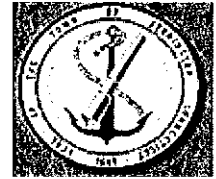




Stonington Harbor Management Commission

Special Meeting – October 7, 2019 Minutes by (Melanie Degler, Secretary)



1. Call to Order:

Chairman Spalding called the Special meeting to order at 6:34 PM.

Attending: Chairman Spalding, Vice Chairman Diggs, Secretary Degler, Treasurer Crites, Commissioners Anderson, Johnston (partial), MacKinnon, O'Neill, Smith, Harbormaster Donch and Assistant Harbormaster Estabrooks

Absent: Commissioner Rose

2. Public Outreach Presentation by Bill Heiple, Sr Project Manager with StanTec, regarding the Breakwater: See attached presentation

- Coast Guard Aid to Navigation at the end of the Breakwater is the responsibility of the US Coast Guard for all repairs.
- The last damage to the Breakwater was possibly caused by the 1938 Hurricane. No major damage has been seen in the last forty (40) years.
- StanTec Coastal Engineers recommend Alternative #4 without the step, but including the small walkway viewing area.

3. Public Comment:

- Why do we need a viewing area that requires ADA requirements?
- Strong sentiment of a viewing area is wanted.
- Will the bollards from the historic photographs be included in the new design?
- We are looking for recreational use, a commercial need is not necessary.
- Recommend only dawn to dusk use of the Breakwater.
- Have any studies been done to increase the height of the Outer Breakwater to protect this Breakwater?
 - *StanTec commented this would be complicated and would require new permits for this Breakwater project.*
- Should the Gloucester, Massachusetts Breakwater be reviewed for design details as it is similar to our Breakwater?
- We should ensure this Breakwater is fully ADA compliant, not just wheelchair accessible, such as including visual and hearing compliancy, if we choose to allow partial access to the Breakwater.
- A full walkway access would be difficult to maintain for future maintenance needs.
- Do we really need to further fund this project if there has not been that much deterioration since after the 1938 Hurricane?
- The Stonington Historical Society does not need to approve this Project.
- The final decision for the Project will be made by the Town of Stonington Board of Selectman, since the Breakwater is Town owned, not Borough owned.
- Our community should have input into picking one of the StanTec alternatives to suggest to the Town Board of Selectman.
- We need to know how the Town of Stonington plans to fund this project going forward.

- This current grant cannot pursue a historical aspect at this time. Future grants/ permitting may request a historical aspect.
- All further public comments should be directed to Scot Deledda, P.E., Town of Stonington Engineer (860-535-5076).

4. Minutes:

The Minutes of the September 9, 2019 meeting were reviewed.

Acceptance of the September minutes were so moved by Commissioner Anderson, seconded by Commissioner MacKinnon and the motion was approved unanimously.

The following ACTION ITEMS remain open:

ACTION ITEM #1: Harbormaster Donch has an appointment with Michael Peyton, CT DEEP, to review the permits for the four channel buoys located in the north area of the harbor and Mr. Peyton will then submit the paperwork for completion by the Federal Agency. *Still Awaiting a response from Mr. Peyton.*

ACTION ITEM #2: Harbormaster Donch will establish a DropBox account to add his Grid Worksheet for all Commissioners to review. This will be for reference only. This will allow all Commissioners to see an up-to-date version of the Harbor mooring field locations.

ACTION ITEM #3: All Commissioners will activate a DropBox Account to allow them access to view the above referenced Harbormaster Grid Worksheet.

ACTION ITEM #4: Secretary Degler will contact the Stonington Town Clerk's office to further discuss having the 2017, 2018 and 2019 SHMC Newsletters posted on the NEW Town website (previously sent via email to the Town IT department for posting).

4. Correspondence:

In Jurisdiction:

- The Fullerton and O'Callahan Dock Projects were discussed with Docko representative, Keith Nellson, and again TABLED to the next meeting, to allow the Harbormaster to physically review the channel levels, rock locations and public safety concerns expressed.
 - Representatives from Walkers Dock Marina and members of the public voiced their concerns related to public safety of both Projects with relation to their proposed dock lengths, obstructing access to the channel area and the need for boat lifts with both docks.
 - Commissioners voiced the same concerns and requested Docko to seek revisions to both of the Plans and come back to the Commission with the changes for further review.

ACTION ITEM #5: Harbormaster Donch will physically review both of the Project locations, channel levels, rock locations and public safety concerns expressed at the meeting, after Docko has installed the location markers in the channel area. He will then report back to the Commission at the next meeting.

Acceptance to again Table the review of the two projects was so moved by Commissioner Anderson, seconded by Commissioner Smith and the motion was approved unanimously.

Out of Jurisdiction: deJong Property on Wamphassuc Point.

This Project location is on the Lords Point side of the property, not on the Wamphassuc Point, Stonington Harbor side, so the Project is not in the Stonington Harbor Commission's jurisdiction.

5. Treasurer's Report

The Financial Report for September 2019 was reviewed and attached to these minutes.

Acceptance of the Treasurer's Report was so moved by Commissioner Anderson, seconded by Commissioner MacKinnon and the motion was approved unanimously.

6. Harbormaster's Report

The Harbormaster's September 2019 Report was reviewed and attached to these minutes.

Acceptance of the Harbormaster's Report was so moved by Commissioner Anderson, seconded by Commissioner O'Neill and the motion was approved unanimously.

ACTION ITEM #6: Harbormaster Donch asked all Commissioners to contact him if they are interested in attending with him, the Online Moorings Seminar and presentation of services, on Thursday, October 17, 2019, at the Portsmouth Police Department in Portsmouth, RI.

ACTION #7: All Commissioners are to send their end of year Harbor Surveys to the Harbormaster as soon as possible.

9. Adjournment:

Chairman Spalding so moved for the meeting to be adjourned, Commissioner Smith seconded, and the motion was approved unanimously. The meeting was adjourned at 9:27 PM.

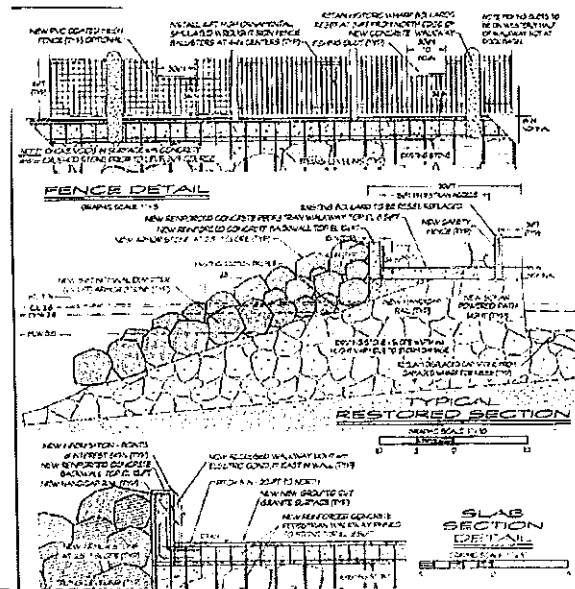
Approved: Jay Spalding Date: 10/21/2019
Jay Spalding - Chairman SHMC

Attachments:

- Stonington Harbor Breakwater Presentation from StanTec
- Treasurer's Report
- Harbormaster's Report

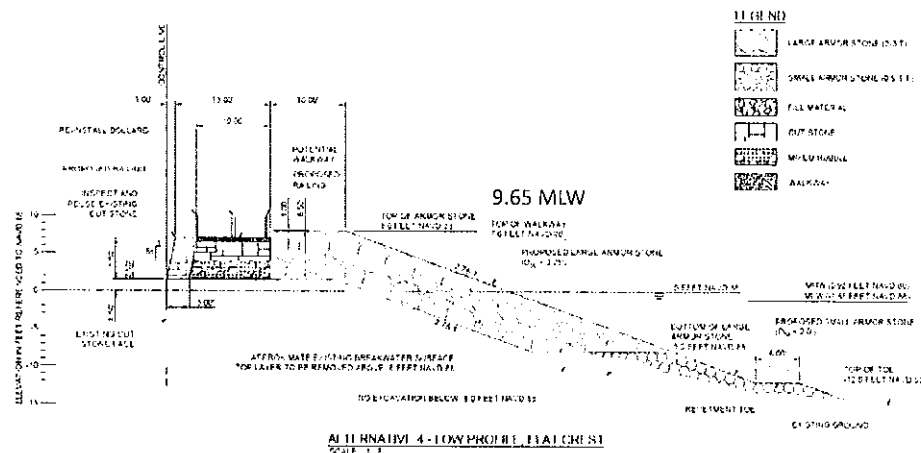
Alternative 3 – Permitted Concept

- Level existing top stone
- Pour leveling course of concrete
- Pour concrete walkway to elevation 8.5' MLW (6.85' NAVD)
- Pour concrete backwall to elevation 12' MLW (10.35' NAVD)
- Install 6,000 cy nominal 5-ft diameter stone on south face



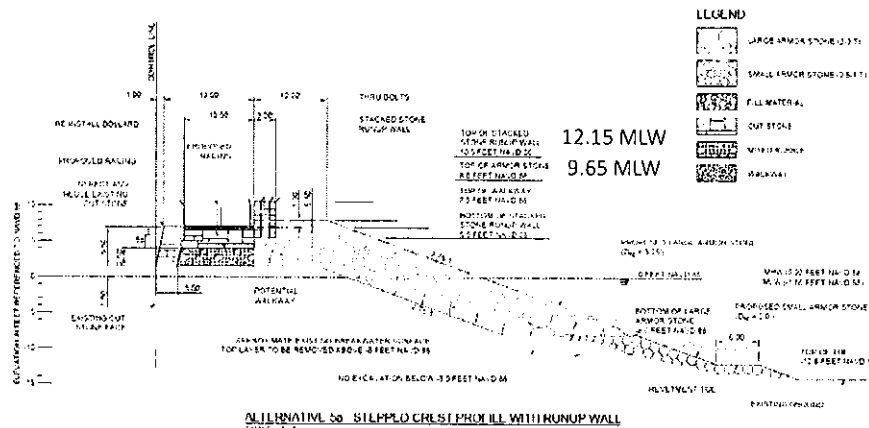
Alternative 4 – Flat Crest

- Remove top layers of stone
- Stack flat stones for walkway and dowel together
- Place small and large armor stone on south face (per USACE CEM, need two armor stones minimum thickness and three stones top width)
- Finish walkway area as needed



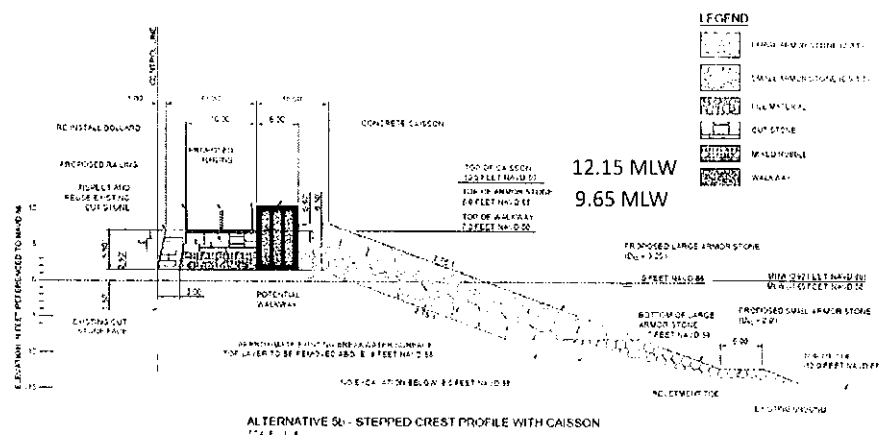
Alternative 5a – Stepped Crest Profile with Stone Runup Wall

- Remove top layers of stone
- Stack flat stones for walkway and run up wall and dowel together
- Place small and large armor stone on south face
- Finish walkway area as needed



Alternative 5b – Stepped Crest Profile with Caisson Run Up Wall

- Remove top layers of stone
- Stack flat stones for walkway and dowel together
- Install precast concrete caisson for run up wall (better stability than stone)
- Place small and large armor stone on south face
- Finish walkway area as needed



Alternative 6 – Higher Still?

Potentially Add Another 3'+- Thick Layer of Armor Stone

New Top of Armor Elevation of 12.65' MLW

New Run Up Wall Elevation of 15.15' MLW

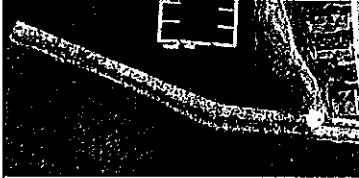
Additional 30-40%+- cost for rarely needed protection? Risk management decision.

Note: Better protection to much more of harbor provided if outer breakwaters raised 3'.

Summary of Renovation Alternatives Inner Breakwater - Stonington, Connecticut October 7, 2019 DRAFT							
Renovation Alternatives	Description	Estimated Construction Cost	Durability	Resiliency	Constructability	Environmental Impacts/ Permitting Requirements	Viewshed/Aesthetics
1. No Action	No change	\$0	<ul style="list-style-type: none"> Structure functionally degraded, will continue over time. 	<ul style="list-style-type: none"> NA 	<ul style="list-style-type: none"> NA 	<ul style="list-style-type: none"> No additional permitting required 	<ul style="list-style-type: none"> No Change
2. Reconstructed in Kind	Rebuild elevation approx. 12' MLW and reconstruct to original dimensions with minimum of new imported stone	\$2.73 MM	<ul style="list-style-type: none"> Single layer armor stone Armor stone undersized Armor stone stacked, not interlocking 	<ul style="list-style-type: none"> Stone still undersized and likely to become displaced Overlapping several times per year 	<ul style="list-style-type: none"> Difficulty Level: High (and placement impaired) Cost: \$ 	<ul style="list-style-type: none"> No additional permitting required Minimal new stone required 	<ul style="list-style-type: none"> Maintains historic aesthetic Low Visual Impacts
3. Permitted Concept	Rebuild elevation approx. 6' MLW. Over-sized single armor stone layer with reinforced concrete walkway. Armor and wall elevation 12' MLW	\$5.22 MM	<ul style="list-style-type: none"> Armor stone oversized single layer Rigid walkway, non-slip for walking over time as units move Vulnerable to toe slip 	<ul style="list-style-type: none"> The fixed concrete walkway will suffer damage when armor stone shifts and adjusted during major storm events; maintenance and repair will be required Overlapping - 1 time per every 5 years 	<ul style="list-style-type: none"> Difficulty Level: High Establishing the new slope toe will be difficult Requires concrete to be poured in place; hauling and concrete delivery difficult Cost: \$\$\$ 	<ul style="list-style-type: none"> No additional permitting required 	<ul style="list-style-type: none"> Possible perceived visual impacts due to runup wall crest height
4. Low profile flat crest	Reconstruct breakwater to original footprint (no runup wall). Crest elevation 9.65' MLW	\$4.71 MM	<ul style="list-style-type: none"> Double layer armor stone sized for 50 yr wave 	<ul style="list-style-type: none"> The larger armor stone will offer better protection compared to existing Overlapping - 1 time per every year 	<ul style="list-style-type: none"> Difficulty Level: Moderate Requires removal of top armor layer for grading and dressing of slope, reusing existing cut stone where possible Cost: \$\$ 	<ul style="list-style-type: none"> Additional rock volume and area of placement required (at toe where necessary for stability) may require permit modification 	<ul style="list-style-type: none"> Low visual impacts
5. Stepped crest profile with runup wall - Stepped Cut Stone	Same as 4, with runup wall. Crest elevation 9.65' MLW. Wall elevation 12.15' MLW	\$4.71 MM	<ul style="list-style-type: none"> Double layer armor stone sized for 50 yr wave 	<ul style="list-style-type: none"> Runup wall will have limited lateral load capacity and require maintenance and repair following major storms Overlapping - 1 time per every 5 years 	<ul style="list-style-type: none"> Difficulty Level: Moderate Requires removal of top armor layer for grading and dressing of slope, reusing existing cut stone where possible Runup wall will require thru hole Cost: \$\$ 	<ul style="list-style-type: none"> Additional rock volume and area of placement required (at toe where necessary for stability) may require permit modification 	<ul style="list-style-type: none"> Possible perceived visual impacts due to runup wall crest height The runup wall will fit well with the existing "flat granite aesthetic"
6. Stepped crest profile with runup wall - Caisson	Same as 4, with runup wall. Crest elevation 9.65' MLW. Wall elevation 12.15' MLW	\$5.04 MM	<ul style="list-style-type: none"> Double layer armor stone sized for 50 yr wave 	<ul style="list-style-type: none"> The caisson runup wall will be very stable and resist lateral wave forces during major storms Overlapping - 1 time per every 5 years 	<ul style="list-style-type: none"> Difficulty Level: Moderate Requires removal of top armor layer for grading and dressing of slope, reusing existing cut stone where possible Cost: \$\$ 	<ul style="list-style-type: none"> Additional rock volume and area of placement required (at toe where necessary for stability) may require permit modification 	<ul style="list-style-type: none"> Possible perceived visual impacts due to runup wall crest height Caisson consists of precast concrete will take away from the historic aesthetic

Summary of "Boardwalk" Alternatives

Viewing Area



Boardwalk in this context means surface that is ADA accessible.

Balance of renovated breakwater will be walkable with care – much smoother than current surface.

Mid-Length Boardwalk

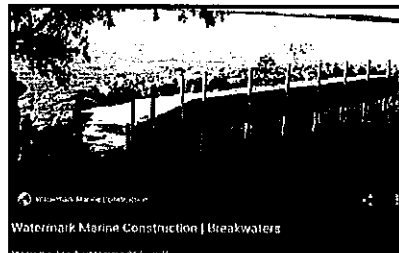


Boardwalk likely to be most vulnerable component of breakwater; town to determine extent based on cost and potential maintenance needs.

Full-Length Boardwalk



Independently Supported



Articulated Concrete Block Mattresses



ACBM

These are the most common type of breakwater structure. They are made of concrete blocks that are interlocking and can be placed in a variety of configurations to create a breakwater. They are typically used in areas with moderate wave energy.

Precast Concrete Treads

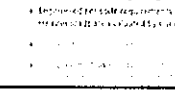
These are made of precast concrete blocks that are placed in a variety of configurations to create a breakwater. They are typically used in areas with moderate wave energy.



- Precast concrete tread structure
- Maximum width: 10 feet (3 meters)
- Capable of supporting a load of 10,000 pounds per square foot
- Tread is made of precast concrete blocks



- Length of tread is determined by wave height
- The tread is supported by a concrete structure
- The tread is made of precast concrete blocks
- The tread is supported by a concrete structure



- The tread is supported by a concrete structure
- The tread is made of precast concrete blocks
- The tread is supported by a concrete structure
- The tread is made of precast concrete blocks

SHMC FINANCIAL REPORT - 2019

Report Date 10/7/2019						
	Plan	Jul	Aug	Sep	YTD	Probable
Funds Generated:						
Balance Brought Forward:	31,161	43,956.86	43,956.86	24,217.26	31,160.52	31,160.52
Paid Moorings: Com/Pvt/Pub:	128/253/13	0/0/0	0/10/6	0/7/0	128/252/6	128/253/13
Mooring Fees:	25,710		620.00	350.00	25,520.00	25,710.00
Miscellaneous Income:	100				100.00	100.00
Total Generated Funds:	56,971	43,956.86	44,576.86	24,567.26	56,780.52	56,970.52
Operating Expense:						
Mooring Admin:						
Mailings:	400				405.19	405.19
Telephone:	0				0.00	0.00
Computer Sftwr:	0				0.00	0.00
Miscellaneous:	0				0.00	0.00
Sub-Total:	400	0.00	0.00	0.00	405.19	405.19
Boat:						
Fuel & Oil:	250				0.00	250.00
Commissioning:	2,000		279.83		279.83	2,000.00
Storage:	0				0.00	0.00
Maintenance/Repairs:	250		79.77		79.77	250.00
Equipment:	500				118.32	500.00
Sub-Total:	3,000	0.00	359.60	0.00	477.92	3,000.00
Harbor Maintenance:						
Buoy: Commission/Haul/Store:	4,000				3,583.01	4,000.00
Misc Service/Locker Storage:	1,000				800.00	800.00
Grid Maintenance:	540				0.00	540.00
Signage:	0				0.00	0.00
Sub-Total:	5,540	0.00	0.00	0.00	4,383.01	5,340.00
Dock/Pumpout:						
Dock Eqpt./Maintenance:	0				0.00	0.00
Pumpout Eqpt./Maintenance:	0				0.00	0.00
Miscellaneous:	0				0.00	0.00
Sub-Total:	0	0.00	0.00	0.00	0.00	0.00
Administrative:						
Supplies:	0				0.00	0.00
Newsletter:	1,800				2,825.63	2,825.63
Professional Services:	0				0.00	0.00
Sub-Total:	1,800	0.00	0.00	0.00	2,825.63	2,825.63
Total Operating Expense:	10,740	0.00	359.60	0.00	8,091.75	11,570.82
Approved Projects/Capital						
New SNW Buoys	5,000				0.00	0.00
New Anchor/Channel Buoys	4,000				0.00	4,000.00
SNW Added Enforcement	0				0.00	0.00
Radar	4,000				4,121.51	4,121.51
Replacement HM Boat Reserve	20,000		20,000.00		20,000.00	20,000.00
Public Access Improvement Study	2,000				0.00	0.00
Total Project/Capital	35,000	0.00	20,000.00	0.00	24,121.51	28,121.51
Total Designated Funds	45,740	0.00	20,359.60	0.00	32,213.26	39,692.33
Undesignated Funds:	11,231	43,956.86	24,217.26	24,567.26	24,567.26	17,278.19
Notes:						
Petty Cash Advance - 300	October:					

Harbormaster Report

October 7, 2019

New Mooring permits issued: 0

Moorings being given up (this month): 6

New Mooring assignments in the works: 0

Deposits to SHMC account since last report: \$ 970 2019 YTD = \$25,620

Special Olympics was held in Stonington Harbor September 7&8. Sailing was cancelled Saturday due to winds being too high. Sunday conditions were better and sailing was successful. (Side Note: SHMC's own commission chair, Jay Spaulding, received the annual award for outstanding volunteer for his support of the Special Olympics sailing event over the years.)

All mooring holders for the 2019 season have been verified renewed or contacted to determine their situation. Of the 17 mooring holders who were in the "Application Not Received" status as of mid September, 6 are giving up moorings or deceased. The remaining 11 have committed to completing their 2019 renewal.

Online Moorings is holding their annual Conference Thursday, October 17th in Portsmouth, RI. It runs from 9:30 to 3:00. I am thinking about attending to get an idea of how their system works. Commission members are invited to attend if anyone desires. We need to provide names ahead of time.

Robert G

Expect to haul boat in early/mid November (once the harbor is clear of most moored vessels. Boat will be stored at Don's Dock again this year unless arrangements can be made elsewhere.

Radar / sonar - learning about the new system.

Respectfully Submitted,

Eric Donch
Stonington Harbormaster