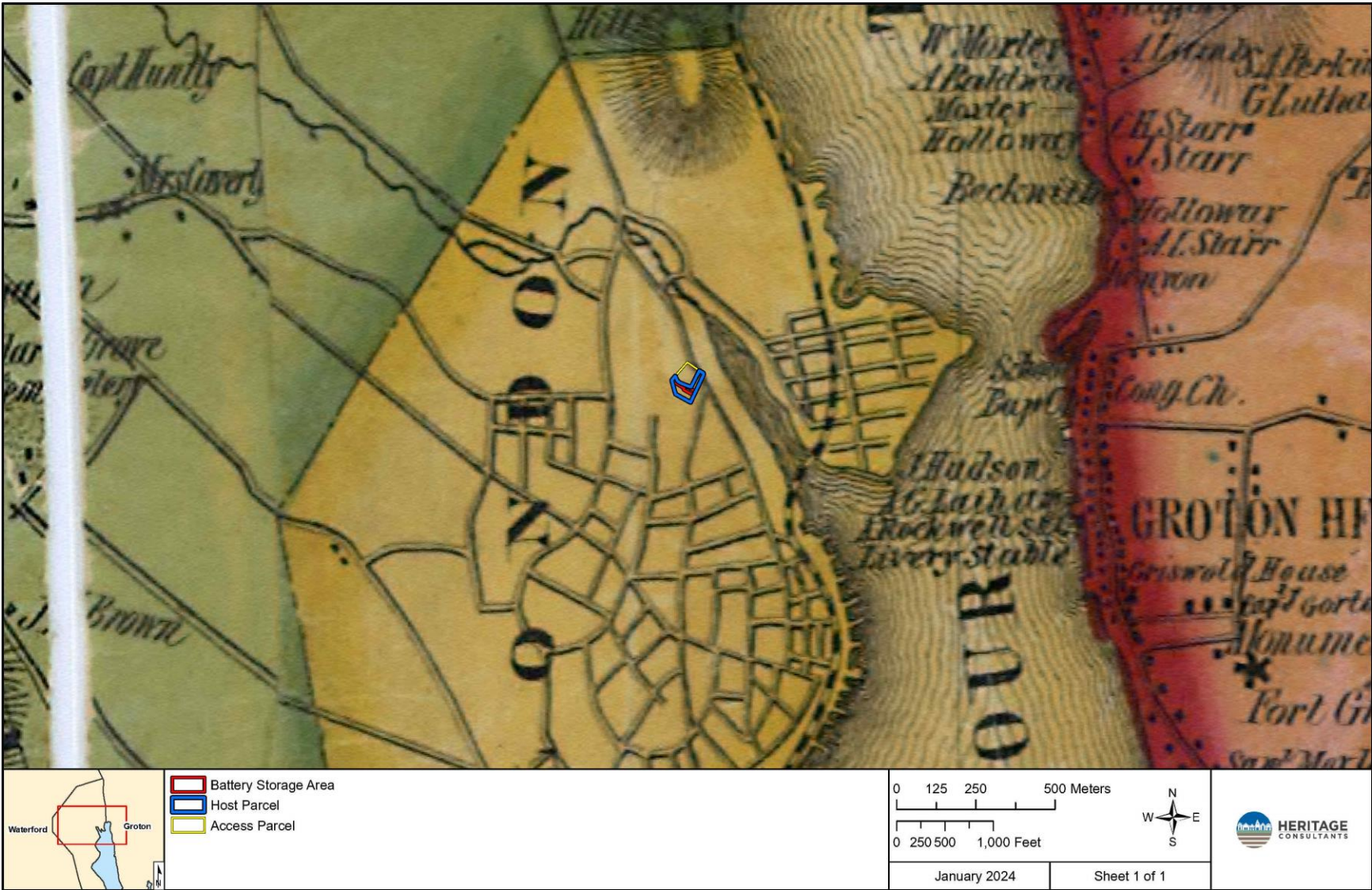


Figure 6. Excerpt from an 1854 map showing the location of the proposed project area in New London, Connecticut.





Figure 7. Excerpt from an 1890 map showing the location of the proposed project area in New London, Connecticut.





Figure 8. Excerpt from a 1934 aerial photograph showing the location of the proposed project area in New London, Connecticut.



Figure 9. Excerpt from a 1951 aerial photograph showing the location of the proposed project area in New London, Connecticut.





Figure 10. Excerpt from a 1970 aerial photograph showing the location of the proposed project area in New London, Connecticut.



Figure 11. Excerpt from a 2004 aerial photograph showing the location of the proposed project area in New London, Connecticut.



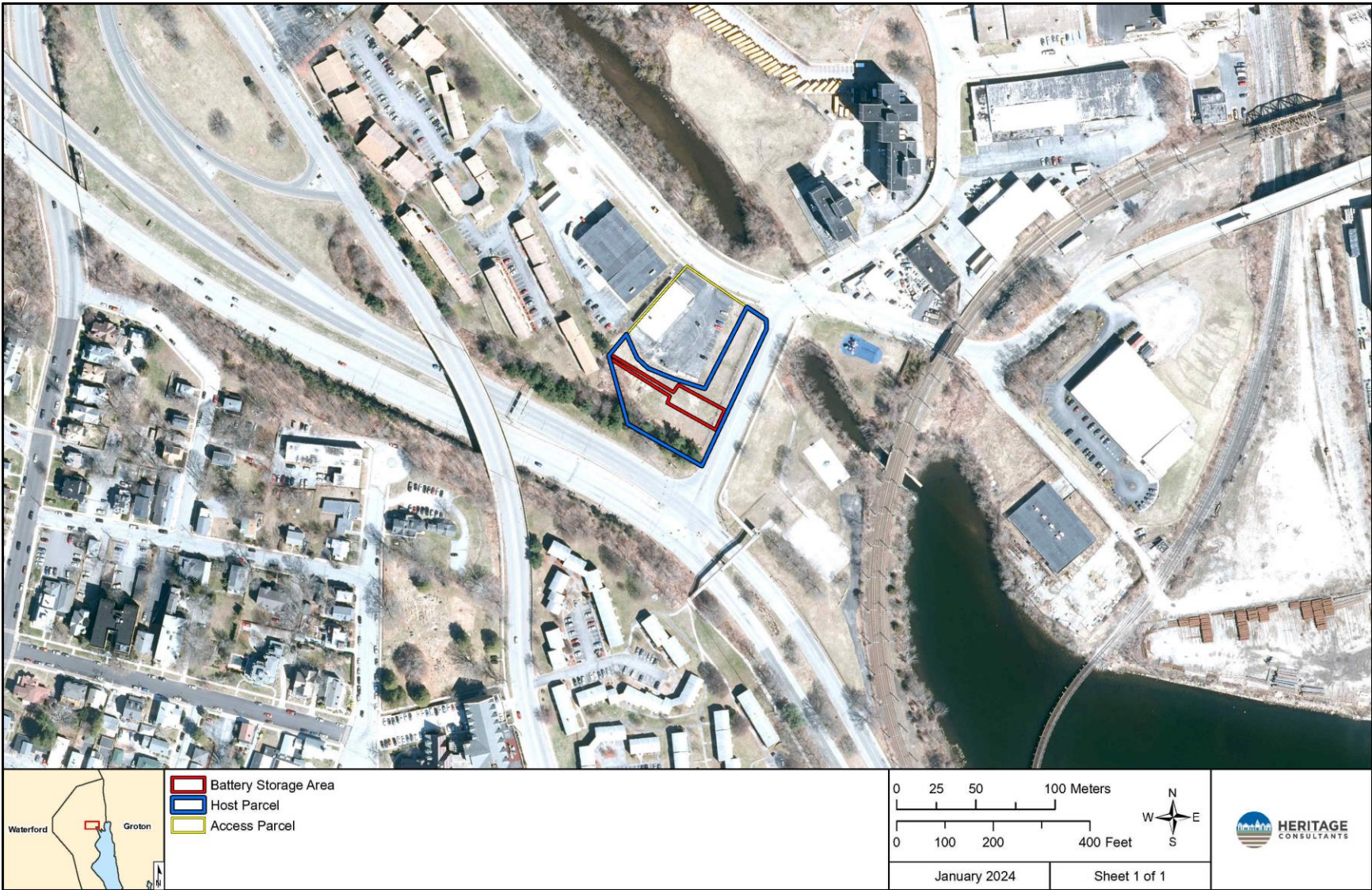


Figure 12. Excerpt of a 2019 aerial photograph showing the location of the project parcel and sensitivity areas in New London, Connecticut.





Figure 13. Excerpt of a 2018 aerial photograph with directional arrows of photo points taken of project parcel and sensitivity areas in New London, Connecticut.





Photo 1. Overview photo of a push pile within the project parcel. Photo taken facing southeast.



Photo 2. Overview photo of a parking lot and road situated in the eastern most corner of the project parcel. Photo taken facing southwest.





Photo 3. Overview photo of a concrete pad within the project parcel. Photo taken facing northwest.



Photo 4. Overview photo of buried gas and electric utilities. Photo taken facing north.



Photo 5. Overview photo from the southern most corner of the project parcel. Photo taken facing north.