

**CITY OF NORWALK
HARBOR MANAGEMENT COMMISSION
REGULAR MEETING
AUGUST 28, 2019**

ATTENDANCE: John Romano, Chairman; William Gardella, Alan Kibbe, Anthony Mobilia, Christopher MacDonnell, Dennis Santella, John Pinto, John Crespo, Jeff Mangels

OTHERS: Geoff Steadman, Consultant; Steven Bartush, Shellfish Commission; Pete Johnson, Shellfish Commission; Officer Gregg Scully, Norwalk Harbor Master; Robert Kunkel, Harbor Harvest, Marilyn Kunkel, Harbor Harvest; Stephen Kleppin, Planning and Zoning Director; Joe Schmierlein, Water Quality Chair; Debra Goldstein, Lisa Brinton, Nancy Chapman, Diane Cece

CALL TO ORDER/PLEDGE

Mr. Romano, the Chair, called the meeting to order at 7:36 p.m. He asked Mr. MacDonald to lead those present in reciting the Pledge of Allegiance.

ROLL CALL

A quorum was present.

• **Introduction of Guests** – Mr. Romano requested those present to introduce themselves. Following this, Mr. Romano introduced Mr. Robert Kunkel of Harbor Harvest who was present to give a presentation on the Federal Marine Highway Project.

• **Public Participation** – Ms. Debra Goldstein said that the agenda needs to be more robust. Mr. Romano explained that the agenda had been posted on the 27th and the request from Mr. Kunkle came on the 26th.

STAFF REPORTS

A. Harbor Master - Mr. Romano asked Officer Scully about the status of the DOT situation. Officer Scully said that there had been no response to recent inquiries. Officer Scully then presented his report to the Commission.

B. Consultant – Mr. Steadman said that his report would be presented during the discussions of committee reports.

SHELLFISH COMMISSION

Mr. Bartush presented his report and reviewed it with the Commissioners. (See attached)

CHAIRMAN'S REPORT.

Recognize Robert Kunkle to speak on his project, the issues he is having and how the Commission can help.

Mr. Romano then invited Mr. Kunkle to give his presentation to the Commissioners.

Mr. Kunkle came forward and spoke about his company, Harbor Harvest, which is involved in the Federal Marine Highway Project. The goal of the project is to reduce highway congestion by using the local waterways. For the last 10 years they have been trying to get this project going. The goal is to take trucks off the I-95 card to reduce congestion. He found that it's very difficult to compete with a truck rates. However, it takes 9 to 12 hours to truck cargo from Connecticut to Long Island, but only 45-60 minutes to cross Long Island Sound. Plus, with the new drone technology, product deliveries can start before the boat even docks.

Mr. Kunkle, who is a former chairman of the Short Sea Shipping Cooperative Program, was the designer and builder of the Maritime Aquarium hybrid vessel. He has now designed a catamaran capable of transporting 20,000 pounds of cargo and 50 people, which he hopes will soon shuttle between Norwalk and Long Island, as well as to other destinations along the Connecticut coast. The new vessel is a 65-foot catamaran with 18-foot breadth powered by lithium batteries. When fully loaded with 50 passengers and 20,000 pounds of cargo it draws 3 foot- 8 inches. Due to the lithium batteries, there is no exhaust discharge and therefore no environmental impact.

Mr. Kunkle believes that Norwalk Harbor will no longer be looked at as an exclusively recreational boating area, but as a harbor with a marine highway project that needs to be developed, dredged and kept viable. Currently, the boat has been in Norwalk Harbor twice, and Gov. Ned Lamont and his staff have been out for a tour. It has docking at Talmadge Brothers Oyster Company when the oyster boats are out, and is berthed in Huntington, N.Y., where a charging station has been constructed that will be fully operational next week.

Mr. Kunkle said Manresa Island might be used as a location for the potential business. One of the projects they have been working with Gov. Lamont is looking at properties that have either been underdeveloped or forgotten on the coast. They want to bring manufacturing into those properties, and then have the hybrids deliver products avoiding the use of highway trucking.

Harbor Harvest is also considering a ferry service from Stamford down into the Financial District of New York City along with a service that parallels the Metro North corridor between New Haven down to Bridgeport, Norwalk and Stamford. The trip to NYC will

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take 15 to 20 minutes longer than Metro North Railroad but will resemble a business airline with internet, television and food available on board. Ferry service for passengers will reduce the number of passenger vehicles on the local roads.

Mr. Kunkle concluded his presentation by thanking the Commission for the opportunity to present the project to them.

COMMITTEE REPORTS

a. Application Review. (See previous report.)

3 & 5 Raymond Street CAM Application. The applicant (Marco C. Perry), proposes to renovate the existing two-story structure and use it for multi-family purposes consisting of one live-work unit and two other residential units. The live-work space is 360 sq. ft. and two residential units are between 500 and 1,450 sq. ft. An addition is planned as well as an on-grade patio covered with a pergola and a driveway. One parking space will be located within the building and one planned on-grade to the east of the existing structure. Landscaping parking and covered area for the residents are proposed on the lot identified as 5 Raymond Street.

Dr. Pinto gave a brief overview of the application. The location was about 1/4 mile from the river and the run off would be handled through the City storm water system. A short discussion followed and it was determined that the Harbor Commission had no objections to the application.

**** MR. GARDELLA MOVED TO APPROVE THE CAM APPLICATION FOR 3 & 5 RAYMOND STREET AS PRESENTED.**

**** MR. MACDONNELL SECONDED.**

**** THE MOTION PASSED UNANIMOUSLY.**

10 South Smith, Norwalk, CAM Application. The applicant, Jim DiPasquale, proposes to construct a new 1-story contractor's office with a new driveway and site improvements. Proposed development will increase the impervious area on this site resulting in higher peak runoff rates. Installation of a proposed stormwater retention system is expected to maintain original flow patterns and will not increase peak runoff for a 24-year storm event. With controlling stormwater peak runoff, the proposed design incorporates stormwater treatment to control pollution and provide groundwater recharge capacity. Minimized sediment and erosion impacts during construction are expected and no adverse impacts to adjoining properties are expected after completion.

The parcel is across the street from the WPCA. Mr. Steadman said that it appears that this request was consistent with the Harbor Management Plan. He said that if the storm

water management system is maintained, there should not be a problem. The new system will be an improvement.

**** MR. KIBBE MOVED TO APPROVE THE CAM APPLICATION FOR 10 SOUTH SMITH STREET AS IT WOULD IMPROVE THE STORM WATER QUALITY AND IS CONSISTENT WITH THE NORWALK HARBOR MANAGEMENT PLAN.**

**** MR. GARDELLA SECONDED.**

**** THE MOTION PASSED UNANIMOUSLY.**

O&G Industries – COP Application – The applicant proposes to complete dredging of pre-existing contaminated material within the Norwalk River in the vicinity of 34-50 Smith Street that according to DEEP must be remediated. Approximately 1,290 cyds of contaminated sediment are to be dredged, utilizing a long reach hydraulic excavator operated from a spud barge. The entire barge will be maneuvering within a movable boomed turbidity curtain. Dredged material will be placed in a sealed bottom scow or removed to a contained dewatering area on the upland aggregate storage area prior to disposal at an appropriate upland waste facility. This latter approach is contingent upon receiving ACOE/DEEP permission for open water disposal. In addition, the application proposes to complete maintenance dredging of an additional 1010 cyds along the barge berthing area and bulkhead of 34 Smith Street.

Dr. Pinto said that that O&G Industries requested that their application be postponed pending determination of proper disposal area for dredged material.

b. Mooring and Harbor Safety -- See attached report.

c. Finance -- Mr. Mobilia reviewed the finances with the Commissioners.

d. Plans and Recommendation - Mr. Santella asked the Commissioners to let him know if there was anything needed to be included in the Norwalk Harbor Management Plan.

e. Newsletter/Website – Mr. Romano said that the newsletter Committee needs to get together and work on the newsletter.

f. Water Quality - Mr. Schnierlein said that the Health Department had contacted him regarding two toxic chemicals perfluoroalkyl and polyfluoroalkyl (PFAS) These are all man-made substances which are known to create health problems and were recently found in two First Taxing District wells. The wells were shut down. The First Taxing District wells, which have been shut down, were tested at 38 parts per trillion. This is well below the EPA's advisory of 70 parts per trillion. (See attachment.)

Mr. Schnierlein said Thursday that PFAs were also found in Second Taxing District water. The South Norwalk Electric & Water (SNEW) website states that a barely detectable level of Perfluorooctanoic acid (PFOA), a type of PFA, was found in its water.

Mr. Schnierlein gave a summary of the history. He said that people demanded products such as non-stick cookware, fire-retardant clothing and raincoats, which resulted in the widespread use of PFAs and its presence in water around the world.

Firefighting foam, which also contains PFAs, is mandatory at airports. There are 51 airports in Connecticut. Mr. Schnierlein said that the foam can leech into any nearby streams or farms as runoff that finds its way into adjacent open fields. Many airports are located near farm fields or other open areas for safety reasons.

Dr. Pinto mentioned polybrominated biphenyls, chemicals that were added to plastics used in a variety of consumer products, and that have unclear effects on human health. There are millions of pounds of the chemicals all fall under the category of endocrine disruptors in the environment. Because studies are done on one chemical at a time, there's limited research on the effects of combined chemicals bioaccumulating in bodies.

Activated charcoal filters can help remove the chemicals from the water supply but research shows reverse osmosis filters are the most successful. However, it's also critical that the filters are changed regularly to avoid just pumping it right back into the drinking water.

g. Bridge Walk Bridge Project. Discussion in preparation of DOT attendance at September 25th Commission meeting. Commission need to review information gathered on the simulated docking maneuvers for Maritime and Seaport Vessel relocation. The DOT plans to submit their structures and dredging permit to CTDEEP on September 3rd. In addition, at the September 25th meeting, the Connecticut DOT will present project DOT102-295 which entails the Saugatuck River project, along I-95 to the Norwalk River – Yankee Doodle Bridge. DOT plans to review the Yankee Doodle Bridge restoration project, in particular, drainage improvements/upgrades and a small tidal mitigation area along Hendricks Avenue under the Yankee Doodle Bridge.

There was no additional information available on this project.

APPROVAL OF MINUTES

**** MR. MOBILIA MOVED TO APPROVE THE MINUTES OF JUNE 26, 2019.**

**** MR. KIBBE SECONDED.**

**** THE MOTION TO APPROVE THE MINUTES OF JUNE 26, 2019 AS SUBMITTED PASSED UNANIMOUSLY.**

NEW BUSINESS/OLD BUSINESS

There was no additional business to consider at this time.

ADJOURNMENT

- ** MR. SANTELLA MOVED TO ADJOURN.**
- ** MR. MOBILIA SECONDED.**
- ** THE MOTION PASSED UNANIMOUSLY.**

The meeting adjourned at 8:49 p.m.

Respectfully submitted,

S. L. Soltes
Telesco Secretarial Services

ATTACHMENTS



8/28/19

27 August 2019
Norwalk Shellfish Commission
137 East Avenue
Norwalk, CT 06851

Norwalk Shellfish Commission Report to Norwalk Harbor Management Commission:

1. 8.49" of rain in July. ~~32-year average is 3.45"~~
 - a. Five closures for Cooke's Ground (for over 0.5"). July 12, 17, 22.
 - b. Three closures in the CAA (1-1.49"). July 17, 22.
 - c. One closure in the CAA1DN (>1.5"). July 17, 22.
 - d. Two bypass reports in July. Both at 60 South Smith Street for storm flow.
 - i. July 17 (5.04 inches of rain, 320,000 gallons).
 - ii. July 22 ((1.55 inches of rain, 110,000 gallons).
 - e. 1607 July Advisory hotline [(203) 838-9807] calls.
 - i. Commissions of Norwalk & Westport: Recreational shellfishing OPEN since August 14.
 - ii. Town of Darien: Recreational shellfishing OPEN.
2. 26 Shorefront Park violations on DEEP NOV #LIS-2018-4009-V.
 - a. Waiting for new COP.
3. 52 Shorefront Park DEEP Permit Consultation Form completed.
 - a. Pier needs to be 7' high at its bottom to clear Northern edge of *Spartina*, this would also give the required 5' ROW clearance.
 - b. Recommending 250 sq. ft. *Spartina* remediation based on doubling the piles and dock area to be disturbed.
 - c. Recommending same "L" shaped configuration, but with waterward terminus of dock (not pier) at *Spartina* edge.
 - d. Winter removal of lift mechanism extending waterward from dock required for permanent shoreline seed oyster access.
 - e. Boats should only be allowed beyond *Spartina* and with above configuration.
 - f. No structure or vessel may rest on the bottom at low tide.
 - g. Only the specified Zodiac-type vessel dockage. Any other vessel must be smaller.
 - h. Full application and DEEP approval should consider multiple neighbors' approval in writing due to significant sightline disruption.
4. 12 Shorehaven Road DEEP Permit Consultation received.
5. NSC Walk Bridge outstanding items. DOT asking for sign-off by 3 September.
 - a. Allowable NTUs and/or % over turbidity background.
 - b. Written post-turbidity exceedance investigation and action plans.
 - c. Initial/pre-construction sentinel stations data per #1 above. With consultant.
 - d. Telemetry and/or data reporting format and timing from sentinel stations.
 - e. Final dredging spoils haulout location(s). Currently Coastwise/Neptune site.
 - f. Work barge stationing. Industry rejects Sheffield Harbor site. NRG?
 - g. Possible inclusion of Eversource twin 115kV cables within/near DOT traction/comms/bridge power cut and cover.
 - h. Final written/charted low salt marsh remediation plans. Received.
6. Next Meeting: Thursday 5 September 2019 19:00; Health Department.

8/28/19

- h) Testing has not been done on shellfish or fish in Long Island Sound.
- i) Not removed by sewage treatment.

<https://www.epa.gov/pfas/basic-information-pfas>

Basic Information on PFAS

What are PFAS?

Per- and polyfluoroalkyl substances (PFAS) are a group of man-made chemicals that includes PFOA, PFOS, GenX, and many other chemicals. PFAS have been manufactured and used in a variety of industries around the globe, including in the United States since the 1940s. PFOA and PFOS have been the most extensively produced and studied of these chemicals. Both chemicals are very persistent in the environment and in the human body – meaning they don't break down and they can accumulate over time. There is evidence that exposure to PFAS can lead to adverse human health effects.

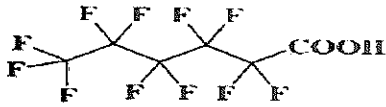
PFAS can be found in:

- **Food** packaged in PFAS-containing materials, processed with equipment that used PFAS, or grown in PFAS-contaminated soil or water.
- **Commercial household products**, including stain- and water-repellent fabrics, nonstick products (e.g., Teflon), polishes, waxes, paints, cleaning products, and fire-fighting foams (a major source of groundwater contamination at airports and military bases where firefighting training occurs).
- **Workplace**, including production facilities or industries (e.g., chrome plating, electronics manufacturing or oil recovery) that use PFAS.
- **Drinking water**, typically localized and associated with a specific facility (e.g., manufacturer, landfill, wastewater treatment plant, firefighter training facility).
- **Living organisms**, including fish, animals and humans, where PFAS have the ability to build up and persist over time.

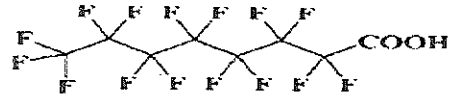
Certain PFAS chemicals are no longer manufactured in the United States as a result of phase outs including the PFOA Stewardship Program in which eight major chemical manufacturers agreed to eliminate the use of PFOA and PFOA-related chemicals in their products and as emissions from their facilities. Although PFOA and PFOS are no longer manufactured in the United States, they are still produced internationally and can be imported into the United States in consumer goods such as carpet, leather and apparel, textiles, paper and packaging, coatings, rubber and plastics.

PFAS and PFOS Primer

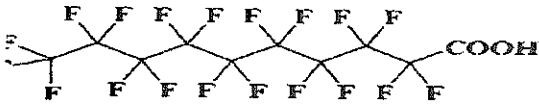
PFAS and PFOS are long chained organic compounds that are water soluble and can bioaccumulate in organisms. Examples:



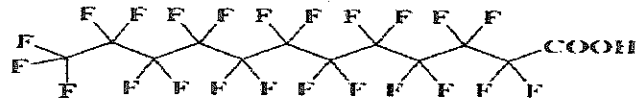
Perfluorohexanoic acid
PFHxA



Perfluorooctanoic acid
PFOA



Perfluorodecanoic acid
PFDA



Perfluorododecanoic acid
PFDoDA

- There are several compounds that fall into the categories of PFAS and PFOS. These compounds do not occur naturally and are man made and can be found in fire-fighting foam, industrial lubricants, Teflon and other non-stick surfaces, Gore-tex, food packaging material, textiles, wax, polishes, paint, cleaning products for paint and carpets and semiconductor industry.
- PFAS and PFOS has been found in the First and Second taxing districts water supplies. They are significantly below the standards that the EPA mandates to report (70 parts per trillion), but they have reported it to the State and public users.
- They can impact low birth weights, cause cancer, effects on immune systems and thyroid hormone distruption.**
- The two wells that have the greatest concentration of PFAS and PFOS in the First Taxing district water dept. have been taken off line.
- Presently, there is only one lab in the State authorized to do the testing and has the equipment to do the testing. Apparently, from conversations with people within the State there are 6 others in the East that can also do it.
- Activated charcoal water filters can help remove them from water supply, but most data indicates that reverse osmosis filters are the most successful at removal.
- Testing has not been done on the Norwalk River, Silvermine River or Five mile River, To the best of my knowledge it has only been done on the Farmington River.