

**CITY OF NORWALK
APPLICATION REVIEW COMMITTEE
JANUARY 22, 2020**

ATTENDANCE: Dr. John Pinto, Chair; Alan Kibbe

OTHERS: Steve Bartuch, Shellfish Commission; Geoff Steadman,
Consultant; Bruce Lovallo, Deputy Harbor Master

Dr. Pinto called the meeting to order at 6:36 p.m.

1. ACTION ITEM:

Proposed Harbor Commission's letter to DEEP regarding DOT's Plans for relocating and stationing of vessels in Norwalk Harbor.

Mr. Steadman distributed drawings and photos of the proposed location for vessel relocation. He also presented a Harbor Management Commission report dated February 27, 2019 listing outstanding issues. Dr. Pinto explained that when the DOT created the plan, they did not come up with a risk evaluation. Mr. Steadman said that the DOT submitted its permit application to DEEP without the signed pre-application form from the Harbor Management Commission.

Regarding the DOT's vessel relocation study, the DOT had said they had left it up to the vessel captains to select the best option for vessel relocation and the DOT came up with a plan to move the docks and dredge the selected area. In a December meeting with the United States Coast Guard, representatives of the Coast Guard, DOT, Harbor Management Commission, Shellfish Commission, Norwalk Marine Police Division, and the Harbor Master went to the site and discussed the proposed relocation of the vessels. The Harbor Master and representatives of the Marine Division said they cannot not approve of the relocation plan.

Following that meeting, it was recommended by the Harbor Master and Harbor Management Commission that the DOT evaluate other sites for vessel relocation on the south side of the Stroffolino Bridge.

The current plan is to relocate the two docks to just north of the bridge and dredge that area. Mr. Steadman said the DEEP is reviewing the permit application and they will be providing a notice of insufficiency to the DOT. DEEP will take into consideration any comments submitted now. Mr. Steadman suggested telling them that keeping the barges between the two bridges is unacceptable. In addition, the Harbor Master determined that he would not agree to the current proposal.

Mr. Bartush said he did not think the vessel captains could pilot the boats in the restricted area.

Mr. Steadman offered the following letter:

The NHMC approved a motion to transmit the following comments and recommendations concerning the Applicant's proposed vessel relocation plans to DEEP, the Applicant, and other affected parties.

1. The NHMC, in coordination with the State of Connecticut Harbor Master for Norwalk and the Norwalk Police Department Marine Division, has continued to review the Applicant's proposed vessel relocation plans included in the Applicant's Walk Bridge Structures, Dredging and Fill Permit application to DEEP and as shown on [map references to be added] and described in the Applicant's Vessel relocation Study [add date]. The purpose of this review has been to evaluate the consistency of the proposed plans with the Norwalk Harbor Management Plan.
2. In accordance with the Harbor Master's statutory responsibility for safe and efficient operation of Norwalk Harbor and authority for stationing vessels pursuant to Sec. 15-8 of the General Statutes, the Harbor Master has determined that the Applicant's proposed vessel relocation plans are not consistent with goals for safe and efficient operation of Norwalk Harbor, present an unacceptable risk to public safety, and should not be approved.
3. The NHMC finds that the Applicant's proposed vessel relocation plans for continued operation of the Maritime Aquarium and Norwalk Seaport Association vessels carrying passengers in the area between the Walk and Stroffolino bridges during the multi-year Walk Bridge replacement project is not consistent with provisions of the Norwalk Harbor Management Plan concerning public health, safety, and welfare, including provisions concerning navigation safety.
4. The NHMC recommends that DEEP direct the Applicant to: 1) identify and evaluate alternative vessel relocation sites outside of the area between the Walk and Stroffolino bridges; and 2) remove the current vessel relocation plans from the submitted application.

It was agreed that copies of the letter would be sent to the Maritime Aquarium, Norwalk Seaport Association, CT DOT, U.S. Coast Guard, and Harbor Master.

Dr. Pinto suggested the Harbor Master craft his own letter to the New Haven, CT and NY Coast Guard.

The Committee members discussed the letter and the outstanding issues.

The Committee will bring the proposal letter to the Harbor Management Commission.

DISCUSSION ITEMS:

State statutes regarding Harbor Master's authorities to relocate vessels; DOT's relocation plans for Maritime Aquarium and Seaport Vessels; Stationing of work barges and vessels during and prior to Walk Bridge construction projects.

Postponed Applications due to Applicant's request and/or insufficient information

25 Van Zant Street CAM Application: The Applicant, Winthrop Baum, proposes to remodel an existing Office Building (mixed use, industrial 1) to house several Trade Schools within a newly designed Workforce Training Center (230, 000 sq ft). Several proposed tenants that will occupy space will provide vocational, remedial, and technical training that will include but not be limited to such professions as Auto Mechanics, Welding, Plumbing, Electrical, Cosmetology/Hair Dressing, Nursing, Medical Assistants, Robotics, English as a Second Language, Information Technology, Carpentry, and Real Estate.

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 cys 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 into 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 1,010 cys along the barge berthing area and bulkhead of 34 Smith Street.

**** MR. KIBBE MOVED TO ADJOURN**
**** MOTION PASSED UNANIMOUSLY**

There was no further business and the meeting was unanimously adjourned at 7:27 p.m.

Respectfully submitted,

Rosemarie Lombardi
Telesco Secretarial Services