

**CITY OF NORWALK
JOINT MEETING
PUBLIC WORKS COMMITTEE and
RECREATION, PARKS & CULTURAL AFFAIRS COMMITTEE
August 6, 2019**

ATTENDANCE: John Igneri, Chairman; Eloisa Melendez; Darlene Young; Doug Hempstead; Michael Corsello
Chris Yerinides and Barbara Smyth from Recreation, Parks & Cultural Affairs

STAFF: Anthony Carr, Chief of Operations and Public Works; Lisa Burns, Principal Engineer; Nick Roberts, Director of Recreation & Parks; Ken Hughes, Recreation & Parks; Brian McCann, Assistant Corporation Counsel

OTHERS: Robinson & Cole LLP, Attorneys for Gardella Brothers Limited Partnership; Brian Smith & Scott Ross

The meeting was called to order at 7:03 p.m. A quorum was present.

PUBLIC INPUT

Ms. Diane Lauricella stated she just learned about the joint meeting. She would like to implore the Council to give the public more time. She said there is no indication on the City's website of a joint meeting. The public pays for the salaries and should be well aware of what is going on so again she wants to implore the Council and Corporation Counsel's office to be more transparent about these really important discussions. Ms. Lauricella was at the Planning Commission meeting where this was a topic and she is interested in the process. She would like to know what the process will be going forward after tonight. She spoke about the Calf Pasture right of way and feels it is important to honor the City's promises and the discussion with the authorities the Gardella's had with the City years ago. It is also important to make sure that there is security to the tax payers, due to liability, to have their patrons at Sunset Grille come through the driveway that is now used by the citizens of Calf Pasture Beach. She wants to make sure that the people who are patrons of the Sunset Grille are not running into problems on their way out onto this road and make sure that the tax payers are protected and will not be liable

for any damage done or worse. The public needs to know about this because it is a major change to how the park at Calf

Pasture Beach is designed. She said she knows that the staff at Recreation and Parks will make sure that there is improvements about how they are deciding whether out-of-towners versus out-of-staters come, right now it is still not quite right and this adds to the confusion. Under the waste management, there is a household hazardous waste collection day on the 24th of August. She said she was the person on the League of Women Voters that started that day when Mayor Collins was in office back in the 80's. The intent of that day was to educate the public on how to use fewer and less toxic substances. She said she will speak with Mr. Carr about this effort to educate people. She would like to sit down with the members so to take a look at the program so they are getting the best bang for their buck and that is to hopefully never have such a day again.

NEW BUSINESS

1. APPROVE THE MINUTES OF THE PUBLIC WORKS COMMITTEE MEETING OF TUESDAY, JUNE 4, 2019.

There was no discussion on this item.

****MS. MELENDEZ MOVED THE ITEM**

****MR. CORSELLO ABSTAINED**

****MOTION PASSED UNANIMOUSLY WITH ONE ABSTENSION**

2. OVERVIEW OF PROPOSED EASEMENT AGREEMENT ACROSS PORTIONS OF CALF PASTURE BEACH IN FAVOR OF GARDELLA BROTHERS LIMITED PARTNERSHIP FROM THE CITY OF NORWALK. (*JOINT MEETING WITH RECREATION, PARKS & CULTURAL AFFAIRS*)

Mr. McCann introduced himself as the Assistant Corporation Counsel. He gave a brief overview of the background regarding the negotiation/clarification of the easement on the Calf Pasture Beach property which is in favor of the adjacent properties which are currently owned by Gardella Brothers Partnership. He said he will give a brief overview of this item with the assistance from Council and representatives from the Gardella's and then go into a brief executive session where the Committee would just meet with him and go over some of the legal aspects in terms of in fact if this is an existing claim, a claim of right on City property and one of the things they may be doing in resolving this easement issue is resolving an existing claim and it deserves some brief analysis of the legal claims and potential for outcome.

Mr. Igneri asked what the possible outcome would be after the executive session for clarification purposes.

Mr. McCann responded if they decide to have any action, the only appropriate action would be a recommendation to full Council for the authorization from the Mayor to execute and complete the easement as proposed. It would be a favorable or unfavorable recommendation as Chairman of your respected committees to full Council.

Mr. Igneri then asked if they needed the approval from both committees to move to full Council.

Mr. McCann responded no. He said it deserves the thought and input from a council committee and it should properly go through Council and get public input which you called for tonight. He said he doesn't think it needs to go through both committees but nevertheless he recommends that if it goes forward that it does have support from both committees.

Mr. Igneri asked if the committees were to approve it tonight and move forward, would there be a public hearing.

Mr. McCann answered that the Charter requires a public hearing for ordinances, laws and rules. This wouldn't by Charter or ordinance require a public hearing but he suggests that it receives public comment both at the committee level and Common Council.

Mr. Corsello asked in the event that favorable action is taken, then they would perceivably go to Council on Tuesday so there would be no further public comment to the respected committees from what they received tonight.

Mr. McCann said it doesn't expect it to move so quickly and he recommends that it does not go on Tuesday's agenda so they have time to properly notice and receive the public comment.

Mr. Corsello asked about a timeline.

Mr. McCann said they have been working on this for a while and feels there is no need to rush it.

Mr. McCann began his overview. In 1922, the former owners of the parcels that are outlined in red on the map (Showing maps on smartboard) granted the property that you now know as Calf Pasture Beach to the City of Norwalk. Calf Pasture Beach was part and parcel of those four (4) lots. The former owners reserved for themselves the right to cross the north westerly portions of the parcel for access. When the southerly lot, which was the former Ascension Beach lot, gave away its access to Calf Pasture Beach Road, it wanted to be sure it had access to its lot so it reserved that easement over the property. In 1922, easement rights were not as clear and concise as they are today. There is some ambiguity in terms of where those rights lie, obviously just stating in the deed it's over the north western portion of the lot is not specific. The first task in negotiating with the Gardella lot owners was determining where that easement is today or where they would agree to allow that easement today which is shown in Exhibit B. This area encompasses the former gate house at Calf Pasture Beach to roughly where the Coast Guard House is or the end of Ascension Beach parcel which is essentially the width of both lanes of traffic, in and out of the property. After determining the rough meets and bounds of the area, there were negotiations regarding the rights and what they would be worth, allowed and permissible and they came up with the proposed easement agreement that was included in the packet. The most difficult part of the negotiations were the value of the rights. One side firmly claiming that there are existing rights and therefore the clarification of those existing rights will not carry any value and another side claiming they can't see every right that is

contained in the darkened area (shown on the smartboard) and then alongside that expressed a desire to have a utility easement. Both parties agreed that a utility easement was not part of the 1922 easement at all. Those would be proposed new rights. The easement area is to the north of the dashed line (shown

on the smartboard) the Gardella's are proposing, when they redevelop their lots, to put new utilities through that corridor. There would be underground utilities, proposing a sewer line, electrical service and a water line. Mr. McCann said that the representatives for the Gardella's will speak more to the actual development of the property which is relevant to consider. It will give all an idea of what is proposed, the delta and traffic counts would be. The development will affect the wear and tear on the roads and the traffic. Then they had to negotiate the value to those rights. After long discussions about the utility easement, it was agreed that it would carry a value of \$50,000 if and when those utility easement rights are exercised which would only occur with the redevelopment of the properties, at that time the Gardella's would pay the City of Norwalk \$50,000 to exercise those rights. The ingress and egress access to the property, which is the second half, the southerly half cross hatched area would carry with it a value of \$125,000. The total consideration is \$175,000. In the proposed easement, the \$125,000 is earmarked for specific items within the park including moving the gate house, a new gate house roughly where the map is marked at the end of Marina Park Drive and a few other things. These improvements would take place on Calf Pasture Beach Road. Several weeks ago, Mr. McCann appeared before the Planning Commission to hear the application and in doing so they decided to move the item forward to Common Council with a favorable recommendation of approval with a comment/request to the Common Council that they re-review the value of assignments to the rights. Mr. McCann turned over the presentation to Brian Smith and Scott Ross of Robinson & Cole.

Mr. Smith introduced himself as the representative for the Gardella Limited Partnership. He stated they have been working with Attorney McCann for quite some time as well as other attorneys for the Gardella's. He stressed that the Gardella Brothers are not just looking for an easement for future development, they also have an immediate need because they are redoing the marina right now. They are viewing this as a clarification of existing rights that they were given by their predecessor to the City and their predecessor by reserving those rights when they sold the property that eventually came to the Gardella's, enjoyed the same right. The rights were not as clear as it should be. The negotiations of the existing easement was to clarify the essence of what the existing easement allows and doesn't allow, not so much claims, they have been trying to be cooperative the entire time. He believes they have done a very good job of coming up with an agreement that benefits both the City considerably and the Gardella. He then asked Scott Ross, who has been working on this since two (2) years ago to speak to the specifics of the issue.

Mr. Ross introduced himself. He stated that he has been working on this for two (2) years and would like to give a summary of the background. He said his part in this is not about the agreement itself but to give the decision makers a chance to hear the content of the discussion and what has transpired in the last two (2) years. He mentioned that there were two (2) members of the Board of Gardella Limited Partnership in attendance as well. He began by saying there are four (4) lots shown in red (shown on the smartboard) and those four (4) owners deeded the parkland to the City of Norwalk. The Cove Marina Project

consisted of approximately 22 acres and is comprised of four (4) separate lots. It was developed as a full service marina in 1959 by the Gardella Family and has been in continuous operation ever since. The marina ownership is going through a generation transition with the new ownership evaluating opportunities to make it more responsive to the boating demands and trends. The Family is fully committed to continuing the marina and has committed significant resources to plan for its long term economic liability and

sustainability. In 2016, the Gardella Family hired Landwise to manage a team of experts to manage a team of experts in planning, design, development, and marina operations to re-evaluate their business plan and prepare a comprehensive master plan for the property. Overall, the planning process was based on the property existing, environmental and zoning constraints. It created a framework for expanding and upgrading the marina while anticipating possible re-use of under-utilized land. The objective was to upgrade the Cove Marina to a state of the art full service marina facility to accommodate 21st Century boating demands while enhancing at the existing absolute system that was already on the site by improving access reinforcing the circulation safety issues related to both the marina and the waterfront. There is an immediate need and that is today the marina operations and that is where most of their efforts have been focused on. He stated two (2) very basic planning objectives emerged that would be critical to any plan. The first is the existing access. The egress and the internal circulation had to be improved in order to address the existing marina operations and public safety concerns (area shown on smartboard). He said the property has about ½ mile of frontage that is lengthy but narrow and has primarily been service off of one (1) access point which is the drive. As a result, over the years has created a lot of conflicts with safety concerns and operational efficiency throughout. The site is confusing from a circulation standpoint and is highly dysfunctional. He said that it is now at a tipping point where the access rights, which were reserved, for all four (4) of those lots, need to be exercised to redistribute access to the property. Right now there is an existing public access on the waterfront and is very difficult to get to. He showed (on the smartboard) the committee the portion of the site the public is trying to get to and shows the portion of the site, at the entrance, which is a boatyard, an operating boatyard with moving equipment that is very busy. He said they don't want people driving around when they are not sure where they are supposed to be. It creates security and liability concerns when that happens. The access was not creating circulation conflicts but there is also real constraints on the business operations of the marina. This issue needs to be addressed. Mr. Ross stated to answer the question, what is the sense of urgency, is that this should have been done previously and everyone benefits by moving this along. He is not suggesting this be rushed but a lot of thought has gone into the planning and into the easement agreement which has been under active negotiations for two (2) years. The second objective is in order to fund the infrastructure improvements that are going to be required to upgrade the marina to the tune of about 20 million dollars over a period of years, new bulk heads, new docks, new service facility and club facilities in order to make it what it should be, the Gardella's have to find a way to fund these improvements and part of that has to do with making the best utilization out of all the land so that the marina could co-exist with other uses that might make it other than Longshore and Sunset Grille. The long term masterplan is important to understand where it is going in order to pay for all of it. Reconfiguring the access and circulation is vital to the sustainability of the marina and it became the focus of their work for over an 18 month period. The negotiations process was managed by Attorney McCann along with Brian Smith and input from City Staff. He said clearly this agreement isn't the end, it clarifies the rights but they

see it as an ongoing long term relationship that works together to resolve those kinds of issues, for example the Gardella's have agreed to pay 50% of the cost to maintain any of the costs of that section of road that they would get access. He said it is a highly conceptual masterplan that shows, which ties into exhibit B, existing access points that allow the traffic instead of bottlenecking and trying to force its way through the boatyard, bypass the boatyard and enter those properties to improve the access. The Gardella's are aware they will have to manage those access points and they are just as

concerned about beachgoers that are trying to beat the system and avoid paying but they are not going to park on the marina property because they will get towed. The Gardella's will enforce it because it is an issue they share and they are fully committed to making sure that whatever parking management plan the City has, their parking management plan would reinforce that. In the 1922 deed where they gifted the land, the access broadly defines that somewhere in the northerly and westerly portions of the park, those four (4) parcels have access and they are trying to work that out. The easement agreement goes into a lot of detail about who pays for what and how that is worked out. Those rights exist. He said they existed when the land was given to the City. It was a reservation they made when they deeded the land, they reserved those rights. The access rights were not newly created. It was not specific as to utilities. In 1922 they didn't need much specifics and worked it out as they went. Almost 100 years has gone by and now they need to be more specific. The negotiated easement agreement clarifies the right of way location and other issues that are not addressed in the deed, such as use restrictions. It is vitally important for the current owner and the City to clarify those issues and finalize the implementation of a sustainable masterplan for Cove Marina.

Mr. Smith stated that the easement agreement itself has been negotiated. The Gardella's, the City, City Staff and Corporation Counsel have negotiated and proposed to you this agreement where there would be funds put in escrow, \$125,000., so the Gardella's could apply for various permits and approvals that they would need for various aspects of the marina development. Specifically, they would need to go to the Zoning Board of Appeals because there is a provision in the code that reads they would need to obtain a special exception to allow the four (4) existing building lots to remain in one (1) ownership. He said they would need approval for a site plan since they are considering re-shaping the lots to make them more consistent, they have spoken with Planning and Zoning Staff to do minor adjustments. Idea is to have the funds in escrow, accomplish all of those procedures and then the easement agreement would then be recorded and the funds would go to the City. Mr. Smith stated if this doesn't happen by December 31, 2020, unless they mutually agree to extend the agreement, it would just end. There is also a provision where the driveway portions that are within the park, once you get beyond where the gate house used to be, there is City work and Gardella work that needs to be done and they worked out who would pay for which portions and that is what the provision are for throughout that section. There is also a maintenance provision where Gardella should reimburse the Parks and Recreation Department for 50% of its reasonable cost of maintaining Marina Park Drive, which is what they are calling just that portion of the property. To the same standards as it maintains Calf Pasture Beach Park to date, if any, the City either confirm its status of Marina Park Drive as a public way or accepted at a public way. The City has not recognized the portion that is within the park as a public way. For example, as they move forward there may be discussion about what does it take to make it up to standard now. They have had engineers look at it, the City Staff will look at it. They will have to

come forward and establish whether it is up to standards or not. The 1922 deed, the owners had some restrictions over and above the right of access and certain provisions about use restrictions on the parkland part of the property, things like noise, retail business, alcohol consumption and tents and over time some of those things occur today that arguably in 1922 would have been banned. So anything that existing now in the park that would quote unquote, perhaps violate that restrictive covenant in 1922, they are saying its over which is a benefit to the City. This process has been very helpful because it is going to enhance the park and the Gardella

property, allowing the marina to continue to improve its operations which is a great asset to the City.

Mr. McCann said there is also a provision that requires that up until the time, if and when the street is accepted as a City street, the Gardella's have agreed to this easement to pay for 50% of the roadway improvements that would be necessary.

Mr. Hempstead said that the City currently closes beach road down at night due to vandalism now they close it at 10:00pm, would this prevent it from being closed.

Mr. McCann replied no. The new gate which the agreement contemplates and which park it's proposing would occur in front of the coast guard house so the park would still be closed at a certain time but it would be at a different location on the access road. The closure which occurred by the white line (old gate house) would move all the way down to the south western baseball diamond.

Mr. Hempstead asked if they were creating a new road.

Mr. McCann replied no they are not creating a new road. The only road improvements or construction that would occur are the turnaround at what would essentially be the new gate house or the new entrance to the park and the cut through which is labeled location of new median opening and access apron, and the three (3) curb cuts. (Shown on smartboard) He said those five (5) items are the only new construction/paving items that would occur.

Mr. Hempstead asked what would happen if the gate house is closed when he is trying to get out.

Mr. McCann replied through the turnaround that is constructed. He said it was proposed as a security measure to have a gate house and a way to close the lot.

Mr. Hempstead asked how to egress the parking lot then stated that there seems to be a lot of gates.

Mr. Hughes responded that they are proposing three (3) new gates. The first set would be down by the coast guard so if someone was to drive toward the entrance way and come to a closed gate there would be a turnaround there that sends them back out to exit the beach. Right where the gate house is now, there would be another gate closing that entrance so they can't get into the beach there and there will also be a gate at the corner if someone is

unable to make that sharp right turn back into the parking lot while still continue access to the road.

Mr. McCann interjected that it is a way to shut off the lots.

Mr. Hempstead asked what happens to the parking along old Beach Road in the gravel/dirt, does that go away.

Mr. McCann said that it wouldn't go away. He said eventually with the redevelopment of the Gardella parcels there would be a streetscape improvement down the road. That area is contemplated to be the legal zoning frontage for the redevelopment of the Gardella lot so

down the road it would be improved with the typical streetscape improvements that zoning would require, i.e. sidewalks and street trees.

Mr. Hempstead asked if that portion of the dirt driveway and the roadway part of the easement. He also asked how wide it is in its entirety.

Mr. McCann replied yes it is part of the easement and then asked Mr. Ross to answer the width.

Mr. Ross stated that it is approximately 100 feet. He said it was from the property boundary to the back of the curb of what they call Marina Park Drive. The idea was to keep it as minimal as possible and not begin to create additional roadways which is something they looked at. He said planning had asked that they look at that which took up twice the amount of land area for pavement. They thought it better to put the easement where there is an existing road, which is more than sufficient to accommodate the needs and not have to do additional paving.

Mr. McCann said the easement also allows for the option for the City of Norwalk to decrease the total width of the easement as a result increase the encroachment onto City Property if the City ever decides to relocate Calf Pasture Beach Road. Reserves the right to the City to relocate the access road going into the park closer to the Gardella parcel if it so choose.

Ms. Melendez asked if the Gardella representatives would be available after the executive session.

Mr. McCann replied yes, the agenda includes a second discussion after the executive session.

****MR. IGNERI MOVED TO GO TO ITEM 4 THROUGH ITEM 8 ON THE AGENDA THEN GO INTO EXECUTIVE SESSION.
MOTION PASSED UNANIMOUSLY

4. DISCUSSION AND POSSIBLE ACTION ON RELEASE OF THE CITY'S INTERESTS, INCLUDING A GENERAL RELEASE, IN THE 80± SQ. FT.

SIDEWALK EASEMENT AND RIGHT-OF-WAY OVER THE PARCEL LOCATED AT 64 SOUTH MAIN STREET (TAX LOT 2-58-22-0).

Mr. Hempstead asked for the reason the City had this property to begin with.

Ms. Burns responded the City sidewalk was of a deficient width in the vicinity of South Main Street and Elizabeth Street and had taken an easement years ago to construct the sidewalk. There is a current plan before the City and has been approved for the development of the Clarke Property from South Main Street to Day Street. As part of that there is significant street improvements being done, such as street trees, curbing and sidewalks and the sidewalk will be wider. The easement has to be released because the building of the Clarke Property extends onto the easement. The representative from the Clarke Property showed the committee a larger version of the parcel and where the easement is located. He gave a brief overview of what would be accomplished once the easement is released.

****MS. MELENDEZ MOVED THE ITEM**

****MOTION PASSED UNANIMOUSLY**

5. **AUTHORIZE THE MAYOR, HARRY W. RILLING, TO EXECUTE A THIRD AMENDMENT TO THE AUGUST 28, 2007 AGREEMENT FOR PROFESSIONAL ENGINEERING SERVICES BETWEEN THE CITY OF NORWALK AND A. DICESARE ASSOCIATES, P.C. REGARDING THE EAST AVENUE RECONSTRUCTION PROJECT, FOR AN AMOUNT NOT TO EXCEED \$70,000.00 IN ACCORDANCE WITH THE ATTACHED SCOPE OF SERVICES DATED JULY 31, 2019.**

**ACCOUNT NO. 09 12 4021 5777 C0471
 09 20 4021 5777 C0471**

There was no discussion on this item.

****MR. HEMPSTEAD MOVED THE ITEM**

****MOTION PASSED UNANIMOUSLY**

6. **AUTHORIZE THE PURCHASING AGENT TO ISSUE A PURCHASE ORDER TO C.N. WOOD OF CONNECTICUT, LLC, FOR THE PURCHASE OF ONE (1) 2019 RAPIDVIEW PIPE INSPECTION VEHICLE FOR A SUM NOT TO EXCEED \$368,410.00.**

ACCOUNT NO. 09 20 4031 5777 C0313

Mr. Hempstead asked why the vehicle is so expensive.

Mr. Carr responded stating that they need to replace an old vehicle as it cannot come out in inclement weather. He said it is an all-purpose, all duty truck that inspects the sewer lines and underground piping. It has newer technology and a great GPS system and a camera.

Mr. Igneri asked about the vehicle's life expectancy.

Mr. Carr responded 20 years+.

Mr. Hempstead asked if that item was a capital request.

Mr. Carr responded yes.

****MR. IGNERI MOVED THE ITEM
MOTION PASSED UNANIMOUSLY

- 7. AUTHORIZE THE PURCHASING AGENT TO ISSUE A PURCHASE ORDER TO GABRIELLI TRUCK SALES OF MILFORD, FOR THE PURCHASE OF ONE (1) 2020 MACK GU713 PLOW TRUCK FOR A SUM NOT TO EXCEED \$231,864.00.**

ACCOUNT NO. 09 20 4031 5777 C0313

Mr. Carr stated that the item was in the capital improvement program. The truck will replace a 1995 Ford.

****MS. YOUNG MOVED THE ITEM
MOTION PASSED UNANIMOUSLY

- 8. AUTHORIZE THE PURCHASING AGENT TO ISSUE A PURCHASE ORDER TO C.N. WOOD OF CONNECTICUT, LLC, FOR THE PURCHASE OF ONE (1) MACK GU713 REAR REFUSE LOADER NOT TO EXCEED \$237,611.00.**

ACCOUNT NO. 09 20 4031 5777 C0313

Mr. Igneri asked what kind of vehicle it is.

Mr. Carr responded that it is a small garbage truck and is the second of two (2) new trucks that were approved in the capital improvement program. This truck will help remove the City's yard debris, bulky waste and Christmas trees and tree removal.

Mr. Corsello asked what it is replacing.

Mr. Carr said that it is not replacing any truck because it is the second of two (2) new ones. The Committee began to discuss the need for this second truck and if there was enough work to have this truck in commission. The Chief explained how important and needed these vehicles are to the fleet.

****MR. IGNERI MOVED THE ITEM
MOTION PASSED UNANIMOUSLY

****MS. MELENDEZ MOVED TO GO INTO EXECUTIVE SESSION
AND INVITED ALL STAFF TO STAY**

****MOTION PASSED UNANIMOUSLY**

Executive session began at 8:12p.m.

EXECUTIVE SESSION

1. **DISTRIBUTION AND DISCUSSION OF ATTORNEY-CLIENT PRIVILEGED COMMUNICATION(S) REGARDING NEGOTIATION OF THE PROPOSED EASEMENT AGREEMENT ACROSS PORTIONS OF CALF PASTURE BEACH IN FAVOR OF GARDELLA BROTHERS LIMITED PARTNERSHIP FROM THE CITY OF NORWALK. (JOINT MEETING WITH RECREATION, PARKS & CULTURAL AFFAIRS)**

Executive Session ended at 9:08p.m.

RETURN TO NEW BUSINESS

3. **POSSIBLE ACTION ON PROPOSED EASEMENT AGREEMENT ACROSS PORTIONS OF CALF PASTURE BEACH IN FAVOR OF GARDELLA BROTHERS LIMITED PARTNERSHIP FROM THE CITY OF NORWALK. (JOINT MEETING WITH RECREATION, PARKS & CULTURAL AFFAIRS)**

Mr. Igneri reported on this. He stated that the Committees decided to Table Item #3 to the October 1, 2019 Joint Meeting with Recreation, Parks and Cultural Affairs which would be a public meeting. There was a brief discussion about the decision to table the item. He said he is instructing the DPW Engineers to work with the Consultants for the Gardella's on a conceptual design to the turnarounds and alternatives. The Gardella representatives made it clear that their idea was thrown out after putting in so much time and effort and then the City came up with the idea of the turnarounds. Committee is willing to work and meet with them on other alternatives.

Information / Discussion

A. Discussion

1. Drainage Project Status
 - 1a. Professional Services Task Order
 - 1b. Professional Services Task Order
 - 1c. Professional Services Task Order

There was no discussion on this item.

2. Sediment Removal Contract

There was no discussion on this item.

3. Potential abandonment/discontinuance of a portion of Howard Avenue.

There was no discussion on this item.

B. Customer Service Report May, June & July 2019

There was no discussion on this item.

C. Monthly Solid Waste Report – April, May & June 2019

1. 2019 Bulky Collections through July 2019
2. Transfer Station Quarterly Report, 2nd Quarter (April, May and June)

There was no discussion on this item.

Upcoming Projects

Adjournment

**Next Meeting: Tuesday, September 3, 2019
Public Works Committee Meeting
7:00 P.M. Room 225 DPW Conference Room, Norwalk**

****MS. MELENDEZ MOVED TO ADJOURN
MOTION PASSED UNANIMOUSLY

There was no further business and the meeting was unanimously adjourned at 9:17 p.m.