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MICHAEL PENSIERO, ALTERNATE

CITY OF STAMFORD, CONNECTICUT
HARBOR MANAGEMENT COMMISSION

MEETING AGENDA

TUESDAY, July 21st, 2015. AT 6:30 P.M.

Conference Room - 6th Floor

STAMFORD GOVERNMENT CENTER

888 WASHINGTON BOULEVARD STAMFORD, CONNECTICUT 06901

Call to Order

Roll Call/Identification of guests/Public participation sign up sheet.

1. Review and Approval of previous meeting minutes.
2. Chairman's Report: Communications –
 - a. Harbor Cleanup Process:
Continued follow up to the BOR meeting held 7/6/15. (see attached)
 - b. Davenport Landing Status Conference at DEEP HQ.
A conference will be held With DEEP Hearing Officer Deshais in preparation for a public hearing Wed 8/19 10:30am Russel Room 3rd Floor 79 Elm St. Hartford.
3. Staff Reports: Financial; Harbor Master.
4. Committee Reports: Safety; Applications; Planning/Moorings; Harbor Management Plan Review. (agendas and reports attached if applicable.)
5. Old Business:
 - a. Discussion and update on the progress of the "Boat Yard Comparative Study" Bermello, Ajamil & Partners (full report submitted) and Marine Tec (preliminary report submitted and attached) review process
 - b. CHMA/ Port Authority: Continued review of any changes or developments in the status of (see attached).
 - c. Outstanding navigation markers: 5 rock and 3 speed markers.
6. New business as may properly come before the Commission:

7. Public Participation: A sign up sheet will be made available throughout the meeting. Reasonable amounts of time will be given to participants in the order in which they sign up. Topics should be relevant to matters in front of the SHMC and subject to the discretion of the the board.

8. Confirm Next Meeting Date: **August 24 th 7:00**

Adjournment.

Cc: Mayor David Martin; Director Ernie Orgera; Paul Adelberg; Frank Fedeli; Sean Elumba; Robert Karp; Steven Loeb; Kevin Murray; Sergeant Robert Monck; Dr. Damian Ortelli; Michael Pensiero; Ray Redniss; Jeffrey Saunders; Robert J. Strada; Griff Trow; Lorraine Gilden-Board of Finance; Board of Representatives-Post; Town Clerk-Post; Building Manager-Post

29TH BOARD OF REPRESENTATIVES CITY OF STAMFORD

President
RANDALL M. SKIGEN
Clerk of the Board
ANNIE M. SUMMERVILLE

Majority Leader
ELAINE MITCHELL
Minority Leader
MARY L. FEDELI

RESOLUTION NO. 3749 RECOMMENDING THE MAYOR IDENTIFY FUNDING OR APPROPRIATE FUNDS TO LEASE AND/OR PURCHASE MARINE CLEAN-UP EQUIPMENT FOR USE IN THE CITY'S NAVIGABLE WATERWAYS

WHEREAS, the Board of Representatives acknowledges it is in the best interest of the city to maintain a clean Stamford Harbor, and

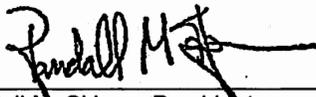
WHEREAS, it has been brought to the attention of the Board of Representatives by the Stamford Harbor Management Commission and the Stamford Harbormaster that Stamford Harbor currently contains significant levels of litter, debris, and pollution, and

WHEREAS, securing marine clean-up equipment has been identified by the Stamford Harbor Management Commission and the Stamford Harbormaster to be the most efficient cost-effective means to sufficiently remediate the accumulated debris in the Stamford Harbor and keep it clean thereafter, and

WHEREAS, the Board of Representatives acknowledges this capital purchase can be used to maintain a clean harbor for years to come,

NOW THEREFORE BE IT RESOLVED, that the 29th Board of Representatives of the City of Stamford recommends the Mayor attempt to identify funding sources and appropriate funds to lease and/or purchase marine clean-up equipment for the city's use.

This resolution was approved on the Consent Agenda at the Regular Monthly Meeting of the 29th Board of Representatives held on Monday, July 6, 2015.



Randall M. Skigen, President
29th Board of Representatives



Annie M. Summerville, Clerk
29th Board of Representatives

cc: Mayor David Martin
Michael Pollard, Chief of Staff
Michael Handler, Director of Administration
Ernie Orgera, Chair, Director of Operations
Ted Jankowski, Director of Public Safety
Thomas Madden, Director of Economic Development
Kathryn Emmett, Esq., Director of Legal Affairs
Donna Loglisci, City and Town Clerk

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Preliminary Peer Review
Stamford Connecticut
Marine Market Study and Needs Analysis

Prepared for:

City of Stamford Connecticut

Prepared By:

Pamela Lenzion

MarineTec Management & Consulting Company, LLC

July 12, 2015

INTRODUCTION

The purpose of this peer review, also known as an expert review, is to improve the research process and enable Building and Land Technology (BLT) to provide the City of Stamford Connecticut a more comprehensive and accurate Market Study and Needs Assessment. The final assessment needs to set priorities and determine criteria that can be used by the City of Stamford Zoning Board to make fully informed decisions regarding the proposed development by BLT which includes a boat repair yard, boat storage yard, and a marina.

The Consultant performing the Peer Review is an expert in the development and operations of boatyard and marina businesses. Her experience includes business planning which generally includes a market study and needs analysis. This Peer Review provides recommendations and direction regarding the quantitative and qualitative data required to produce a useful market study and needs assessment.

The existing Stamford recreational marine industry market is very diverse and due to the large number of variables, competitive analysis is challenging. The Integra Realty Resources (Integra) report provides preliminary information that can be used as a foundation for the additional research required to produce a comprehensive market study and conclusive needs assessment.

PRELIMINARY RECOMMENDATIONS FOR IMPROVEMENTS

Integra provided a Market Study on May 15, 2015. The conclusions were based on quantitative and qualitative data collected that is not documented. The methodology used to conduct the study should be explained and justified and the sources for the data collection should be documented and referenced to support the study's credibility. Existing recreational marine industry studies used to report trends should be cited. It is the Consultants opinion that 2012 data has varying degrees of relevance to the current market. Where data from studies performed in 2012 is used, the data should be researched and additional relevant information impacting the market from 2011 - 2015 in the State of Connecticut, Fairfield County, and the City of Stamford should be cited. The City of Stamford needs a clear picture of the recreational marine industry in the defined market area from 2011 thru present. The political and economic landscape impacting the industry across the country and specifically in Connecticut has changed since 2011/2012. These political and economic factors cannot be ignored in the market study and needs analysis submitted by BLT. Consultant recommends that Integra investigate these factors including the affect Connecticut's tax structure has had on the boating market in the past 5 years. Information regarding the impact on businesses that sell, store, and repair vessels can be found through the Connecticut Marine Trades Association (CMTA).

Qualitative research is typically unstructured and exploratory in nature. Common qualitative research techniques include focus groups, interviews and observations. The qualitative data stated in the submitted study will have the necessary impact if the focus groups are clearly defined, including the number of people interviewed the size of their boats, where their boat is moored, and where the interviewee resides. Though qualitative research is usually unstructured, the Consultant believes that the data collected by Integra will be more useful to the Stamford Zoning Board, if the responses to the

interviewers questions are coded and summarized using charts and tables. With the conversations summarized in coded responses the qualitative data can be converted into quantitative data that can be analyzed to more accurately determine need. There are a large number of variables that exist in the facilities and among boat owners in the defined market area that need to be considered to produce an accurate representation of the defined market.

RECOMMENDED METHODOLOGY

- 1) Market Study and Needs Analysis should be two distinct Sections of the report.
 - a) Market study defines existing and potential markets and determines a target market. This study should include:
 - i. Geographic Market Areas: the collection of data and analysis of data needs to be based on defined market areas for in-water slips, winter storage (including inland storage) and boat repairs.
 - ii. distribution of clients served by Yacht Haven West (YHW)
 - iii. boatyards surveyed for this report must encompass the geographic area served by YHW
 - b) A Needs Analysis is a systematic approach designed to determine needs of a defined market, examine their nature and causes, and set priorities for future action. "Need" refers to a discrepancy between a present state and a desired end result.
 - i. state defined market
 - ii. state desired end result of Needs Analysis
 - iii. state discrepancies and changes that have impacted market.
- 2) Scope of Market Study and Needs Analysis recommended additions:
 - a) An introduction/background statement that defines objectives of the market research performed and the outcomes expected.
 - b) Executive Summary that summarizes the process and its conclusions.
 - c) The Market Study methodology should provide the following additional information:
 - i. type and size of boats currently registered in Connecticut and in the defined market areas;
 - ii. profile boat owner: (demographics, psychographics, behaviors);
 - iii. boatyards located on Long Island Sound are listed on pp. 7-9. A representative sample of these boatyards should be chosen for review and information regarding their capacities and services should be included in the study;
 - iv. rate comparison: slip rental (public & private), storage, and service and repair rates for a representative sample of marinas and boatyards;
 - v. map location of boat ramps and dry stack storage facilities;
 - vi. list marinas in defined market area (public/private) and number of slips in each;
 - include private clubs and dockominiums and identify those that allow slip owners/ lessees to rent slips

- vii. in-water slip information in determined market area should include:
 - amenities: fuel, water, power/type, wi-fi accommodation, cable TV, pump-out, laundry, showers, boaters lounge, etc.
 - current and historical occupancy rates in season/off season, including size of occupied/vacant slips and reason for vacancy
 - average size of boats occupying slips
 - percentage of power and sail boats
 - total number of slips in defined market area, including privately owned docks, yacht clubs and dockminiums
 - total number of rentable slips (public and private)
 - total number of moorings in Stamford Harbor, occupancy and average size of boats
 - demographic of boater occupying slips and moorings: a) percentage from NYC, western Long Island, Connecticut, local b) reside in condos, second homes c) do owners of boats 30' less own a trailer for their boat.
 - market demand that marina is unable to provide (based on demand)

- d) Market Study Profile: (parameters set to profile the market)
 - i. Primary marina components i.e. number of slips and amenities required
 - ii. The primary boatyard components
 - iii. Boat storage components for defined market
 - iv. Upland amenities offered by marinas and boatyards
 - v. Lift and lift well requirements
 - vi. Planned upland development components i.e. restaurants, corporate offices, housing, specialty shops, etc.

- e) Brief description of proposed Davenport Landing development

- f) Describe economic growth indicators for the defined market area:
 - residential and corporate growth, labor pool (especially technicians), land and construction costs, etc.;
 - tourism. recreational activities, events;
 - current census bureau statistics for age, gender, household income, education, transportation, population per square mile.

- g) Overview of current boating market in defined market area:
 - number of recreational marine business facilities: marinas, boatyards (listed above), boat ramps, boat dealers, boat builders;
 - general condition of marina and boatyard facilities: age of facility, type of docks/ moorings, overall condition;

- growth of new boating markets: (refer to existing reports regarding sales statistics for new and used boats that may impact marinas and boatyards now and in the future);
 - overall percentage of transient vs. long term boating traffic throughout market area;
 - transient boat movement in response to rates and upland amenities;
 - prevailing positive and negative factors that will impact growth of the boating market in the defined market area.
3. Needs Assessment: based on the comprehensive market study, the needs assessment should set priorities and criteria for solutions.
- a) Survey boat owners in a representative marina in the defined market area to collect the following information that will help determine need. (Experienced Marina and Yacht Club managers should be able to answer most of the questions below)
- living accommodations: condo, apartment, second home, primary home
 - Do owners of boats that are 32 ft. in length or less, own a trailer for their boat?
 - How often they use their boats?
 - Where they keep their boat off season?
 - Why they chose a particular storage locations?
 - What marina and upland amenities are most important?
 - Where are their boats currently being maintained and repaired?
 - Are they considering buying a larger boat in the future?
 - Is cost a primary consideration in making a decision regarding storage and repair?
 - Is location a primary consideration in making a decision regarding storage and repair?
 - Is quality of repair and service the primary consideration in choosing a boat repair facility?
- b) What does the market study suggest is required to provide the appropriate level of service and storage needs for the defined target market?
4. Competitive Analysis: It is recommended that requested information be entered into tables wherever possible for ease of access.



Connecticut Harbor Management Association

June 19, 2015

Governor Dannel P. Malloy
Connecticut State Legislators
Legislative Office Building
300 Capitol Avenue
Hartford, CT 06106

Subject: Statement regarding abrogation of Public Trust holdings to a non-state agency as proposed in the legislation to implement the Connecticut Port Authority.

CHMA Board Members

President

John Thomas Pinto, Ph.D.
Norwalk Harbor Mgmt. Comm.

Peter Holecz
Bridgeport Harbor Mgmt. Comm.

Stephen Dinsmore
East Lyme Harbor Mgmt. Comm.

Joel P. Severance
Chester Harbor Mgmt. Comm.

Ned Farman
Old Lyme Harbor Mgmt. Comm.

Raymond Redniss
Stamford Harbor Mgmt. Comm.

William Rock
Stratford Waterfront and Harbor
Mgmt. Comm.

Michael Griffin
State of Connecticut Harbor Master,
Norwalk Harbor

Geoffrey Steadman
Coastal Area Planning Consultant
Westport, CT.

John Roberge (Alternate)
Roberge Assoc. Coastal Engs, LLC,
Stratford, CT.

Dear Legislators:

The Board of Directors of the Connecticut Harbor Management Association herewith submits additional comments concerning legislation being prepared to direct the function of the Connecticut Port Authority. Previously, we expressed our concerns in a May 28, 2015 Position Statement on Substitute House Bill No. 6816—"An Act Concerning the Connecticut Port Authority." (*A copy of our Position Statement is attached.*) We understand that a version of this bill will be considered in the Special Legislative Session without opportunity for public comment.

A recent draft of the bill would transfer "jurisdiction over the harbors of the state" from the Commissioner of Transportation to the new Port Authority. In addition, a number of specific responsibilities affecting the state's harbors, historically assigned by the General Assembly to the Department of Transportation, would be reassigned to the Port Authority.

The proposed transfer of authority raises some significant issues concerning the General Assembly's responsibilities pursuant to the Public Trust Doctrine—the body of law pertaining to waters subject to the ebb and flood of the tide as well as navigable freshwaters. Title to Connecticut's tidewaters, navigable freshwaters, submerged lands beneath those waters, and the plant and animal life inhabiting those waters is held by the State of Connecticut in trust for the benefit of the general public.

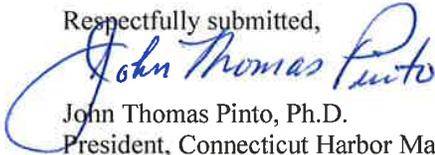
Absent additional information and public discussion, we believe it is inappropriate for the General Assembly to transfer authority over the harbors of the state from a state agency to a quasi-public agency—an entity which "shall not be

construed to be a department, institution or agency of the state.” The proposed transfer appears to be an abrogation of the General Assembly’s responsibility under the Public Trust Doctrine.

We strongly urge the General Assembly to take no action on the Port Authority bill until this issue is properly addressed.

If you have any questions or require additional information, please contact me.

Respectfully submitted,

A handwritten signature in blue ink that reads "John Thomas Pinto". The signature is written in a cursive style with a large initial "J".

John Thomas Pinto, Ph.D.
President, Connecticut Harbor Management Association
(H) pintoj@optonline.net; (O) john_pinto@nymc.edu
(C) 203-984-5339

Cc: Garrett Eucalitto
Zack Hyde
T.J. Magnoli
Nick Neeley
Brian O’Connor
Tim Sullivan



Connecticut Harbor Management Association

May 28, 2015

Governor Dannel P. Malloy
Connecticut State Legislators
Legislative Office Building
300 Capitol Avenue
Hartford, CT 06106

Subject: Connecticut Harbor Management Association's position statement on proposed legislation to implement the Connecticut Port Authority.

Dear Legislators:

The Board of Directors of the Connecticut Harbor Management Association (CHMA), representing municipal harbor management commissions and State of Connecticut Harbor Masters from Stonington to Greenwich, has reviewed the latest draft of Substitute House Bill No. 6816, "*An Act Concerning the Connecticut Port Authority*". We believe that the proposed Bill in its current form requires amendment in order to achieve effective oversight and equitable management of all of Connecticut's ports and harbors. Three major issues require your immediate attention and thoughtful resolution.

CHMA Board Members

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Stratford, CT.

Oversight of the Harbor Masters: Oversight should be transferred from the Department of Transportation (DOT) to the Department of Energy and Environmental Protection (DEEP) instead of to the Connecticut Port Authority as currently called for in the latest draft of Subst. House Bill No. 6816. In absence of the DOT's Maritime Office, the DEEP is the only logical home for the harbor master program at this time. The harbor master stipend funds along with the existing funded position and salary of the current DOT Harbor Liaison Officer should be transferred from DOT to DEEP, thereby ensuring that no current DEEP programs would need to be reduced or eliminated to fund this new DEEP responsibility. We recommend that the current Liaison Officer be given the opportunity to continue his existing responsibilities so that he may share his 35 years of experience concerning the harbor master program, at least, during a reasonable period of transition.

Grants-In-Aid Program for Ports and Marinas: The existing DOT-administered program authorized by Public Act 11-57, Section 13(f) for "*Port Infrastructure Improvements, Dredging, and Navigational Direction*" should be transferred to the Department of Economic and Community Development (DECD) instead of to the Port Authority as currently called for in the latest draft of Subst. House Bill No. 6816. The program should continue to be administered by a state agency; ultimate funding-decision authority would rest with the DECD Commissioner, Governor, and Legislature. Funding requests would be considered by the DECD, independently of the Port Authority, fairly and equitably and based on considerations of public needs and benefits.

In addition, the existing Harbor Improvement Account established by Sec. 13b-55b of the General Statutes and administered by the DOT should be transferred to the DECD.

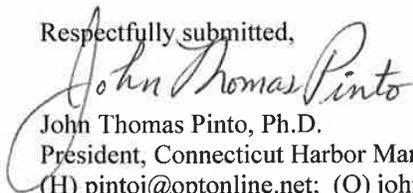
In a fashion similar to that recommended for the harbor master program, the existing position and budgeted salary of the current DOT Maritime Manager should be transferred from the DOT to the DECD, thereby ensuring continuity of existing Maritime Office programs. Through this transfer, no current DECD programs would need to be reduced or eliminated to fund these new DECD responsibilities. We recommend that the DOT Officer currently responsible for managing the Grants-In-Aid Program for Ports and Marinas be given the opportunity to continue those responsibilities as the new Maritime Manager, thereby providing continuity of service.

The Grants-in-Aid Program for Ports and Marinas and the Harbor Infrastructure Account should continue to be available for public projects such as maintenance dredging of federal channels and other public use facilities. The program should not be used for maintaining berthing facilities or other infrastructural facilities of private or for-profit port businesses. Consistent with the authorizing legislation, available funds should not be segregated with a specified amount or percentage allocated for the deep-water ports and another amount or percentage set aside for the smaller harbors.

Connecticut Port Authority: Consistent with the “*Report to the Governor and General Assembly Regarding the Connecticut Port Authority*” pursuant to Public Act 14-222, the Port Authority should pursue a mission to promote all of Connecticut’s ports and harbors, including but not limited to the three deep water ports, through marketing strategies and other appropriate means. It would do so by working cooperatively with, and otherwise assisting, the three existing port authorities (Bridgeport, New Haven, and New London), any future authorized port authorities, and other entities involved in port and harbor development. It would also operate the State Pier in New London and assume the duties of the CT Maritime Commission. It should have its own bonding authority but should not have oversight over any existing or future state funding programs. If the Port Authority should see a need for nonfederal dredging funds for public facilities, it would bond its own funds or apply to the DECD with appropriate justification to acquire state-bonded funds through the existing Grants-in-Aid Program for Ports and Marinas.

The CHMA’s proposed resolutions to these critical issues were made with foresight and reasoned judgment for the purpose of achieving the most effective management of all of Connecticut’s ports and harbors in the public’s interest.

Respectfully submitted,



John Thomas Pinto, Ph.D.
 President, Connecticut Harbor Management Association
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