



## HARBOR MANAGEMENT COMMISSION

Office of the First Selectman  
101 Field Point Road  
Greenwich, CT 06836-2540  
Phone: 203-622-7713

Bernard Armstrong, Chairman  
Mike Van Oss, Vice Chairman  
Lile Gibbons, Secretary

HMC minutes of September 20, 2023--DRAFT

### Commissioners Present

Bernard Armstrong, Chairman  
Lile Gibbons, Secretary  
Beth Forbes  
Jason Halio  
Chris Lagano  
Skip Parker  
Ty Anderson  
Ed Keller

### Commissioners Absent

Mike Van Oss, vice-Chairman

### Others Present

Janet McGuigan, BOS  
Geoff Steadman, HMC consultant

1. The Chairman called the meeting to order at 6:01 p.m.
2. The minutes of July 19, 2023 were approved unanimously. Ty Anderson moved; Jason Halio seconded. The minutes of August 16 were approved unanimously. Ty Anderson moved; Lile Gibbons seconded.
3. Chairman's report  
Jenny Larkin will continue to assist the HMC for the immediate future (next 6 months). The Chair reported that the Harbormaster has applied for a \$80,000 state grant to purchase a boat for all harbors commissions to use for the purpose of removing unpermitted moorings and other debris from the harbors.  
Ty Anderson asked who would own the boat? Who pays for maintenance? Does it come with an annuity for expenses? Where would it be stored? Could grant be used to pay vendor to pull delinquent moorings.
4. Mooring Committee Report (see attached for revenue and mooring stats to date)  
Committee (Keller, Cappiali, Benoit, Halio) met at the end of August to discuss potential increase in mooring fees.  
Ty Anderson moved to increase the mooring fee from \$75 annually to \$100 annually, beginning with the 2024 boating season which should be sufficient for the next ten years. Lile Gibbons seconded.  
Discussion: Jason Halio reported neighboring communities all have higher fees --not possible to have an exact comparison in fees as each town charges differently for

different services. Greenwich's mooring fees have not been raised in ten years while expenses have all increased. Biggest driver of increased expenses comes from office staffing and consultant fees.

Selectman McGuigan said because this constitutes a fee increase of an existing fee, the first read at the BOS would suffice to be a public read.

The process would entail

1. September 20, the HMC approves the fee increase
2. October 3-request to put fee increase on the BOS agenda
3. October 13, the BOS discusses fee increase
4. October 27, the BOS has a second read of the increase and votes
5. December, 2023, The RTM has a first read of the requested fee increase
6. January, 2024, the RTM votes on the increase.

Because timing is essential to put a proposed fee in place before the start of the 2024 boating season, the Commission authorized the Chairman to approve the 2024-25 HMC budget to be prepared by the commission's Finance Committee based on prior budget figures reflecting increased expenses (staffing lines) and revenues (increase in mooring fees). The Chairman would present both the proposed 2024-25 budget and the request for an increase in mooring fees at the October 13<sup>th</sup> BOS meeting. Motion carried unanimously.

Discussion on the Lynxlog online mooring system. The Commission will research and evaluate other online mooring systems. Any change will not happen prior to the start of the 2024 boating season. Should the commission change vendors, it would run two systems concurrently for the beginning of 2024 to insure a new online system is working satisfactorily.

5. Harbormaster report (see attached).

6. Office staffing (reported in Chairman's report)

7. Finance Committee

2024-25 budget will be presented at the October meeting in time for BOS, BET review.

8. Applications Review

a. 33 River Road. Marina basin and loading docks. Redoing boundaries. Ty Anderson moved the Commission send a letter stating the HMC has no objection at this time but reserves the right to review and comment on a completed application. Bernard Armstrong seconded. Unanimous.

b. Indian Point Lane, Riverside, COP issued by DEEP in September, 2023. HMC did not receive initial application. Need to improve process with DEEP. Geoff Steadman and Beth Forbes will talk with DEEP about a check-off with local commission.

c. 98 Strickland Road, Mianus River and Boat Club. Pre-application for maintenance dredging. No objection to this going forward.

d. 130 Field Point Circle. Connected to 136 and 140 Field Point Circle. Jim Baycheck the attending engineer. Application to install a new residential dock to be shared with two other properties. Commission asks that littoral rights of neighboring properties be shown on the drawing and a letter of support from the adjacent neighbors in support of the project.

e. 184 South Water Street, Byram. COP to repair existing bulk head. Ty Anderson moved the Commission should move forward with no objection. Jason Halio seconded. Unanimous.

f. Byram Bridge. FYI. (See attached article from Greenwich Time). Not in Greenwich Harbor area but could affect the town waters.

9. Old Business

a. Lobster barge removal. Removal order sent out by DEEP. Appeal hearing requested by owners set for October 3. September 28 is a pre-meeting conference. Town attorney will attend.

b. Water hazards from abandoned mushroom stems near Great Captains' Island that will need attention.

c. Dredging of Greenwich Harbor. No update.

10. New Business

a. The four speed buoys at Captains Island need to be placed parallel to the mooring field. Need to be adjusted for next boating season.

11. Public Comment—none

12. Adjournment

Bernard Armstrong moved to adjourn at 8:05 p.m. Ty Anderson seconded. Unanimous.

Bernard Armstrong, Chairman

Lile Gibbons, Secretary



**Harbor Management Commission Selectmen's Office**  
**101 Field Point Road Greenwich, CT 06836-2540 203-622-7713**

Bernard Armstrong, Chairman Lile Gibbons, Secretary  
Mike Van Oss, Vice Chairman

**Meeting Notice**  
**Harbor Management Commission Sept 20, 2023 Agenda**  
**6:00 P.M.**  
**Mazza Room and ZOOM**

**Here is the link to the ZOOM meeting**

<https://greenwichct.zoom.us/j/84205004136?pwd=dy8wZlVhYlBKNhUUM25YZ2Z5VStVQT09>

- 1) Call to Order
- 2) Approval of Minutes for July
- 3) Chairman's Report
- 4) Mooring Chairman Report
- 5) Harbor Master Report
- 6) Office Staffing
- 7) Finance Committee F2023 Finals (Anderson)
- 8) Applications Review Committee Report (Beth Forbes, Ty Anderson)
- 9) Old Business
- 10) New Business
  1. 130 Field Point Circle
  2. 32 Indian Point Rd
  
  1. Mooring Fee Plan 2024-2033
  2. Lobster Barge Removal Status
  3. New On Line Mooring LL Care
  4. Dredge Report
- 11) Public Comment
- 12) Adjournment Bernard Armstrong, Chairman

STATE OF CONNECTICUT  
HARBOR MASTER  
*OF*  
GREENWICH

Harbor Master Report for the September 20, 2023 Harbor Management Commission Meeting

- After meeting with mooring vendor(s) we have discovered why HMC mooring sticker compliance may be so problematic. Mooring vendor(s) made it clear that they prefer not to affix the mooring sticker onto the mooring.
- After receiving complaints about “excessive” winter sticks in Greenwich Cove I went out and counted and found the complaint to have merit (HMP calls for winter sticks to be removed by June 15<sup>th</sup>).
  - After meeting with mooring vendor(s) and discussing the possible need for stickers or zip-ties to identify winter sticks, it was brought to my attention that some extra winter sticks may be related to vendor(s) inventory.
- We've been using Linxlog as our online mooring vendor since 2017. It is time to look at other vendors on the market to compare technologies and user interfaces.
- Lobster Barges: Skip Parker and Bernard Armstrong can/will brief HMC on this.
- I have started my 100-Ton Master Captain's License course (the highest-level license that can be acquired), including towing endorsement and sailing endorsement.
  - As a result of being called as an “expert witness” for the State of Connecticut to possibly testify in my capacity of a State of Connecticut Harbormaster I felt it was important to update my credentials. Greenwich has always strived to be an example to others by having the best citizen volunteers; I felt compelled to do my part to maintain our shining example.
- Regular patrols in the Harbor Master boat to maintain a presence continue.
  - Received many complaints about an abandoned old engine near Cos Cob Park.
    - I removed and disposed of said engine.
- I applied for a (SEP) grant from DEEP for 80k+. The funds would be used to purchase a utility vessel capable of removing delinquent mooring and other navigable hazards. The vessel would be capable of quickly fixing navigational marks that become off-station.
  - The vessel would/could be used by up to 5 Harbormasters from Greenwich to Fairfield.
  - This SEP does not seek any funds from The Town of Greenwich
- Harbor Master boat forward bilge is still broken, the Starboard navigation and Stern lights are fixed.

Paul Cappiali, Greenwich Harbormaster

**Subject: Sept 20, 2023 Mooring Updates for HMC Meeting Tonight**

**Date:** September 20, 2023 at 2:19:30 PM EDT

**To:** Edward Keller <[kellered99@gmail.com](mailto:kellered99@gmail.com)>

**Cc:** Harbor Master <[harbormaster@greenwichct.org](mailto:harbormaster@greenwichct.org)>, Moorings <[moorings@greenwichct.org](mailto:moorings@greenwichct.org)>

**Total Fees entered in Lynxlog YTD: \$61,650 / 822 Permits**

- Residential permits: \$28,500
- Yacht Club permits: \$33,150
- Outstanding balances / unpaid permit fees for 2023: \$1425

*Note: Checks were also collected and deposited for applications that are not entered in Lynxlog. Checks are entered in Lynxlog is when the mooring is assigned and an invoice is generated.*

**Incomplete Permit renewals: 60**

Applications missing one or more requirements, namely boat registration, insurance or mooring inspection. I have made numerous attempts to get them to comply by email and phone, but they have yet to comply.

**Captain's Island Waitlist**

- Total 23
- Oldest application is July 2020, most recent is Riverside Yacht Club this week

**All other Harbors Waitlist & Pending applications**

- 5 applications for Old Greenwich have asked to defer to 2024
- 2 requests for Greenwich Harbor TBD
- 19 pending applicants for Greenwich Cove who are approved but not yet placed a mooring for various reasons

# Greenwich bridges, said to cause 'bottleneck' of Byram River, must come down. But when will it happen?

[Andy Blye](#), Staff writer

Sep. 19, 2023



A view of one of two bridges at West Putnam Ave. in Greenwich, Conn., on Wednesday September 13, 2023. Greenwich is working toward an agreement with the Army Corps of Engineers to start design work on replacing the two Route 1 bridges over the Byram River. These bridges connect Greenwich to Port Chester, N.Y.

Christian Abraham / Hearst Connecticut Media

**GREENWICH** — The two bridges near Greenwich's border with Port Chester need to come down, as experts said they limit the flow of the Byram River that runs beneath them, exacerbating flooding during heavy rains.

On Thursday, the bridges, which carry drivers along Route 1, came one step closer to removal.

The town has been working with the Army Corps of Engineers on a plan to replace the bridges and elevate them to alleviate flooding. The Greenwich Board of Selectmen voted to accept an indemnification agreement on Thursday, which will clear the way for design work to begin. The Army Corps, which is part of the federal government, requires this type of agreement before it will begin work. The board voted to accept this agreement without any substantive discussion of the project.

“The end result will be a set of plans and specifications for the new bridges, which will provide the necessary information to move into the next phase of the project to elevate and reconstruct the Route 1 bridges over the Byram River,” Assistant Town Attorney Laura McGeachy wrote in a [memo](#) to the board.