

Town of Barrington, RI

Harbor Management Plan

(A comprehensive set of guidelines, policies, recommendations and regulations to establish local control over the tidal waterways and contingent shore line areas of the Town of Barrington, Rhode Island)

Prepared for:

Barrington Town Council
Rhode Island Coastal Resources Management Council
Rhode Island Department of Environmental Management

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Submitted by:

James E. McClelland III
Chairman, Barrington Harbor Commission

Prepared by:
The Residents of the Town of Barrington,
Mark Amaral, Original Project Coordinator

Barrington Harbor Commission:
James E. McClelland III, Chairman
Nelson L. Hawkins, Jr., Vice Chairman
Paul A. Blasbalg
Anne Chapin
Robert Charbonneau
Paul H. Dennis
Peter D. DiMarco
John Garabedian
Brian S. Hunt

Contributors:
Past Harbor Commission Members:
Marsha Crecelius
Paul Doppke
Richard D. Frary
Joseph Migliore
Leeds Mitchell III
John S. Pace
Ray Sousa

Barrington Harbormaster Department:
John Lazzaro
Ray Sousa

Barrington Police Department

Barrington Land Conservation Trust

Barrington Harbor Management Plan

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100.0 INTRODUCTION

100.1 Purpose

This Plan was created not to replace the existing management scheme, but to build upon it for the purpose of achieving a comprehensive system for waterway management and planning. This report provides extensive policies, goals and recommendations for the purpose of positively managing the activities in and around Barrington's waterways. After implementation, continued modifications and alterations will be necessary so as to ensure that changing uses and use patterns are properly understood and managed. This Harbor Management Plan is intended to fulfill all current regulations and requirements of the State of Rhode Island.

100.2 Methodology

The Plan dated November 12, 1991 was created through the dedicated work of the residents of Barrington who unselfishly volunteered their time and effort. The project and final plan has been completely based upon public input and participation. Through the then existing Harbor Commission, an initial public workshop was organized and held in November 1990. The sole purpose of this workshop was to gather pertinent information regarding the issues of concern to waterway users. From this public hearing came five distinct issues encompassing specific objectives including: Boating Operations, Water Quality, Moorings, Public Access and General Management. Each of these broad issues was taken to task by management sub-committees made up of between five and eight volunteers. Sub-committee members represented a wide range of local interest groups including recreational boaters, marina operators, commercial fishermen, shorefront landowners, environmentalists, yacht club members, enforcement officials, educators and students. These groups met at open and public meetings on a weekly basis over two and one half months to review, discuss and set policies and goals and make recommendations for each identified objective.

Upon completion of the policy, goal and recommendation discussions, a draft was compiled and submitted to the local town planners, managers, council members and state regulatory agencies for initial comments. The subsequent changes were then made and a revised draft was made available for public comment at the end of June 1991. After discussion and review of these general comments a final report was completed and then submitted to the Barrington Town Council for local approval.

In 1992 the Plan received town approval and was submitted to the Coastal Resources Management Council where at a public hearing held on March 23, 1993 it received interim approval subject to certain minor stipulations.

From November 1997 to March 2007 this Plan was again reviewed by the Harbor

Commission to make the final revisions needed to receive Coastal Resources Management Council approval. Any changes made from the original plan were done in meetings open to the public. Final town approval took place following public hearings.

100.3 Plan Format

This Plan is divided into several basic sections, each focusing on a major issue identified at the original public workshop in November 1990. Each section contains a general overview, policy statements, issue identification, goal statements and recommendations.

100.4 Goals

This Plan was created by members of the committees and the local waterway users for the benefit of all waterway users operating within the jurisdictional boundaries of Barrington. It is the overriding goal of this Plan, and the intention of the planners, to provide both equitable and enforceable rules and regulations; to preserve, protect and in some cases enhance the existing waterway uses, waterway safety and public access. This is achievable through gaining continued support of the Barrington Town Council, the State of Rhode Island, Federal regulators and most importantly from the waterway users

100.5 Geography and History

Because the original planners understood the importance of public participation, two Barrington High School students were asked to assist with the 1991 research and writing of this section. Their efforts have provided us with a glimpse of Barrington's historic past.

Barrington is a small suburban community located in Bristol County, a 15-minute drive southeast of Providence. Geographically Barrington is similar to a peninsula with a river running through the center (see Appendix D, Charts and Maps, Section 1). This river is the Barrington River. The Palmer River and the Warren River form the eastern border of the Town. To the South is the upper extreme of Narragansett Bay and to the West is Bullock's Cove. The total coastline is 11.5 miles long and includes a variety of shoreline features and attributes. These range from the shallow Hundred Acre Cove, narrow Barrington River, sandy beaches in upper Narragansett Bay to the mud flats in Bullock's Cove.

When Barrington was founded in 1770, it originally extended from the upper extremes of Narragansett Bay on the South to Rehoboth on the North, and from the Providence River on the West, to the Palmer and Warren Rivers on the East. Many settlers were attracted to this area because of its abundant natural resources including rich soil, deep clay deposits and plush forests. One of the most important resources at that time was the numerous fresh and salt water areas which easily served as a means for transporting goods and stores. At the time of

Barrington's industrial age, the town was known throughout the Eastern corridor for its brick manufacturing capabilities. With the rich clay deposits the miners and kilns men were able to produce large amounts of quality brick. A great asset to this industry was the cheap and accessible transportation of the Town's natural system of lakes and rivers, which were used extensively for moving heavy barges laden with brick.

In the northern most region of Barrington there is a cove, locally called Hundred Acre Cove (although it is only approximately 40 acres in size). This area has always had many uses, and has engendered many legends. Local historian, Nicholas Gizzarelli, claimed that early settlers destroyed this once-upon-a-time forest when they downed the numerous trees to use the wood for long fences intended to separate the settlers' territory from the Indians'. This contradicts the theory of Thomas Bicknell, an 18th century historian, who speculated that this forest was established on a shaky and uncertain base. As the forest increased in size and mass the soil underneath became consolidated and the forest began to sink below the encroaching salt water, which eventually destroyed the forest. Regardless of which theory is correct, the deep-rooted stumps are still visible in the Cove and now offer lodging to a wide range of migratory waterfowl including the ever-growing population of egrets and diving ducks. It is also one of the Northeast's last spawning grounds for the Diamond Back Terrapin. The Cove has also provided the residents a protected area for work or recreation, including such activities as fishing, boating, water-skiing and most recently jet-skiing.

Moving South from this area is a stretch of water called the Barrington River, which is about 1.5 miles long, and 250 yards across at its widest point. Besides being a recreational area similar to the Cove, the river is also utilized for mooring private boats and as a thoroughfare linking the Cove to Narragansett Bay. Another highly utilized area is Police Cove (named because of its proximity to the old Barrington Police station and also called Bridge Harbor). The area is located between two bridges, which provide a well protected mooring area that is easily accessible via a town-launching ramp. Passing under the southern bridge one comes to Main Harbor, home of the Barrington and Tyler Point Yacht Clubs. This area is about 150 yards wide and is safe haven for about 109 moored boats and an additional 340 boats at docks and slips.

About one mile south of Main Harbor down the Warren River is the moderately sized Smith's Cove. This area sits between Adam's and Rumstick Points, providing mooring space for approximately 33 vessels and an additional 10 boats at docks. Continuing southward, a large water inlet stretches east to west between Rumstick and Nayatt Points. This is the northern part of Narragansett Bay, containing fertile shell fishing grounds and a gently sloping beach about two miles long. This beach is a popular spot for sunbathers, walkers and joggers and also the site of numerous regional, national and even international regattas.

To the Northwest, around Nayatt Point, is the entrance to Mussachuck Creek and Bullock's Cove. Barrington's first bricks were made in and transported on Mussachuck Creek in 1653. The ingredients here were perfect for that industry and the location prime for transportation to metropolitan areas such as Providence and Newport. Bullock's Cove was also an essential area to the shell fishing industry of that time. Even today quahoggers use this area to moor their vessels, allowing quick and easy access to the shellfish areas off Barrington Beach.

Barrington's identity has been created and shaped around its waterway resources. These vital areas have served not only as an important means of recreational diversion, but also offers a cornucopia of economic resources. Whether it was used in colonial times to transport brick or modern times for swimming or sailing, the waterways have always been an essential part of Barrington.

100.6 Projections for Future Growth

Roughly 70% of the coastline has been developed, accommodating either residential homes or water dependent uses such as marinas and yacht clubs. The remaining 30% is unsuitable for building and has either been deemed conservation zones or new structures have been prohibited by CRMC and the Army Corps of Engineers. Recently, development activity has been increasing and has come from remodeling and subdividing of existing properties.

Waterway activities, though, are expected to continue their gradual climb. Over the last several years, town mooring applications have increased and waterway traffic has multiplied dramatically. Nationwide trends show that waterway activities will continue to increase as more people move to the coastal zone, recreational vessels become more affordable and leisure time continues to increase. These facts underscore the necessity to prepare for the expected increase in waterway activities.

200.0 PHYSICAL SETTING

200.1 Harbor Boundaries

The boundaries for this plan will include all salt water areas within Barrington's jurisdiction including Hundred Acre Cove, Barrington River (including Police Cove/Bridge Harbor and the Main Harbor), Smith's Cove, the area between Rumstick Point and Nayatt Point, the area north of Nayatt Point into Bullock's Cove, out to 500 feet, and the Barrington side of Bullock's Cove. (See Appendix D, Charts and Maps, Section 5, for Rhode Island State Plane Coordinates for each). (Also, see section 500.2 - Mooring Policies).

It does not include that part of the Warren River between Tyler Point and Rumstick Point and the Palmer River, as the boundary line was confirmed at the Barrington

shore by an agreement between the Towns of Barrington and Warren on July 14, 1992. (See Appendix H for a copy of this agreement).

200.2 CRMC Water Use Type Designations

The following water type designations have been set by CRMC and apply to existing and allowable uses for those designated areas. (See Appendix C, Water Type Designations and Classifications, Section 1 for maps and descriptions of the East Providence and Bristol Quadrangles).

Type 1 waters are conservation areas. Included in this category are one or more of the following: (1) water areas that are within the boundaries of designated wildlife refuges and conservation areas, (2) water areas that have retained natural habitat or maintain scenic values of unique or unusual significance, and (3) water areas that are particularly unsuitable for structures due to their exposure to severe wave action, flooding and erosion.

Hundred Acre Cove is an example of a water area that has exceptional value as a waterfowl nesting and feeding habitat. Rare and unique assemblages of plants and animals and rich shellfish beds are found in these undisturbed waters. The goal in Conservation Areas is to preserve and protect Type 1 waters from activities and uses that have the potential to degrade scenic, wildlife and plant habitat values, or which may adversely impact water quality or natural shoreline types.

The mooring of houseboats and floating businesses, the construction or recreational boating facilities, filling below mean high water, point discharge of substances other than properly treated runoff water and the placement of industrial or commercial structures or operations (excluding fishing and aquaculture) are all prohibited in Type 1 waters.

The boundaries for type 1 waters are designated as follows: from a line created by the Rhode Island-Massachusetts border and Barrington-East Providence Border in Hundred Acre Cove south to a line drawn from the tip of a small peninsula at the end of the south side of Walkers Farm; an area from a straight line extension of Adam's Point Road to the Bristol/Warren Town line south along the shoreline of Smith's Cove to the northwest boundary of the Rumstick Point salt marsh; an area along Barrington Beach and extending 500 feet from shore and from the outlet of a small pond and stream south of Beach Road to a line along the edge of a salt marsh at the end of Appian Way; a small cove inland of a line from the southeast end of Blanding Avenue running generally southeast across the cove entrance to where it meets the end of Willow Way.

Type 2 waters are categorized as aqueous areas with high scenic value that

support low intensity recreational and residential uses. These waters include seasonal mooring areas where good water quality and fish and wildlife habitat are maintained.

In Low-Intensity Use areas, the goal is to maintain and, where possible, restore the high scenic value, water quality and natural habitat values of these areas, while providing for low-intensity uses that will not detract from these values.

New or deepened dredged channels and basins; new marinas and expansions of pre-existing marinas in excess of 25 percent of their capacity; the mooring of houseboats and floating businesses; industrial and commercial structures and operations (excluding fishing and aquaculture); and filling are all prohibited in Type 2 waters. Residential boating facilities, public launching ramps and structural shoreline protection facilities may be permitted in Type 2 waters, providing it can be demonstrated that there will be no significant adverse impact to coastal resources, water dependent uses or the public's use and enjoyment of the shoreline and tidal waters.

Type 2 waters are designated as follows: a section of Hundred Acre Cove along the shore between a straight line extension of George Finnerty Road across to the tip of a small peninsula at the south side of Walkers Farm extending south to the East Bay bike path trestle; waters between the northwestern border of the salt marsh on Rumstick Point along shore to the outlet of a small pond and stream south of Beach Road; an area extending 500 feet from shore northwest from a line along the edge of a salt marsh at the end of Appian Way to the entrance of Bullock's Cove.

Type 3 waters include waters which are intensely utilized areas where recreational boating activities dominate and where the adjacent shorelines are developed as marinas, boat yards, and associated water-enhanced and water dependant businesses.

In High-Intensity Boating areas the goal is to preserve, protect and, where possible, enhance Type 3 areas for high intensity boating and the services that support this activity. Other activities and alterations will be permitted to the extent that they do not significantly interfere with recreational boating activities or values.

The highest priority uses of type 3 waters and adjoining land areas are (a) marinas, mooring areas, public launching ramps and other facilities that support recreational boating and enhance public access to tidal waters and (b) boatyards and other businesses that service recreational boaters.

Type 3 waters have been designated in the entirety of Bullock's Cove, Police Cove

(Bridge Harbor) and Main Harbor.

Type 4 waters include (1) large expanses of open waters in Narragansett Bay which support a variety of commercial and recreational activities while maintaining good value as a fish and wildlife habitat; and (2) open waters adjacent to shorelines that could support water-dependant commercial, industrial and/or high intensity recreational activities.

In Multipurpose Waters the goal is to maintain a balance among the diverse activities that must coexist in Type 4 waters. The changing characteristics of traditional activities and the development of new water-dependent uses shall, where possible, be accommodated in keeping with the principle of working to preserve and restore ecological systems.

Large portions of type 4 waters include important fishing grounds and fishery habitats and it is important to protect such areas from alterations and activities that threaten the vitality of local fisheries. Aquaculture leases shall be considered if it can be demonstrated there will be no significant adverse impacts on the traditional fishery.

Type 4 waters have been designated within Upper Narragansett Bay seaward of the type 1 and 2 waters of Barrington Beach, Rumstick and Nayatt Point and into Providence reach.

200.3 DEM Water Quality Classifications

On August 6, 1997 the Rhode Island Department of Environmental Management published Regulation EVM 112-88.97-1 and on July 11, 2006 published updated Water quality regulations, the purpose of which is to establish water quality standards for the state's surface waters. A water quality standard defines the water quality goals of a surface water body, or a portion thereof, by designating the use or uses of the water and by setting criteria necessary to protect the uses. Water quality standards are intended to protect public health, safety and welfare, enhance the quality of water and serve the purposes of the Clean Water Act and Chapter 46-12 and Chapter 42-17.1 of the General Laws of Rhode Island. Water quality standards should, whenever attainable, provide water quality, including quantity, for the protection and propagation of fish and wildlife and for recreation in and on the water, agricultural, industrial, and other purposes including navigation.

The seawater classifications delineated in this regulation are defined by the most sensitive designated uses which each is intended to protect. (In no case shall waste assimilation or waste transport be considered a designated use).

Class SA@ - These waters are designated for shellfish harvesting for direct human

consumption, primary and secondary contact recreational activities, and fish and wildlife habitat. They shall be suitable for aquaculture uses, navigation and industrial cooling. These waters shall have good aesthetic value.

Class SA{b}* - These waters are in the vicinity of marinas and/or mooring fields and therefore seasonal shellfish closures will likely be required as listed in the most recent (revised annually) RIDEM document entitled Shellfish Closure Areas. However, all Class SA criteria must be maintained at all times.

Class SB - These waters are designated for primary and secondary contact recreational activities; shellfish harvesting for controlled relay and depuration; and fish and wildlife habitat. They shall be suitable for aquaculture uses, navigation and industrial cooling. These waters shall have good aesthetic value.

Class SB1 - These waters are designated for primary and secondary contact recreational activities and fish and wildlife habitat. They shall be suitable for aquaculture uses, navigation and industrial cooling. These waters shall have good aesthetic value. Primary contact recreational activities may be impacted due to pathogens from approved wastewater discharges. However, all class SB criteria must be met.

Class SB {a}* and Class SB1 {a}* - These waters, while designated for the Class SB or SB1 uses listed above, will likely be impacted by combined sewer overflows in accordance with approved CSO Facility Plans and in compliance with rule 19.E.1 of the Rhode Island Water Quality Regulations and the Rhode Island CSO Policy. Therefore, primary contact recreational activities, shellfish uses, and fish and wildlife habitat will likely be restricted.

@ Some Class SA waters contain Closed Safety Zones which are waters in the vicinity of an approved sanitary discharge which may be impacted in the event of complete failure of treatment and are therefore, currently prohibited to shellfishing. Although shellfishing use is restricted, all SA criteria must be met.

* Class SA {b}, SB {a} and SB1 {a} are partial use designations. For example, a partial use designation may be appropriate where waters are impacted by activities such as combined sewer overflows and concentrations of vessels.

SA waters exist in the Barrington River from the Mobil Dam in East Providence south to the East Bay Bike Path trestle and in upper Narragansett Bay from the Conimicut Point-Nayatt Point boundary south, including waters south of a line from Adams Point, Barrington to Jacobs Point, Warren (this would include Smith's Cove.).

SB waters exist north of the line from Adams Point, Barrington to Jacobs Point,

Warren to a line running directly west off of Warren Town Beach.

SB1 waters exist north of the westerly line off Warren Town Beach to the east bay Bike path trestle.

SB{a} waters exist north of a line from Conimicut Point in Warwick to Old Tower at Nayatt Point (including the entirety of Bullock's Cove).

(See Appendix C, Water Type Designations and Classifications, Section 2 for a map of these RIDEM Water Quality Classifications in Barrington waters).

200.4 Water Depth and Federal Channels

NOAA chart #13224 (See Appendix D, Charts and Maps, Section 2) depicts water depths and shoreline features for most of Barrington waters. Those areas and depths, which are not officially charted, are:

1. Hundred Acre Cove averages 4 feet at mean low water, with areas as shallow as 1 foot. Barrington River ranges from 4 to 9 feet at mean low water. Police Cove (Bridge Harbor) typically ranges from 4 to 11 feet with deeper portions in the center. Other areas, which have been charted, include Main Harbor, which ranges from 4 feet off Tyler Point to 11 feet within the main mooring areas. Bullock's Cove ranges from mud flats to 4 feet at mean low water down to 8 feet in the Navigational Channel. Part of Smith's Cove has a deep-water area ranging from 10 to 15 feet, with 2 to 3 feet on the inner part of the Cove. The areas off Barrington Beach range from a shallow sloping beach out to depths of 22 feet.
2. Bullock's Cove has a dredged federal channel marked by day markers and a buoy from 1/4 mile outside of the breakwater north to Cove Haven Marina.
3. There are two U. S. Coast Guard maintained buoys (red nuns) at the end of the Barrington River approaching the buoy (a green can) at Tyler Point, which indicate the proper navigational path into Main Harbor from the Warren River. There is no turning basin here or anywhere else in Barrington waters. There are no designated or special anchorage areas in Barrington waters.

200.5 Flood Zones

All tidal areas and adjacent land areas are subject to severe fetch conditions, tidal flooding and storm surges with water levels expected to rise between 18 and 22 feet above present high water heights. (See appendix D, Charts and Maps, Section 3 for applicable portions of these maps).

200.6 Wildlife and Conservation Areas

Open Space: Per the 1992 Barrington Comprehensive Plan, over 1,100 acres have been zoned as open space. The open space designation includes public

parklands and open space. It is the largest zoning category except for residential. In addition to Barrington's open space land, zoned open space is also held by the Barrington Land Conservation Trust, the Audubon Society of Rhode Island, the Swansea Land Trust, the Bristol County Water Authority and various Rhode Island state agencies. Zoned open space areas (traveling counterclockwise from the west) include:

- Haines Park
- Tall Cedars (Primrose area)
- Latham Park
- Allin's Cove
- Bicknell Park
- Prince's Pond
- Chianese Field
- Volpe Pond and landfills along Upland Way
- Brickyard Pond and Veteran's Park
- Nayatt wellheads
- Barrington Beach
- Rumstick Point (tip)
- Smith's Cove (top)
- Barrington River - private neighborhood association beach
- Hampden Meadows Greenbelt
- Johannis Farm and Palmer River wetlands
- Douglas Rayner Wildlife Refuge at Nockum Hill
- Osamequin Nature Preserve and Walker Farm (along Hundred Acre Cove)
- Local cemeteries and adjacent wetlands and coastal lands

Wetlands and Water Conservation: Wetlands and inland water bodies total 840 acres. Approximately half are publicly or privately protected as open space or conservation lands though many are not included within the open space district. Wetland properties generally provide the most highly valued habitat for local plant and animal species.

In particular, the Douglas Rayner Wildlife Refuge at Nockum Hill is home to Rhode Island's only breeding colony of the endangered Northern Diamondback Terrapin, which has been the subject of an ongoing (16 year) population study. Significant protected habitat areas not zoned as open space (as of 1991) include (traveling clockwise from the west):

- Little Mussachuck Creek and Pic-Wil Nature Preserve
- Additional Brickyard Pond area wetlands
- Devine Vargas Conservation Area (along Hundred Acre Cove)

Significant open space acquired by the Town of Barrington within the past decade, including coastal or freshwater wetlands, but not designated as open space on the 1991 town zoning map includes:

- St Andrew's Farm open space and fields
- Police Cove Park
- Sowams Road Open Space (former Perna property and Hampden Meadows Greenbelt addition)
 - DeSano Wetlands (Hampden Meadows Green Belt addition)
 - Mallard Cove (private, easement)
 - Vitullo farm
 - Perna property (Sowams Road)

Some of these parcels include conservation or other use restrictions based on the source of funding of gifts used to acquire these parcels. Numerous other small properties have been permanently protected either by easement or transfer to the Town of Barrington or the Barrington Land Conservation Trust over the past decade. Significant, privately held, unprotected, open space and wetlands are owned by: Rhode Island School of Design, Rhode Island Country Club, St Andrews School and Zion Bible College.

Privately held wetlands are regulated to a limited degree by Barrington zoning regulations (building within 100 feet), Rhode Island Department of Environmental Management (freshwater wetlands activities within 50 feet) and Rhode Island Coastal Resources Management Council (coastal wetlands activities within 200 feet).

Water Quality: The Barrington Aquifer at the Nayatt Wells is the only commercially developed well field in eastern Rhode Island. The Nayatt Wellhead District proposed regulations for water protection have not yet been adopted by the Town. A large area just north of Volpe Pond serves as the groundwater recharge area. Its waters remain largely unprotected.

Water Based Pests and Invasive Species: Many coastal marshes and freshwater wetlands were ditched during the Great Depression to provide mosquito control. These ditches have served as a serious detriment to habitat quality and when clogged actually provide a protected habitat for mosquitoes that might otherwise be eaten by small fish. Projects, such as the Allin's Cove Restoration Project that is being led by the Army Corps of Engineers, will partially restore a previous dredge fill area and serve to reduce the mosquitoes while recreating a more natural shoreline habitat.

Many local shorelines have been overrun by an invasive species, *Phragmites*, a coastal grass genus that thrives on freshwater run off enriched by fertilizers and other nutrients. *Phragmites* growth becomes so dense that other native coastal grass species are excluded and wildlife habitat values are dramatically reduced. The tall *Phragmites* stalks are also highly flammable. Coastal studies at Smith's

Cove have demonstrated the powerful effect of runoff from lawns, roads and storm drains in providing a competitive edge to the Phragmites. Projects completed or planned for Big and Little Mussachuck Creeks, Prince's Pond, Allin's Cove and Walker's Farm have included increasing salt water flow as a key project element with the goal of reducing Phragmites growth.

Other detrimental invasive species with a significant local presence include the Asiatic Bittersweet (*Celastrus orbiculatus*) vine and Autumn Olive (*Elaeagnus umbellata*). Restoration projects at Prince's Pond, Osamequin Nature Preserve, Tall Cedars and Nockum Hill, among others, have focused on reducing these two species. Town of Barrington partnerships with the Barrington Land Conservation Trust, RIDEM, CRMC, NRCD, Army Corps, Save the Bay, Barrington Garden Club, Boy Scouts and individual volunteers have been essential in undertaking this habitat restoration work.

300.0 NATURAL RESOURCES

300.1 Shellfish Resources

Barrington provides significant commercial shell fishing grounds located off Barrington Beach. This area is a State designated shellfish management zone and is open on a conditional basis depending on rainfall activity. When open, it provides some of the most productive shell fishing in the State. The rest of Barrington waters are closed permanently to shell fishing due to adverse water quality. In some areas oysters, which were once big business in Barrington, are starting to make a comeback.

Barrington's coastline provides nesting habitat for Horseshoe Crabs. Shoreline surveys during the critical spring breeding season have indicated significant activity in the Hundred Acre Cove estuary. Additional information would be useful in the face of declining populations of horseshoe crabs in the Northeast.

300.2 Fisheries and Marshes

The Barrington and Warren Rivers provide a vital link between Narragansett Bay and Hundred Acre Cove for a variety of aqueous species. Hundred Acre Cove is an important spawning and nursery area for multiple pelagic and benthic creatures which exist in Narragansett Bay including anadromous fish such as Blueback, Alewives and American Shad. Hundred Acre Cove and the Barrington River are also home to many of the Bays summer species including Atlantic Bluefish, Menhaden, Silversides and Striped Bass. The Runnins River, a fresh water stream flowing into Hundred Acre Cove, was once the last existing natural shad run in Rhode Island. Popular fishing areas are off Barrington Beach, on the bridges over the Barrington River and at the end of Nayatt Road Right-of-Way.

Bullock's Cove is also a productive area, offering feeding grounds for large schools of Menhaden and Alewives. There is a herring run at Prince's Pond from the Barrington River. Herring and eel runs occur at Big Mussachuck Creek into Brickyard Pond and via fish ladder into Echo Lake. RIDEM also stocks Brickyard and Echo Ponds.

Habitat restoration projects have worked to improve the water quality for these species. Allins Cove is the site of a major marsh restoration, as is Little Mussachuck Creek and Walker Farm. Local resident Mark Bertness has been doing salt marsh research for many years in Smith's Cove.

The Palmer River historically had eelgrass along much of the river. Around 1995, the Barrington Land Conservation Trust sponsored an eelgrass planting at the end of Charles Street. It was not successful because seaweed smothered the grass. Long term however, it might be a viable project if the seaweed could be reduced by reduction of the nitrogen in the water. Less use of lawn fertilizer would be a good step in that direction. It is not thought that there are any eelgrass beds surviving in Barrington waters.

300.3 Biological Habitats

Much of Barrington's waterfront has been maintained in its natural state. These large salt marsh areas which exist throughout the Town, most notably the Barrington River and Hundred Acre Cove provide vital and necessary habitats for plants, waterfowl and birds.

The Diamond Back Terrapin, a turtle of brackish waters, lives in Hundred Acre Cove and nests at Nockum Hill. This species is listed as endangered in Rhode Island and was the subject of a 16-year study by Charlotte Sornborger and E. Douglas Rayner. A town ordinance limits the speed of motor craft to five miles per hour north of a line designated by marked buoys installed by the Harbor Commission from the beginning of June until late fall.

A study, prepared by the US Fish and Wildlife Service, including all of Hundred Acre Cove and the Barrington/Palmer Rivers complex entitled "Significant Coastal Habitat" is contained in the final report "Northeast Coastal Areas of Study: Significant Coastal Habitats of Southern New England and Portions of Long Island, New York" submitted to the US House of Representatives Committee on Appropriations and the US Senate Committee on Appropriations in August 1991.

The Nockum Hill Management Plan cites these studies:

- 1) Golet, F.C. - 1988, Inventory of wetlands and deepwater habitats of Barrington, RI; prepared by the University of RI, Dept. of Natural Resource Science; prepared for the Barrington Conservation Commission, 36pp.
- 2) Reinert, S.E. - 1981, Avian use of ditched and unditched salt marshes in

Southeastern New England; a preliminary report. Proc. Northeastern Mosq. Control Assoc., 27:1-23.

- 3) Reinert, S.E. - 1991, Inventory of Birds at Nockum Hill, Barrington, RI. Prepared for the Barrington Land Conservation Trust. 12pp. (Reports on Nockum Hill breeding birds of 1990 and presents historical list of birds observed on the refuge.)
- 4) Bush, J.L. and Auger, P. J. - 1990, Nesting of Diamondback Terrapin at Nockum Hill, Barrington, RI; Prepared for the Barrington Land Conservation Trust. 13pp. (Provides results of an intensive ecological study performed on the Terrapin in 1990).

There is a 20-year breeding season survey of local birds completed by Professor Emeritus of RI College, Ellsworth Starring. He observed birds in 8 locations for 20 years and 2 additional locations for 5 years from 1980 to 2000. He has compiled this data by species and location and type of activity. Other species attracted to Barrington waters include Black Ducks, Mallards, Canada Geese, Scaup and the Mute Swan. Additionally, substantial populations of diving ducks such as Bufflehead, Ganzers, Canvasback and Goldeneye inhabit the area during their migration periods.

Barrington's waterways also host various types of legged wading birds including several varieties of egrets and shorebirds, while the marshes provide feeding grounds for others such as the Black Crown Night Heron and Glossy Ibis.

400.0 BOAT OPERATIONS

400.1 Overview

Barrington is known throughout Rhode Island and nearby Massachusetts as a haven for recreational boaters. In addition to the 237 moorings and the 755 slips in town, residents and non-residents flock to the multiple launching ramps to gain access to the waterways.

There are 6 marinas in Barrington waters: Atlantic Marina in Police Cove; Stanley's Boat Yard, Annex Marina and Barrington Yacht Club in the Main Harbor; and Brewers Cove Haven Marina and Lavin's Marina in Bullocks Cove. All of these marinas do traditional commercial marine repair work except for the Barrington Yacht Club. In addition there are numerous private docks all throughout the Town's waterways. There are no wharves, boardwalks, commercial fishing facilities or boatyards in Barrington waters. Public access launching ramps exist at Walker Farm in Hundred Acre Cove, in Police Cove and at Haines Park in Bullocks Cove.

Many boaters utilize Barrington waters as a recreational area. In the river waterskiing is extremely popular with many skiers and boats operating at one time. Sunfish, canoes, hobie cats, personal watercraft, and windsurfers are also common

in the Barrington River as well as in Hundred Acre Cove and the bay waters from Rumstick Point to Bullocks Cove. The Main Harbor, Smith's and Bullock's Cove are mostly transitional areas where boaters either store their yachts or gain access via ramps and then go to other areas of interest outside Barrington waters.

Traditionally, sunfish and canoes retreat to quiet, calm areas while water skiers utilize long runs. However, as the number of recreational activities continues to increase, on-the-water conflicts have risen sharply. No longer is there a definitive separation between the non-motorized activities and the motorized. Multiple uses now occur within close proximity to one another, often giving rise to questions regarding waterway safety and water use compatibility.

There are numerous swimming areas in Hundred Acre Cove, Upper Barrington River and the Main Harbor where there exist private beach associations and public access rights-of-way. In addition there is a large town beach facing Narragansett Bay off of Nayatt Road. There are no "municipal shoreline zoning districts" in Barrington.

Some of these questions and underlying fears were offset by the introduction of on-the-water enforcement patrols in 1987. At that time, Barrington created the Assistant Harbormaster position and the corresponding responsibility of waterway patrols. This program was successful in reducing the number of unsafe activities, which had been occurring on the water, and ensuring the presence of an enforcement officer to maintain safety awareness. But as waterway activities continue to multiply and the mixing of non-compatible waterway activities increases, local enforcement officials are faced with even greater concerns regarding boating safety.

400.2 Policies

1. Ensure that all waterway activities are occurring in a safe and controlled manner.
2. Protect waterway users by preventing unnecessary accidents through the administration and enforcement of rules and regulations pertaining to waterway activities.
3. Provide to all waterway users, both resident and non-resident, local waterways, which are properly managed and sufficiently patrolled.

400.3 Existing Regulations

The existing rules and regulations were created by the passage of an ordinance by the Town Council in 1977 and most recently amended on January 5, 2004. They combine local ordinances with State Boating Safety Laws, enabling local enforcement officials to effectively prosecute illegal boating activities.

RECOMMENDATIONS:

That the Town of Barrington continue to enforce Rhode Island Boating Safety Law as dictated under Rhode Island General Laws 46-22-14 as stated in existing local Code, Chapter 148, Public waters, Use Of.

That the Town of Barrington continues to establish by resolution, penalties for the violation of boating rules and regulations, consistent with those prescribed by section 46-22 of the Rhode Island General Laws, as amended.

That the Town of Barrington continues to administer and enforce boating safety laws as amended by this plan. (For the amended ordinance, see Appendix A, Chapter 148, Public Waters, Use Of: Ordinance for the Regulation of Barrington's waters.)

400.4 Vessel Activities

Many Barrington waterways are restricted because of mooring density, high traffic, depth, and width creating concern regarding:

1. Wake - When a vessel accelerates or slows there is often a wake created. Depending on the displacement and weight of the vessel, the wake can be large and damaging. Vessel wakes can easily throw a person from a vessel, damage docks and erode shorefront property. In Barrington River there are two primary areas, which receive wake damage. These are the areas located directly north and south of the Massasoit Avenue automobile bridge (commonly known as the White Church Bridge and also as the Central Bridge) and north of the East Bay Bike path trestle. In addition to these two primary wake affected areas, the Main Harbor, Bridge Harbor and Bullock's Cove are prone to wake damage from vessel traffic.
2. Noise - All of the aqueous areas are within close proximity to waterfront residential homes. As vessels have become larger and horsepower increases, the increased level of noise emissions has become apparent. Although waterway noise is expected and tolerated, there has been a growing level of unacceptable noise.
3. Speed - Presently there are established and effective restricted speed/wake zones limiting vessel speeds and wakes. From the entrance of Barrington Harbor at Can #1 to the south side of the East Bay bike trestle there is a 5 Mph "No Wake Zone". A second speed/wake zone exists from Buoy 1B at the entrance of Bullock's Cove north into the cove area. Also, a speed/wake zone exists just north of the Massasoit Avenue Bridge and in the northern part of Hundred Acre Cove.

In the areas of non-speed zones, specifically Barrington River and parts of Hundred Acre Cove, the increased size of vessels and corresponding speed has posed new

safety problems. It has been observed that the larger vessels now using these geographically restricted areas at even moderate speeds have impaired mobility and reduced reaction time increasing the threat of accident.

GOAL: To ensure that vessels operating on Barrington waterways are doing so in a safe and controlled manner.

RECOMMENDATIONS:

That no vessel shall be operated at a speed which causes wash or wake potentially dangerous to persons or damaging to property in any Barrington waters.

That no vessel shall operate at a speed greater than 5 Mph or cause there to be a wake in the Main Harbor, Police Cove, or Bullock's Cove, and any areas designated by the rules and regulations as a speed/wake zone.

That no vessel shall be operated at a speed greater than 5 MPH or cause there to be a wake in any designated mooring area within any Barrington waters (unless specifically designated otherwise.)

That all vessels shall be operated with reasonable and prudent speed when traveling under the Massasoit Avenue automobile bridge, East Bay Bike Path trestle, or The Lance Corporal Victor Patrick Andreozi and Vietnam Veterans Memorial Bridge (commonly known as the Route 114 automobile bridge).

That no water skiing shall take place within 100 feet of a swimmer, mooring area or fixed object in the water.

That no vessel shall operate in a reckless or careless manner which shall include but not be limited to wave and wake jumping, or operating at high speeds within close proximity to docks, moorings, floats and other vessels.

That all vessels operating in Barrington waters must meet the existing standards for muffling devices as stated in RIGL 46-22-8.

That all accidents, regardless of the severity, shall be reported to the Barrington Police Department within a reasonable amount of time.

400.5 Patrol Areas

Because of the jurisdictional size of Barrington's coastline, comprehensive, full-time enforcement is often impossible. Two of the most heavily traveled areas, Bullock's Cove entrance and Main Harbor, are five and one half miles apart. This geographic separation causes there to be an elimination of patrols in one area to cover the over. This has lead to substantial gaps in patrolling.

GOALS: To provide the highest degree of patrol capabilities throughout Barrington waterways.

To provide enforcement patrols in conjunction with neighboring Cities and Towns.

RECOMMENDATIONS:

That the Towns of Warren, Barrington and the City of East Providence will work together to provide boating safety patrols by:

1. A mutual aid package, which specifically states the responsibilities, jurisdiction and authority of each municipal boating safety patrol.
2. This mutual aid package should be agreed to and signed by each affected Town/City Council and approved by the CRMC.
3. Organize and coordinate patrol shifts within the bodies of water to eliminate enforcement overlaps and gaps.
4. Each town's Harbormasters and marine patrol units should assist during emergency situations whenever possible.

400.6 Bridges

Barrington is unique because there are three height restrictions located in the Barrington River. The first is The Lance Corporal Victor Patrick Andreozzi and Vietnam Veterans Memorial Bridge, which restricts vessels to about twelve (12) feet at mean high water. The second is the East Bay bike path trestle located north of Police Cove/Bridge Harbor. The height restriction here is about five (5) feet at mean high water. The current here is also very strong and often plays havoc with vessels trying to transit the area. The third height restriction is the Massasoit Avenue automobile bridge. Vessels are restricted to about five (5) feet here at mean high water but the current is less active allowing for more maneuverability. Many boaters are unaware of these conditions and often find themselves in difficult situations. These bridges are also a popular spot for recreational fishing activities. This has resulted in conflicts between the boaters and the people fishing from the bridges who often restrict vessel traffic by their fishing lines.

GOAL: To ensure that vessels transiting under the bridges can do so safely.

RECOMMENDATIONS:

That vessel transit areas be created to include; the center span on the Massasoit Avenue Bridge and The Lance Corporal Victor Patrick Andreozzi and Vietnam Veterans Memorial Bridge and the widest span on the East Bay Bike Path trestle.

That fishing lines either entering the water column or hanging above designated

vessel transit areas shall be prohibited.

That the Harbormaster shall petition the Department of Transportation and recommend that these designated vessel transit areas be clearly fenced and marked on the bridges for both the boaters and the fishermen.

500.0 MOORINGS

500.1 Overview

Moorings and mooring areas are an important part of Barrington's waterways. The increasing recreational nature of the Town's waterway activities coupled with the well protected harbors has resulted in mooring area growth. Only 30 years ago, the number of moorings did not exceed 100 and they were found primarily in the Main Harbor. Today there are 236 of them with 109 in the Main Harbor alone. Of these 236, 95 moor vessels greater than 25 feet. These moorings were maintained primarily by local waterfront marinas and shorefront residents.

Since then the number of recreational boaters in this state has increased dramatically. The existing landside infrastructure could not accommodate this inflow of new vessels, so mooring areas became the only option for many boat owners. This resulted in new pressures placed upon the waterway areas and those people who managed them.

In order to maintain control of these areas the Barrington Harbor Commission was formed. This commission was tasked with recommending regulations to be used in the regulation of mooring areas within Barrington's jurisdictional boundaries. In order to achieve this, they created, and recommended to the Town Council, a set of strict rules and regulations pertaining to the placement, movement, assignment, utilization, inspection, and registration of moorings.

As the number of people on the waiting list continued to increase, additional moorings began to appear and the sizes of vessels continued to lengthen. These factors lead to tremendous overcrowding in the Main Harbor. There was no longer enough room for all the vessels to swing freely, navigation was impaired and the compliance rate with existing rules and regulations was low. Elsewhere, moorings were appearing in non-traditional areas posing questions about access, parking, and pollution.

Since the creation of this vital committee their responsibilities have become ever more difficult. Since its inception, the Harbor Commission has worked to resolve mooring conflicts, ensuring safe boat operations and provide important information to the Town Council in matters regarding harbor management. This has successfully been achieved by continuous revisions to the rules and

regulations. Active enforcement of these rules and regulations became a priority for the Harbormaster Department along with assessing fines and penalties for those that are not in compliance. A mooring sticker system was instituted to ensure proper mooring permit compliance. Due to the past and present efforts of the Harbor Commission and the Harbormaster, Barrington mooring fields meet strict rules and regulations. As pressures such as mooring density, impediments to navigation and access to mooring fields continue to increase, the Harbor Commission shall continue its efforts to provide equitable and practical mooring management.

500.2 Policies

Each of the mooring areas in Barrington holds potentially different conflicts ranging from density to depth. In order to properly manage the Town's existing and potential mooring areas and the related conflicts, it shall be the policy of the Town of Barrington to:

1. Ensure that the Harbormaster's office and the Harbor Commission continue to monitor, regulate, administer and manage all moorings placed in Barrington waters whether they are resident, non-resident, or commercially held.
2. Continue to provide services through the Harbor Commission and the Harbormaster's office to mooring holders, including mooring inspection regulations, providing for safety patrols and mooring area management.
3. Provide and administer fair and efficient means for mooring space allocation.
4. Maintain the highest possible mooring density without sacrificing safety to persons or property, impinging on any waterfront property owners "Riparian Privilege" in designated mooring areas, or overall water quality as stated in this plan.

In order to fairly administer the limited natural resource of available mooring spaces in those areas where there is a waiting list an occupancy policy was established. The HM is tasked with establishing whether an individual mooring space assignee meets this annual occupancy requirement. In doing so he shall take into consideration acts of nature or circumstances beyond the vessel's owners control as well as the natural act of cruising, and other special circumstances.

Vessels should not be moored or anchored so as to interfere with the free and unobstructed use of channels, fairways, or berthing spaces within the areas under Town jurisdiction as detailed in this section. The standard for buffer zones around sited mooring fields should be fifty (50) feet and this standard should be flexible enough to take into consideration the existing number of moorings and the

coexisting of potentially conflicting end results. When the Harbormaster proposes to make the buffer zone less than the standard 50 feet, he must have approval to do so in writing from both the mooring space assignee and the riparian owner. This written approval will be obtained on an annual basis as part of the registration process, or obtained at the time of in-season mooring space assignment, and is only valid for that calendar year.

500.3 Existing Rules and Regulations

The existing set of rules and regulations were created in the 1977 town ordinance and most recently amended December 4, 2005. They provide up-to-date guidelines on which to base harbor management decisions. These rules and regulations have been found to be acceptable by the existing mooring holders.

RECOMMENDATION:

That the Town of Barrington shall continue to operate and administer moorings and mooring fields through the existing rules and regulations as amended by this Plan and found herein. (See Appendix A for the Ordinance)

500.4 Mooring Locations

Presently, moorings are located throughout the jurisdictional boundaries of Barrington and are geographically divided into eight mooring fields totaling approximately 283 acres. Each mooring in Barrington waters must be registered by the Town and there is excellent compliance.

BARRINGTON BEACH: There are only 13 moorings off Barrington Beach and are primarily located on the west side of Rumstick Point. Only 1 holds a vessel greater than 25 feet. Most of these moorings are held by people who reside in the general area. The area provides no protection from the regular southerly breeze, and there is often a strong swell. The bottom is a mixture of sand and mud, which makes for fair holding. The total acreage is approximately 83.

POLICE COVE (BRIDGE HARBOR): This cove is situated between The Lance Corporal Victor Patrick Andreozzi and Vietnam Veterans Memorial Bridge and the bike path. It is unique because it is very well protected from all directions. There presently is a launching ramp and available parking for permitted users at the old police station site. Also a dock has been constructed here to accommodate the harbor patrol boat. The continuation of these two features should be allowed for in any future use of this property. This area is shared by commercial and recreational boats usually ranging in size from 15 to 25 feet. In the winter the area is used exclusively by commercial fisherman. Currently, there are 12 moorings registered in this area, none of which moor a vessel greater than 25 feet. The Town is in the process of adding a transient dock to provide an off-loading facility for local boaters. The design is complete and all necessary permits have been granted. Construction will be tied into the completion of The Lance Corporal Victor Patrick Andreozzi and

Vietnam Veterans Memorial Bridge. The total acreage is approximately 2.

BULLOCK'S COVE: Bullock's Cove mooring field is located between Lavin's and Cove Haven Marinas. It is comprised of only 20 moorings within Barrington's jurisdiction, 3 of which moor vessels greater than 25 feet. This area is predominantly used by recreational boaters with a small proportion used by commercial fishermen with vessel length averaging 19 feet. The bottom is mud, which makes for good holding and the area is well protected from all directions. There are substantial numbers of moorings in the western and north sectors of the cove, which are monitored and managed by the City of East Providence. The total acreage is approximately 14.

MAIN HARBOR: There are 109 registered moorings in the harbor, which extends from The Lance Corporal Victor Patrick Andreozzi and Vietnam Veterans Memorial Bridge south to the confluence of the Barrington and Palmer rivers. Of the 109 moorings, 89 are residents with the remaining being non-residents and commercial and 68 of them moor vessels greater than 25 feet. Only six (6) moorings are commercially controlled while the remaining are privately assigned. The vessels range in size from 13 to 50 feet and the total vessel population is approximately 75% sailboats. The harbor is a hard bottom and the holding is fairly good. It is well protected from the east and west but is susceptible to strong Southerlies and Northerlies. Tides play an important role in this area applying forces to vessels moored on the east side during the flood and on the west side during the ebb. The East side of the mooring field is commercially zoned waterfront and home to Stanley's Boat yard and the Barrington Yacht Club. The West side is residential homes, which are separated from the river by Mathewson Road. The total acreage is approximately 13.

HUNDRED ACRE COVE: There are presently 17 moorings registered in this area, none of which moor a vessel greater than 25 feet. They are primarily located on the east side of the Cove from the Massasoit Avenue automobile bridge north to Acre Avenue. The moorings are owned by landowners surrounding or within close proximity to the Cove. The majority of vessels are small recreational power boats ranging from 12 to 24 feet. Most of the cove is fairly well protected from weather. The total acreage is approximately 43.

SMITH'S COVE: Smith's Cove is located between Rumstick and Adams Point holding about 33 registered moorings, approximately 20 of which moor vessels greater than 25 feet. (There is the possibility of some double counting here with the Main Harbor). Many of these moorings are guest locations for vessels usually over 26 feet in length generally owned by landholders surrounding the cove or people who have moorings in the main harbor. The Cove offers very little protection from the southerly breeze. There is often a wind swell filling the area, but the bottom is soft mud making for good holding. The total acreage is

approximately 51.

UPPER BARRINGTON RIVER: There are 25 registered moorings in the river area, 2 of which moor vessels are greater than 25 feet. 95% of these moorings are owned by landowners surrounding or within close proximity to the river. The majority of vessels are small recreational vessels ranging from 12 to 24 feet; however, there has recently been an introduction of larger vessels in this area. The total acreage is approximately 44.

WESTERN BARRINGTON WATERS: There are 7 Moorings in this area, all of which are owned by landowners adjacent to the moorings. One of these moorings holds a vessel greater than 25 feet. The total acreage is approximately 32.

In each of these eight mooring fields, if there are more than 10 vessels that are over 25 feet long and/or have a marine sanitation device, there must be pump-out service available to the field. If the mooring field waters are classified SA and there is not a shore based pump-out available adjacent to the mooring field then mobile service must be provided.

At the present time this only applies to the Main Harbor (classified SB1) and Smith's Cove (classified SA) and pump-out service is provided to them using a pump-out boat operated by the Town of Warren, Rhode Island (See Appendix I: Pump-Out Boat and Services Agreement Between Barrington and Warren, R. I.) as well as numerous shoreside pump-outs in the Barrington Harbor and Warren River area.

All moorings are managed by the Harbor Commission and spaces are assigned by the Harbormaster according to the regulations and spaces are owned by the Town. Individual mooring space assignees own and maintain the ground tackle. (See Appendix D, Charts and Maps, section 4 for maps of each mooring field and section 5 for Rhode Island State Plane Coordinates for each).

500.5 Mooring Fees

The Town of Barrington has been administering mooring fees since 1977. Because of acknowledged differences in services rendered in various areas and the fact that some costs are covered in the fee charged and some absorbed in the general tax rate, the Town has constructed the existing mooring fees (which can be found in Chapter A-225, Fee and Fine Schedule of the Code of the Town of Barrington) to reflect the following conditions.

Any moorings placed in waters below the mean high water mark shall be subject to the appropriate fee schedule.

The Town acknowledges the difference between moorings held by Barrington residents and non-residents because some of the costs are borne by the Town of

Barrington through tax collection.

The Town of Barrington acknowledges that different size vessels occupy varying space in the mooring fields and mooring fees should be charged accordingly.

Greater services are provided in the Main Harbor (e. g. greater security, lighting, patrolling etc.) therefore the fee charged for this area should be greater.

GOAL: To have an effective, equitable and suitable fee structure for moorings placed in Barrington waters.

Commercial marine services operators should be limited to a total of six (6) moorings in the Main Harbor.

A base mooring fee shall be established based on length of boat and that base fee shall be applied against the proper multiplier according to Appendix G, Mooring Fees. An additional fee for all moorings in the Main Harbor shall also be established and added to the base mooring fee.

500.6 Mooring Fields

A chart shall be provided as an addendum to the Harbor Management Plan (See Appendix D, Section 4) prepared by a registered engineer or similar person approved by the Coastal Resources Council that delineates boundaries of designated mooring fields. This chart should ensure that setback limitations are established for mooring fields from fairways, navigation channels, shoreside structures, riparian properties and public right-of-ways. The chart should also designate areas reserved for special use activities such as swimming and waterskiing.

When considering final borders for Barrington mooring fields, every effort should be made to comply with any existing Federal and State laws, rules, and regulations, including but not limited to those as promulgated by the Rhode Island Coastal Resources Management Council.

Mooring fields shall not be established, nor any vessel moored or anchored so as to interfere with the free and unobstructed use of channels, fairways or shoreside facilities within the regulated waterways of the Town. All vessels shall be sited entirely within the designated mooring field perimeter, except for those moorings permitted to riparian owners.

In any future siting of mooring fields, no uses of the area should be restricted. Any mooring fields and/or moorings dedicated to private commercial uses should not be sited in federally maintained project areas. The town should ensure that tides

and currents aid in the flushing of all new and significantly expanded mooring fields and that these fields do not cause significant adverse effects on water quality. All mooring fields should be serviced by adequate and accessible marine pumpout facilities and dump stations, which are maintained in operational condition.

Siting of mooring fields should not obstruct access to designated shellfish management areas, traditional fishing grounds, public recreational areas and conservation areas. Siting of mooring fields should not significantly adversely affect fish/shellfish resources, wetlands, submerged aquatic vegetation and other aquatic habitat areas.

Of the geographic locations in which moorings are presently located, three are "designated" (anywhere the word designated appears it refers to a field that has been so defined by CRMC) sited mooring fields including:

1. Police Cove - (Bridge Harbor)

Including the area between the Route 114 automobile bridge(s) and the East Bay bike path trestle and the western shore out to the navigable channel.

2. Bullock's Cove

Including the area from the federal channel eastward to the mean high water starting from the .65-mile mark of the channel as far north as the .90-mile mark of the channel.

3. Main Harbor

Including the area south of the Route 114 automobile bridge(s) to the confluence of the Palmer and Barrington Rivers, which can be defined as a southerly line drawn from Tyler Point across to Can #1 and continuing on to Mathewson Road.

A standard buffer zone of fifty (50) feet shall exist in these sited mooring fields between the edges and the shoreside structures. The HM must have written approval of the mooring space assignee and the riparian owner to lower this standard to less than 50 feet.

500.7 Mooring Rights and Waterfront Property Owners

Because a great portion of the waterway is bordered by private landowners, the issue of their privilege to the abutting sub-merged land must be addressed.

GOALS: To ensure that waterfront property owners maintain the ability to place moorings into the waters, which they abut.

To protect shorefront land owners from the encroachment of non-permitted

moorings being placed without proper assent.

To ensure that water front property owners maintain the ability to construct residential boating facilities within the guidelines of the Rhode Island Coastal Resources Management Council.

RECOMMENDATION:

That the Town acknowledges the right of any riparian owner to install a dock (subject to CRMC approval) and any existing mooring(s) would be moved or removed to allow the installation of a standard non-variant dock.

In the cases where an existing dock extends further seaward than 50 feet from mean low water and/or in areas where it is impractical to create the standard 50 foot buffer zone or not utilizing the mooring field resource to it's full potential by imposing the standard 50 foot buffer zone, a buffer zone of less than 50 feet could be considered. If the HM proposes the buffer zone to be less than 50 feet the HM shall give due consideration to the abutting property owners safe ingress and egress, to storm preparedness, to general safe navigation in the area in question and must have annual written approval from both the mooring space assignee and the riparian owner. In the establishing of any mooring field, the rights of any existing mooring holder are also to be taken into consideration.

Riparian proprietors, not including non-riparian proprietors with deeded access rights to shorefront property, may place a mooring in waters adjacent to their own property but still will be subject to all other existing rules and regulations pertaining to moorings, including a mooring fee.

Because riparian waters are low intensity uses, commercial marine services moorings are prohibited in these CRMC designated Type 2 low intensity use areas.

500.8 Outhaul Mooring Arrangements

Outhaul mooring arrangements are subject to the regulatory jurisdiction of CRMC who may authorize a municipality to administer an annual permit for such provided said municipality has a CRMC approved and active harbor management plan and an appropriate ordinance. The ordinance should include the following things. Outhaul(s) is/are to be allowed to the contiguous waterfront property owner only and up to two (2) may be allowed per waterfront property. Outhauls are not allowed on properties, which contain a recreational boating facility and must not disturb submerged aquatic vegetation or its habitat. From November 15 to April 15, when a vessel is not being secured by the outhaul mooring arrangement, the outhaul cabling system shall be removed. The municipality's procedures must acknowledge that CRMC retains the authority to revoke any outhaul mooring arrangement permits issued by the municipality if it finds that such permit conflicts with the Rhode Island Coastal Resources

Management Plan (RICRMP). Outhauls may be "grandfathered" in their current location upon annual harbormaster documentation that such outhauls have been in continuous use at such location since 2004, and, the contiguous property owner(s) agree in writing to such, however, such "grandfathering" is extinguished whenever a recreational boating facility is approved at the location.

No outhaul mooring arrangements shall be placed into Barrington waters so as to extend into a sited mooring field or extend beyond established buffer zones or setbacks. Outhauls must be situated in such a way that they are neither a hazard to navigation nor a hindrance to any normal or regular use of the shorefront or waterways. Outhaul mooring arrangements will be subject to the authority of the HM and the ordinances governing use of the public waterways.

500.9 Transient Moorings

The Town of Barrington, through the HM has previously worked in conjunction with the BYC to manage the small number of transient visitors by assigning them to the one Town transient mooring and the one BYC transient mooring. When there are more transients at one time, the BYC would then assign them to vacant moorings where the mooring holder had informally given permission for its use. This system has worked fairly well in the past; however it lacked the oversight to insure proper matching of the characteristics of the originally designated boat to the transient's boat. In addition, there was no provision to formally limit the liability of the mooring holder, BYC, the HM, and the Town."

GOAL: To have available adequate space for transient vessels according to projected need.

RECOMMENDATIONS:

That the Barrington Harbormaster continues to work in conjunction with the Barrington Yacht Club to allocate mooring space for transient vessels on an as needed basis. This will be accomplished by (1) utilizing the Town transient moorings in the Main Harbor and in Smith's Cove or (2) using other moorings in the Main Harbor, which are currently not being used by the owner. This second option can be achieved by requiring permit holders to inform the Harbormaster of any intended non-use of more than 14 days.

A waiver agreement between the town and the private mooring holder should be incorporated into the mooring application and a separate waiver signed by the transient boater holding the Town, boater and Yacht Club harmless. The Harbormaster's office or its designee will administer the waiver process.

A transient mooring will mean a mooring open to residents and non-residents for a duration of stay not to exceed twenty-four (24) hours unless the intentions of the vessel owner or captain are renewed with the Harbormaster's office or its

designee.

The crews of any guest yacht utilizing a transient mooring may go ashore, but shall not leave the area. They shall be available to tend to the vessel in the event of heavy weather.

500.10 Mooring Density

Mooring density has been a problem only in the Main Harbor. This overcrowding has lead to accidental contact between vessels causing some property damage.

GOAL: To have mooring fields which are utilized to full capacity while not endangering the vessels located in those mooring areas.

RECOMMENDATIONS:

That a thinning out process should be implemented for all moorings in the Main Harbor. It shall be the goal of this process to increase available space through attrition by not assigning anyone to every eighth mooring that comes up for reassignment. The mooring not reassigned should be the first one, not the eighth one. This process shall cease when the Harbormaster can reasonably believe that each vessel has adequate room and fairway and buffer zone goals have been met.

That it should be the long-term goal to separate dissimilar vessels within the Main Harbor so as to prevent accidental contact due to the difference in boat dynamics. New and innovative methods for mooring vessels should be considered to increase vessel density by and at the cost of the mooring owners. Such examples may include the use of a floating dock system wherein two vessels have the ability to use one mooring space.

In compliance with RIDEM regulations governing mooring densities, it is recommended that any non-transient sited mooring field in Class SA waters with 10 or more vessels with MSD's aboard be adequately covered by easily accessible and regularly available pumpout capability. These moorings will be identified through the annual mooring application process and tabulated and evaluated by the HM and compliance ensured each season.

500.11 Channels and Fairways

Due to the high density of moorings in the Main Harbor the maintenance of a proper channel has been difficult. The HM should maintain an identifiable channel for federal, state and local enforcement personnel as well as recreational and commercial boaters.

GOAL: To have an area that all vessels can use to enter and exit the harbor safely.

To have the HM ensure that an identifiable channel and fairway is maintained.

RECOMMENDATIONS:

That the Harbor Commission should relocate existing vessels which encroach into the channel.

That the harbor Commission should maintain an accessible fairway that continues to the middle of The Lance Corporal Victor Patrick Andreozzi and Vietnam Veterans Memorial Bridge.

That adequate buffer zones should be maintained around the fairway so as to maintain an accessible channel.

500.12 Storm and Emergency Preparedness

Because of the vulnerability of vessels in Narragansett Bay during storm action, the Town of Barrington through the Harbormaster's office should have available for boaters a storm preparedness plan. It will be the intention of this plan to provide the mooring owners a course of action to take prior to a major storm event for the protection of not only the individual vessels, but for the entire mooring population.

GOAL: To have available to boaters utilizing Barrington waterways as a safe haven, basic guidelines for preparing their yachts and the harbors for storm activity.

RECOMMENDATIONS:

That the Harbormaster, in coordination with the Town Emergency Management Director, State and Federal authorities, should create a storm and hurricane preparedness plan for the Harbor and all waters and properly post and distribute it. This plan shall include individual preparedness plans submitted by each moored boat owner and each marina operator. (See Appendix F: Storm Preparedness).

600.0 WATER QUALITY

600.1 Overview

Maintaining the highest possible water quality has been and continues to be a federal and state priority. This effort has increasingly become an important issue at the local level. The Town of Barrington and its residents have accepted this responsibility, working to implement proven methods so that present water quality goals can be achieved. During colonial times, the quality of water in Barrington had been pristine. Aqueous areas have traditionally provided clean and productive locations for many diverse species (see section 300.0) and for recreational uses. The majority of these species, specifically the pelagic and benthic creatures, and these uses can be classed as dependent on high water quality. Therefore, the preservation of water quality is an important issue as

Barrington continues to develop its coastal regions.

This concern was never more clearly addressed than in 1973 when the town leaders, in conjunction with the community, voted to install a complete sewage system, eliminating Individual Septic Disposal Systems by the year 1989. This decision was a monumental step toward eliminating the threat of failed ISDS's leaching into the surrounding surface waters. By taking this definitive action, the town expressed its absolute commitment toward the preservation of quality water not only for this generation but also for those to come.

This section was developed by assessing the impacts of Barrington's commercial and domestic infrastructure as well as water use activities that occur on local waterways. Close to 100% of the infrastructure located in Barrington is "clean". This means that there are (1) no high or large areas of intensive commercial use, (2) natural barriers separating domestic homes with coastal zones that have been left relatively untouched, and (3) waterway uses that are limited to recreational impact activities, with boating being the most predominate.

Barrington waters have traditionally been and continue to be used primarily for enjoyment; the number of recreational vessels is testimony to that fact. A survey of the shoreline reveals low impact uses are in the majority. These activities include bathing, recreational fin- and shell-fishing, nature observation, and beach combing. Also, important to the area is the water body's ability to provide nesting, spawning and nursery grounds to many diverse species. Many of the marshlands and tidal zones are home to creatures dependent on brackish waters.

In addition to these recreational contact activities, low impact uses, and vital natural habitats, some moderate intensity uses do exist. They come in the form of boating facilities such as yacht clubs, marinas and mooring fields. These boating facilities are relatively small and provide an average capacity of 140 boats (see section 200.2 of this plan) ranging from 19 to 50 feet in length and also providing limited shoreside services, including fueling docks, off-season boat storage and boat hauling.

The uses and activities occurring in and around Barrington waterways are compatible with water quality designations and classifications. The waters north of The Lance Corporal Victor Patrick Andreozzi and Vietnam Veterans Memorial Bridge, Smith's Cove, and Barrington Beach are designated SA waters (see DEM water quality classifications at section 200.3). Classified as such, the intention is to manage these areas in a way, which permits only low impact uses such as bathing, contact recreation and shellfish harvesting for direct consumption, and wildlife habitat. The Main Harbor is designated SB1 waters allowing primary and secondary contact recreational activities, fish and wildlife habitats and maintenance of good aesthetic value. Barrington waters also carry a type I, 2, or 3

designation (CRMC), which apply to existing and allowable uses instead of to preferred management practices. These designations range from conservation areas - type I, to high intensity boating uses - type 3 (see CRMC water use type designations at section 200.2). Therefore in management practices and actual existing uses, Barrington's waterways are made up of only recreational and conservation uses, compatible with existing activities.

Because waterway activities and uses are in compliance with state parameters, actual water quality should theoretically meet the quality of designations. Such is not the case. Due primarily to pollution sources which originate outside of Barrington's jurisdiction, local waters have been substantially degraded.

In Hundred Acre Cove, there has been a rising level of pollutants that comes from the Runnins River and originates in Massachusetts. This has been documented by multiple independent sources including Rhode Island DEM, which states in the 305b report "Upper area (s) of Barrington River (from 100 Acre Cove on North) show highly variable coliform data, and are under severe threat (possibly shellfish closures if bacterial levels continue to increase)." This information has been backed by data collection from private sources, which identified extremely high levels of fecal coliform bacteria.

Waters associated with the Barrington Beach area are presently subject to conditional shell fishing closures and could potentially be subject to restrictions of other primary contact activities due to the introduction of outer boundary pollution sources.

600.2 Policies

The Town realizes that there are minimal local sources of pollution entering the waterways. It further understands that substantial outer boundary pollutant sources also exist. Therefore the Town of Barrington should adopt the following policies:

1. Work in conjunction with state authorities, agencies and departments to see that every effort is made to ensure that discharges do not violate water quality standards as stated in any Rhode Island water quality regulations now or in the future.
2. Work in conjunction with federal agencies to create, clarify and where necessary amend, existing and proposed regulations pertaining to water quality. Then make every effort to implement all relevant federal standards and ensure that those standards are applied and enforced in neighboring towns, cities and states.
3. Promote useful management techniques to enhance the quality of all waters

within the jurisdictional boundaries and beyond.

4. Work, through joint management partnerships, with neighboring cities, towns and states to improve and then maintain water quality standards.

5. To promote, maintain, enhance, preserve and in some cases develop recreational activities and facilities by managing Barrington's waterways for the preservation, improvement and maintenance of water quality.

6. Make every effort to protect existing natural resources in sensitive SA waters.

600.3 Outer Boundary Pollution

Pollution, which originates from outside Barrington's jurisdiction is the greatest source of pollution into local waterways. State circulated literature such as the "good, bad, and ugly", Save the Bay report card for combined sewer outfalls, states that CSOs are having a devastating affect on Narragansett Bay, especially the upper extremes including Barrington.

Further water degradation occurs because Hundred Acre Cove is situated at the base of the Upper Bay watershed and also receives runoff from Massachusetts Route 6, Runnins River, placing it in a position to act as a filter, cleansing watershed waters as they mix with the Bay's saltwater. Barrington also shares an aqueous boundary with the Town of Warren. On the eastern edge of this boundary are high intensity commercial uses including a boat building facility, sewage treatment plant and a shellfish processing center.

Although each of these activities is closely monitored and regulated by state and federal agencies, lapses in adherence to regulations may have direct and negative impacts on Barrington waters. When any of these separate outer boundary source potentials are combined, it is apparent that Barrington is vulnerable to continued water degradation from outer boundary sources.

GOAL: To improve the quality of water within Barrington's jurisdictional boundaries by working to minimize outer boundary sources of pollutants.

RECOMMENDATIONS:

That the Town should work cooperatively with local, state and federal agencies to control and eventually discontinue the introduction of raw sewage into Narragansett Bay.

That the Town should promote conservation of home water use through education and information dissemination.

That the Town actively seeks to improve existing sewage treatment plants through

continued efforts of sewage treatment plant operators and regulators by offering any available services or other appropriate forms of assistance to those sewage treatments, which Barrington utilizes.

That the Town work cooperatively with existing and proposed inter-city and state agencies to ensure that proper management techniques are being implemented and that existing regulations are being met.

That the Town continue to monitor water quality in Hundred Acre Cove and the watershed area through citizen monitoring groups and by working in conjunction with existing federal and state agencies such as DEM's state wide volunteer monitoring program.

That the Harbormaster should work with neighboring towns and appropriate State and Federal government agencies to ensure that the existing structures and activities meet current standards and are operating under existing regulations.

600.4 Non-Point Sources

Non-point source pollution originates from a variety of origins. Each source deposits potentially dangerous substances onto ground surfaces and during rain activity these substances are carried into surface waters. Types of pollution include 1.) Bacteria, which is a normal bi-product of urbanized areas 2.) Oil and grease, which leaks from automobiles and other types of machinery 3.) Metals resulting from the normal wear of automobile brake pads and 4.) Chemicals from lawn fertilizers, pesticides and road salting. Each of these non-point sources is becoming increasingly prevalent in the coastal zone as Barrington's population continues to climb. The number of developments in and around the coastal zone has lead to an increase in automobiles and other mechanized equipment, new roads and other non-pervious catch basins within close proximity to the waterfront and the growing number of lawns, which have the potential to receive fertilizers. Each of these negative impacts occurring around the local waterfront can result in eutrophication, sediment suspension, and dangers to humans and animals.

GOAL: To improve water quality by minimizing non-point pollutant impacts.

RECOMMENDATIONS:

That the Town of Barrington should work toward understanding, implementing and achieving the best management practices for storm water management by working with RIDEM to evaluate existing structures and the feasibility of upgrading the Town's present system.

That new or improved catch basins associated with parking lots, roads and other non-pervious surfaces should be angled so as to provide a route for run-off filtration before it enters the coastal zone.

That new collection basins, which are not high use areas within 200 feet of a coastal feature (as defined by CRMC) should be topped with pervious substances such as crushed shells to absorb and filter run-off.

That existing shoreline buffers and stabilizers shall be maintained and when appropriate improved so they continue to act as natural filters.

That persons whose lawn and garden areas receive regular doses of pesticides and fertilizers should be environmentally responsible when choosing lawn and garden care products.

That the Town, in coordination with the University of Rhode Island, shall attempt to study types of fertilizers and pesticides currently being used and make further recommendations as to which are acceptable.

That areas, which receive regular doses of lawn care chemicals, should minimize the watering of these areas to prevent manmade run-off.

That the Town of Barrington pursue the recommendations in this section by 1) reviewing the present Boards and Commissions and regulations for areas of relevance and task those areas with coming up with methods to achieve pollution prevention and 2) providing a person or Committee to oversee and coordinate the effort and report back to the Town Manager.

600.5 Recreational Boating

The large number of recreational vessels located in Barrington has the potential for being pollutant sources. During normal operation there is the possibility of oil and fuel spills caused by accidents or neglect. Trash, including non-degradable plastics, can be thrown over-board. Many recreational vessels do not have proper facilities for the storage and treatment of human fecal wastes. These potential threats force the Town to look closely at the boating community.

The Town of Barrington has ensured the availability of adequate pump-out stations for use by local boaters. One pump-out station is located in Bullock's Cove; established, maintained and operated by Cove Haven Marina. A second pump-out station is at Stanley's Boat Yard in the Main Harbor. A third pump-out station, established by aqua-funding, is located in the Warren River, maintained and operated by the Town of Warren at their Town Dock.

In conjunction with this third pump-out, the Town of Warren has enabled the fullest use possible of this inadequate site by purchasing and operating a pump-out boat to serve both slips and moorings in waters in the Barrington and Warren Rivers adjacent to the land based pump-out. This was accomplished with the help of a

grant from RIDEM and the Federal Fish and Wildlife Service and the financial assistance of the Town of Barrington. This assistance was in the form of a lump sum equal to one half of the cost of the boat over and above the grant and an annual sum, which will equal the fees collected from Barrington boats serviced.

The pump-out boat operates under a pennant system. Each year any vessel that wishes to utilize the services of the pump-out boat (whether on a mooring or at a slip where it is accessible) purchases a pennant either from the Town of Warren or the Town of Barrington. When pump-out is desired, this pennant is then raised up on the boat so as to be visible to the pump-out boat when it makes its scheduled rounds. After the boat is serviced, its pennant is lowered by the pump-out boat operator.

Future pump out facilities are planned at the Barrington Yacht Club in the Main Harbor and at Warren Landing in the Warren River.

In addition the federal EPA has designated all Rhode Island waters to be a no discharge zone. The no discharge zone will eliminate the number of vessels impacting water quality from vessel source sewage. This will ensure that the reasonable increase in moorings will not have detrimental effects.

GOALS: To minimize the impacts of recreational boating on water quality.

To eliminate the discharge of boat sewage, fuel, plastics and other refuse into the waters of Barrington.

RECOMMENDATIONS:

That Barrington's primary use activity (recreational boating) be supported by allowing the proper maintenance and development of mooring fields, marinas and yacht clubs according to state and federal water quality regulations.

That the use of motorized vessels in shallow water habitats be restricted.

That all marinas and yacht clubs be encouraged to implement and follow an approved operations maintenance program.

That a town ordinance be created mandating that receiving facilities for trash, plastics and oil be located at marinas and yacht clubs.

That a town ordinance be created that prohibits the discharge of oil, plastics and trash into local waterways.

That through cooperation with the proper agencies and authorities provision is made to ensure that adequate oil spill response equipment will be available when

needed.

That the Town building official ensures that any proposal for new or existing marinas wishing expansion meet the present standards as set by CRMC including:

1. Prohibiting the use of asphalt on parking lots, sidewalks, and waterfront roads.
2. Requiring naturally vegetated buffer zones.
3. Requiring the use of water saving plumbing devices.
4. Ensuring that adequate restroom facilities exist.
5. Requiring pump outs as appropriate.

That a town ordinance be created which requires each vessel which has an on-board toilet must meet Federal Marine Sanitation Device standards and that these devices are installed and operating properly and be in compliance with RIDEM authority under RIGL 46-12-39 (discharge of sewage from boats) and RIGL 46-12-39 1 (no discharge certificate decal).

That the HM verify that all boats in Barrington waters maintain RIDEM certification for MSD inspection. Under RIGL 46-12-39, 40 and 41 the RIDEM has been authorized to conduct an MSD inspection program and issue certificate decals. The HM has authority to enforce State Law regarding "management and control" of all vessels as stated in Barrington Ordinance 148-5A. The HM's office has been designated by RIDEM as an official agent to enforce these laws.

That the Town of Barrington request that the state registering authority for boats require this same kind of proof for any vessel to be berthed at a private dock of a Barrington resident in order to receive a registration certificate.

That upon receiving a mooring permit or permission for any other arrangements including anchoring, any vessel berthing in Barrington waters with installed onboard toilet facilities must have properly installed and operable holding tanks and show proof that Y valves, if any, are properly sealed or otherwise satisfy the HM as to the non-discharge ability of the vessel. It will be the responsibility of the boat owner to show proof of installation or Y valve seal and the Harbormaster or his assistants shall have the authority to inspect these vessels.

That the Harbormaster shall work with the local marinas and yacht clubs to have, as a condition of slip permit, a required holding tank or seal on Y valves, if any, for all vessels with installed onboard toilet facilities.

600.6 Shellfishing

Although recreational shellfishing is prevalent in Barrington waterways, the area off

Barrington Beach does provide a significant commercial resource. These waterway activities are closely linked with water quality.

GOAL: To protect the existing shellfish resources within the boundaries of Barrington by providing suitable water quality.

RECOMMENDATIONS:

That the strong commitment to maintain the shellfisherman's interests in future discussions regarding water quality be continued.

That shellfish management areas be protected from activities which may degrade the quality of water so that shellfishing beds will remain accessible.

700.0 PUBLIC ACCESS

700.1 Overview

As the privatization of the coastal zone continues, public access points provide the only link between the intertidal zone and the upland areas. In recent decades these vital links have been disappearing. This has severely limited the ability of individuals to access the shore so that they may enjoy their shoreline rights. These have existed in common law since perhaps the time of the Romans. The law of that age, Justinian's Institutes, states, "No one is forbidden access to the seashore. The public use of the seashore, as of the sea itself, is part of the law of nations, consequently everyone is free... to draw his nets and haul them up from the sea..." The English adopted this concept and from it developed what is known as Common Law. When the American Colonies were being settled much of this Common Law was applied.

This Common Law has been clarified over time and has come to be known as the Public Trust Doctrine. This doctrine designates the control and responsibility of tidal areas and submerged land to the state. This doctrine also provides each citizen the right to travel along the shore below the highest extremes of the intertidal zone.

In Rhode Island the rights of the shore were addressed and clarified in the landmark case, *Jackvony v. Powell*, wherein the court decided that the public shoreline rights included fishing from the shore, taking seaweed from the shore, leaving the shore to bathe in the sea, and passage along the shore. This was solidified in an amendment to the Rhode Island Constitution, which precisely spells out each individual's rights to the shore (RI Constitution, Article 17, section 1).

Although these legal precedents provide direction regarding rights once a person reaches the shore, there is still no clear decision on a person's rights to get to the shore.

In this respect Barrington residents are fortunate because, contrary to popular belief and common knowledge, this Town has numerous access points which can be used to reach the lateral shoreline. Traditionally, many of these access points have only been used quietly by an occasional neighbor. The majority of existing access points are under-utilized and have not been previously documented. This has lead to private taking of public land and increased fears that without proper documentation many more existing Rights of Ways (ROWs) could easily become privatized. It is the purpose of this section to identify all issues related to ROWs, document potential and existing access points and provide to the Town recommended guidelines for their management so as to protect individuals from being shut out of the coastal zone.

700.2 Policies

1. To ensure that adequate perpendicular access is available to people who choose to exercise their shoreline rights.
2. To minimize those impacts associated with shoreline areas and perpendicular access.
3. To preserve, protect and enhance rights-of-way.
4. To develop a Town maintenance program to ensure public access and safety at appropriate Rights-of-way.

700.3 Issues, Goals and Recommendations

ISSUES:

Although the Public Trust Doctrine and the Jackvony v. Powell ruling sets the legal status of the public's right along the shore, they fail to clarify the public's right to gain perpendicular access. Without the legal means for getting to the tidal zone, many areas have become unavailable except to private abutting landowners. This "shutting out" of the coastal zone by limiting perpendicular access has been the key factor in gaining access to the shore and of great concern to many landlocked residents.

When the public is given the privilege of access to the tidal area through perpendicular paths, there is the potential for negative impacts to the surrounding residents and environment. The most noticeable impacts include:

1. Noise: Traditionally, noise has been a major dilemma directly impacting the surrounding residents. As people utilize the paths to the water they often unknowingly create disturbances.
2. Trash: Unfortunately, some access points are considered by some to be

disposal areas for refuse. This illegal dumping can have substantial environmental impacts as well as being aesthetically inappropriate.

3. Shoreside Degradation: As the volume of people moving to and from the shore increases, the potential for shoreline degradation exists specifically through the destruction of vegetation and natural habitats.

4. On Site Parking: Many of the shoreside areas provide little or no parking. The majority of the access points begin at street ends which have been restricted for parking which effectively prohibits access to those not within close proximity. While past experience has shown that impacts may increase when parking is made available, the success of the CRMC's Adopt-An-Access program to accommodate parking and control impacts at the Daunis ROW bears consideration for other ROW's.

GOALS: To provide access to the inter-tidal zone for residents and non-residents so that all persons may enjoy this natural resource and the rights to the shore which have been granted to them through the State Constitution.

To protect the abutting resident's right to privacy by minimizing the impacts associated with public perpendicular access through effective management techniques as outlined in this section.

To provide on-site parking when it can be assured that the associated impacts will not be substantially increased.

To continue to work with DEM, CRMC, Coastal Resources Center and other state and federal agencies to document, through legal means, the availability of existing and potential access points (to include municipal paper streets and dedicated easements for drainage outfalls and underground cables) and to prioritize CRMC ROW improvements.

RECOMMENDATIONS:

That a biennial review be made of the list of access ways. A special sub-committee of the Harbor Commission will be responsible for reviewing, and when necessary, modifying this ROW inventory and making recommendations.

That each public Town ROW be visually posted as such, listing any restrictions pertaining to it, and each CRMC designated Public State ROW be posted with the appropriate signage.

That a pamphlet be produced listing and describing the Rights of Ways listed in this report and be made available to the public, and to be updated after each biennial review.

That the Town promotes the CRMC sponsored Adopt a ROW program by including it in the pamphlet it produces on ROWs and in any other appropriate manner.

That each Right of Way documented in this report should be given a reference number. This number should be posted at the ROW location and in any future literature.

That the Police and Harbormaster be given the authority to enforce the regulations pertaining to any public Town or State ROW as stated in 46-23-7 of the Rhode Island General Laws.

That one comprehensive ordinance be created to regulate activities at public town ROWs such as parking zones, allowable mechanical devices, noise and trash.

That existing rules and regulations pertaining to conservation areas, including Chapter 146, Public lands, Use Of, of the Town Code and the Conservation and Open Space Plan be reviewed and amended as necessary so as to protect these sensitive areas.

700.4 Inventory of Access Points

Through research and discovery 45 access points have been inventoried and documented in the Town of Barrington. These access ways have been identified by:

1. Coastal Resources Management Council sub-committee on Rights-of-Ways. A report entitled "Designation of all Public Rights-of-Ways to the tidal areas of the State. Progress Report as Amended, September, 1990."

2. Coastal Resources Center, R. I. Sea Grant Advisory Service booklet entitled "Public Access to the Rhode Island Coast."

3. A review of existing local plat maps found at the Barrington Town Hall.

4. Public input through an appeal to the public through the Town Council.

Because of the volatile and lengthy legal issues associated with access points, only two (2) have been designated by CRMC as public Rights of Ways. CRMC has the vested authority to designate rights-of-way for the general public's use. The CRMC has also investigated two other potential ROWs in Barrington and determined that insufficient evidence was presented at the time to support a designation by the full Council.

- 1) DAUNIS at the end of Nayatt Road along Mussachuck Creek. This ROW is the most familiar to people due to its recent parking issues, which were resolved to

provide some limited spaces at the site to ease on street problems. This site is in good condition and is maintained by the Town.

2) TEED AVENUE at the west end of Mason Road. A dirt path leads to a small beach and has not been maintained except by occasional local use. Until recently, this ROW was confused with the one at Shore Road due to the historical use of the designation of the ROW itself as a road to the shore. Therefore it is almost unknown. It should be noted that the CRMC currently lists this ROW as Shore Road with the ROW designation number P-1 in its annual report *Designation of Public Rights-of-Way to the Tidal Areas of the State*.

The remaining number has been presented here for the purposes of listing them pending final evaluation. An inventory of identified access ways as compiled from the above sources is shown as Appendix E. Each access way has been categorized by its characteristics, the historic and allowable uses occurring there, what agency has existing documentation and any brief management recommendations. These access ways have been categorized using:

PUBLIC STATE: Rights of Ways designated by CRMC for the free and open use of all citizens.

NON-PUBLIC STATE: These sites have been determined to be non-public based upon evidence by CRMC.

NON-PUBLIC TOWN ACCESS: Designated as such through land title specifications or other privatization.

TOWN RIGHT OF WAY: Designated as such on local Plat maps but not specified as a public, private, visual, pedestrian or activity Right of Way.

PUBLIC TOWN VISUAL ACCESS: Is or should be designated by the Town for the uninhibited ability to view the coastline and water from various vantage points, some of which may be physically remote from the shoreline itself.

PUBLIC TOWN PEDESTRIAN ACCESS: Is or should be designated by the Town for the use of perpendicular access points to reach the tidal zone by foot, usually by surrounding local residents.

PUBLIC TOWN ACTIVITY ACCESS: Is or should be designated by the Town for the use of the perpendicular access way to the intertidal zone for medium intensive uses such as non-mechanical boat launching.

A chart/matrix facilitating finding access points of like kind and indicating any recommended action to be taken has also been provided as the last page in

Appendix E.

700.5 Special Area Plans

Four areas in Barrington are high use ROWs, therefore a more complete review of these areas is necessary.

1. POLICE COVE BOAT RAMP

This Town owned property where the Police Station once stood has a boat ramp that is open to the public and a parking area that requires the purchase of a sticker. It is along side the Bike Path and will be the site of a Town Park, with access to the Bike Path, and a Town owned transient dock once the site is no longer being used by the RIDOT as a staging area for the building of the new County Road "Lance Corporal Victor Patrick Andreozzi and Vietnam Veterans Memorial Bridge". Also located in this area is the dock for the Harbormaster's boats.

RECOMMENDATION:

That the site be kept in use and maintained as a boat ramp, transient dock and access point to the water for the public.

2. BAY SPRING AREA

This Right of Way offers a unique set of problems. The area surrounding the ROW is a densely populated residential neighborhood and the ROW is utilized primarily by non-resident commercial fishermen. These fishermen use this ROW for access to Bullock's Cove and the mooring areas located there. The activities occurring at this ROW are not uncommon but the related issues are substantially magnified because of the existing high level of commercial activity.

a. Parking: At the present time parking is prohibited on either side of Edwin Street and on one side of Leslie Avenue. Parking is permitted on both sides of Bay Spring Avenue. The no parking zones were placed to curb the influx of parking around the areas by the commercial fishermen. What has resulted is the exclusion of neighborhood parking for residents who often rely on street parking. This has created a conflict between neighborhood residents and the commercial fishermen for parking space.

b. Noise: The commercial fishermen utilize the ROW seven days a week, 365 days a year, usually starting their work day in the early morning hours. This commercial activity is inherently loud, creating a disruption to the local residential community.

c. Loitering: During the peak usage months, the ROW and surrounding area becomes a congregating area for the commercial fishermen. This has resulted in increased volumes of trash, noise, street congestion and added concerns about personal security and safety.

d. Blocking the ROW: Because street parking has been limited, the commercial fishermen use the ROW area and the Dry portion of the beach for parking. This prohibits boat launching and presents a significant hazard to the coastal zone.

RECOMMENDATIONS:

That the number of mooring permits issued in the area of the Bay Spring ROW be limited.

That a public workshop/hearing be conducted to decide on the most suitable parking restrictions, if any, necessary in this area based on the options provided by the Town Solicitor.

That the surrounding community should be made aware of existing laws which regulate the alleged illegal activity which may occur at this ROW and how to respond to these actions.

That blocking of the ROW should be prohibited and a sign should be posted stating such prohibitions.

3. WALKER'S FARM

This area was purchased using Green Acres Funding in the 1970's. Improvements at that time included the building of a bulkhead, dock and boat ramp. This area also has adequate space for vehicle and trailer parking. Since that time the Town of Barrington has maintained and regulated the area. Currently a major marsh restoration project is going on here.

RECOMMENDATION:

That the Town improves and continues to maintain the existing dock structure, boat ramp and surrounding parking areas.

4. BIKE PATH BRIDGE

This is the former railroad trestle on the northern edge of Police Cove (Bridge Harbor) and is now a part of the East Bay Bike Path. It is also used for seasonal fishing.

RECOMMENDATION:

That the Town continues to monitor the fishing, bike path and boating activities that go on there with an eye towards ensuring the safety and continued availability to the competing use groups there. Also the Town should continue to coordinate oversight of the area with the RI Department of Transportation.

800.0 GENERAL HARBOR MANAGEMENT

800.1 Overview

The Harbor Commission has and will continue to review the broader issues related to overall harbor management and will make recommendations to the Town Council on these issues. (See Appendix A: Chapter 148, Public Waters, Use Of: Ordinance for the Regulation of Barrington's Waterways).

800.2 Policies

In order to implement and continue proper Harbor management practices, it shall be the policy of the town of Barrington to:

1. Continue to provide for the waterway users, enforcement patrols and mooring and overall harbor management services through the Harbor Commission, Harbormasters and members of the Police Department.
2. Continue to collect fees for harbor management services and administer these fees where necessary for continued operations and improvement of town services.
3. Work with local residents, neighboring communities and State and Federal agencies so as to preserve, protect, maintain and where possible enhance the waterways and existing waterway uses.
4. Allocate to harbor management where appropriate State and Federal fees generated on State and Federal waterways which are allocated to the Town by State or Federal Agencies.
5. To eliminate hazards to navigation, damage to the environment and diminution to the open scenic beauty of local waterways by derelicts. Because of the many accessible mud flats and waterfront areas within the jurisdictional boundaries of Barrington, vessel abandonment is easily accomplished.

These mud flats exist in Hundred Acre Cove in the northerly and westerly sections of this area and in the areas just to the north and south of the Massasoit Avenue Bridge (primarily on the easterly side). They also exist in Bullocks Cove in the area of the mooring field on the easterly side of the channel between the two marinas. There is an ordinance that makes the Harbormaster responsible for dealing with abandoned boats and equipment.

800.3 Harbormaster Department

The position of Harbormaster has existed in this Town since 1965. Historically the primary responsibility of the Harbormaster has been to administer mooring space and collect mooring fees. In 1988, a new position, the Assistant Harbormaster, was created to implement active on-the-water patrols during the peak boating season. As this new position developed it became increasingly apparent that these on-the-water patrols are vital to overall harbor management. New responsibilities include routine harbor patrols, vessel safety boardings, inspection of mooring fields, no discharge compliance and emergency response.

GOAL: To have available a trained and qualified Harbormaster on a year-round basis managing a structured Harbormaster Department.

RECOMMENDATIONS:

That the Harbormaster position should be filled by Town Manager appointment, at the recommendation of the Harbor Commission and after proper advertisement and interviews.

That the Harbormaster should report directly to the Town Manager and be advised by the Harbor Commission. The Harbormaster Department shall be recognized as a separate revenue generating town entity. This department should be maintained and modified at the direction of the Town Council, the Town Manager, and the Harbor Commission.

That the Harbormaster shall work in unison with the Police Department and Fire Department (which has primary rescue responsibility for on the water emergencies) so as to provide continuous response to emergencies, increase normal on-the-water enforcement patrols, monitor marine emergency hailing channels, and perform MSD inspections and enforcement programs.

That a phone listing for the Harbormaster Department be in the local phone book and an e-mail Address be established and made public.

That the Police Department should have the responsibility of responding to situations and issues beyond the scope of the Harbormaster's ability or power.

That the Harbormaster shall have experience and/or training in medical emergencies, seamanship, mooring management, harbor management, law enforcement, boat enforcement and environmental control per RIGL 46-4-2. The HM should regularly attend the RI Harbormaster's training Academy to maintain the educational and training requirements governed by its oversight body as provided under RIGL 46-4-2.

That the Harbormaster should optimally be a full time position receiving a salary and town employee benefits; otherwise the Harbormaster should be a part-time town employee throughout the year. This could be achieved through utilizing a member of an existing town department to act as the part-time Harbormaster in addition to their current responsibilities, or hiring new part-time employees or administrative/clerical assistants. (See Appendix B for Harbor Master job description.)

800.4 Harbor Commission

The Town of Barrington has been utilizing a Harbor Commission since 1976. Since

that time the Harbor Commission has played a vital role in waterway management. They have created, revised and continued to recommend and maintain rules and regulations pertaining to Barrington waterways, specifically boating operations and moorings.

This nine member Town Council appointed committee will continue to be an important factor in comprehensive harbor planning and management.

GOAL: To preserve the authority and status of the present Harbor Commission.

To have the Harbor Commission continue to play a major and vital role in harbor management and planning.

RECOMMENDATIONS:

That the existing nine-member committee maintain its status and shall continue to operate under the existing charter as promulgated by the Town Council and operate under any new authorities given to them in this Harbor Management Plan.

That the Harbor Commission shall continue to revise and maintain local ordinances regarding harbor management. This will be achieved by making recommendations to the Town Council regarding ordinance amendments, after consultation with the Harbormaster and the CRMC for consistency with the RI Coastal resources Management Program. The Harbor Commission will act as the liaison between the Harbormaster and the Town Council in these matters.

That it will be the responsibility of the Harbor Commission to ensure that the goals and policies of this plan are carried out. This will include working with the Harbormaster on preparing a fiscal budget, creating sub-committees to review additional issues and revising this plan upon approval.

800.5 Paying for Harbor Management

In order to maintain and improve existing services such as: Harbormaster patrols, mooring management, emergency response, public boating ramp regulation, pollution control, and other water related services, there must be a fair and equitable fee structure implemented to offset associated costs.

GOAL: To have all costs associated with harbor services to be offset by revenue generated on the waterfront by waterway users.

RECOMMENDATIONS:

That fees should be collected for all waterfront services including:

1. The use of mooring space or holding tank pump out in all Barrington Waters.

2. For existing town managed boat ramps and docks.
3. For any new services such as dinghy facilities or public launch service.

That the possibility of charging a fee to be put on the waiting or relocation lists be explored along with the possibility of an annual fee being charged to be maintained on those lists.

That the feasibility and legality of levying user fees on all boats at commercial slips and docks be reviewed. These fees are to compensate the Town for providing harbor management services such as boating safety patrols.

That any funds generated at the Federal or State level from boating and/or waterfront activities, which are to be allocated to the Town of Barrington, should be used by this Town for harbor management where appropriate. This includes any money the Town expects to receive from the state boating registration fees as appropriated through Rhode Island General Law.

That all waterway fees, after they are collected and deposited into the town general fund, should be used as necessary for harbor management activities after approval of the harbor management budget at the annual financial town meeting.

That the Harbormaster Department in consultation with the Harbor Commission will be responsible for devising, managing and administering a fiscal budget to be submitted to the Town.

That the Town should realize the link between revenue collected from waterway fees and budget requests for waterway management and ensure that a fair and equitable percentage of these fees be returned for harbor management.

That the Harbormaster Department and the Harbor Commission, in conjunction with other local departments should work to find, apply for and receive available grant monies for waterway management, educational programs, pollution control, and capital expenditures.

800.6 Services

Because boaters using Barrington waters are dependent on services offered only through the private sector, the Harbor Commission should look at additional public services, which could be made available to the waterway users. Increased services would enhance linkage between land locked citizens and the coastal zone, provide alternate services beyond what is privately offered, and create revenue.

Increased services which the Harbor Commission could look at include: a deep water dock facility, dinghy facilities for protection from storms and theft, and a public launch service to the main mooring area. However since the Town does not own a great percentage of developable shorefront property it would be difficult, if not impossible, to increase shorefront services such as deep water docking.

GOAL: To increase services to waterway users so as to improve waterway safety, public access and compliance with the no discharge area designation.

RECOMMENDATIONS:

That the Town should continue waterway improvement. They could look at alternatives including, but not limited to building dinghy racks adjacent to the ramp at Police Cove.

That these proposed facilities should have an associated maintenance and management fee.

That launch service continue to be provided through existing private facilities because the majority of mooring holders in the Main Harbor area are serviced by the Barrington Yacht Club or have other accessible means to get to their vessels. A Town or private launch service would necessitate a new dock facility, increased parking, a vessel and an operator.

800.7 Crime Prevention

As vessel density increases, both in slips and moorings, so does the potential for crime.

GOAL: To prevent on the water crime by seeking public assistance through the development and implementation of an on-the-water crime watch program.

RECOMMENDATIONS:

That the areas in which a program would be appropriate be identified and evaluate the public's interest in starting an on-the-water crime watch program.

That the existing capabilities of the Police Department be utilized to organize and manage the on-the-water crime watch programs.

That private on-the-water patrols coordinated by the crime watch program to act as the "eyes and ears" on the water for the Police Department be encouraged.

That on-the-water crime watch signs be posted around participating waterfront areas.

That crime awareness seminars for interested individuals be offered and coordinated through the crime watch program.

800.8 Boating Education

As the number of waterway users in Rhode Island continues to grow, the number of avoidable accidents also increases. Presently there is a law which mandates that "All those born on or after January 1, 1986 are legally required to pass an approved boater education course before they can legally operate a vessel powered by a motor of more than 10 horsepower. Anyone operating a Personal Watercraft, regardless of age, must have passed an approved boater education class. Education is vital to the safety of our waterways.

GOAL: To increase waterway safety by promoting boating education.

RECOMMENDATIONS:

That boaters be informed about boating safety courses, and be encouraged to partake in them.

That the Harbormaster and harbor patrol unit should provide courtesy inspections for all interested boaters especially during the early season.

That the Town of Barrington through the Harbormaster and harbor patrol unit should promote and be actively involved in the annual national boating safety week.

That public awareness outreach programs be instituted by:

1. Offering free public awareness seminars to interested groups such as yacht clubs, marinas and crime watch programs.
2. Posting informational signs regarding safe boating operations at public boating ramps.
3. Have informational packets containing free literature available to handout during enforcement patrols.

That the Harbormaster, Harbor Commission and the harbor patrol unit should be available throughout the year to answer questions regarding boating safety or any other harbor management issues.

800.9 Storm Preparedness

The need for a comprehensive strategy for storm preparedness is based upon the areas history of incurring severe storm damage from hurricanes, tropical storms,

and winter northeaster's as well as other severe storms. Increased numbers of shoreline uses and vessels in harbors are putting municipalities at risk. Proper mooring management needs to address mitigating the affects caused by natural hazards and disasters. Hazard mitigation strategies should be considered not only by mooring holders, but by and for all harbor and shoreline users who are constantly threatened by the potential of a storm event. (A comprehensive storm preparedness plan for Barrington's waterways is presented at Appendix F).

GOAL: To preserve and protect Barrington's waterway assets from natural hazard consequences.

RECOMMENDATIONS:

That the Harbor Commission prepare a storm preparedness plan for implementation by the Barrington Harbormaster that addresses the various marine interests involved and include it as an appendix to this plan.

That other Town planning and regulatory documents should be maintained as tools for mitigating storm damage to other harbor, shoreline and town users. These include the Natural Hazards Mitigation Plan of the Town of Barrington coordinated through the Emergency Management Director and the Barrington Civil Defense Department's Hurricane Plan for the Town Of Barrington.

That all these plans and regulations for hazard mitigation be coordinated by and through the following Town Departments: Harbormaster's Office, Police Department, Fire Department, Civil Defense Director/Emergency Management Director, Public Works Department and School Department.

Appendix A

Chapter 148 - Public Waters, Use Of (Ordinance for the Regulation of Barrington Waters)

Chapter 148

PUBLIC WATERS, USE OF

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ARTICLE 1

General Provisions

§148-1. Legislative intent.

In order to promote the public welfare by providing for orderly development of the waters of the Town of Barrington, an equitable method of assigning mooring space in such waters and a lessening of congestion and risk of accident and injury to persons and property, the Town Council of the Town of Barrington herewith adopts this chapter.

§148-2. Definitions.

In addition to the definitions otherwise herein set forth, any reference pertaining to the following terms shall have the meanings indicated:

ANCHORING - Securing a vessel temporarily to the bottom of a body of water with an anchor(s).

BARRINGTON BEACH - The waters adjacent to the shoreline between Rumstick and Nayatt Points.

BRIDGE HARBOR (POLICE COVE) - That portion of the Barrington River lying between the Route 114 bridge and the bicycle path trestle.

BARRINGTON HARBOR - That portion of the Barrington River lying south of the Route 114 bridge and ending at the Warren River (hereinafter called the Main Harbor).

BARRINGTON WATERS - Any or all waters defined herein.

BULLOCKS COVE - All the waters inside the Cove area on the eastern side of the designated federal channel north to the East Providence - Barrington line.

DESIGNATED VESSEL TRANSIT AREAS - Those areas established and marked to be used by vessels for safely passing under bridges.

FAIRWAY - Any designated water areas reserved for movement of vessels.

FLOATS - Any construction consisting of a wooden (or other material) deck and sides and supported by foam blocks or any inflated system to enable it to float on

the water.

DOCK FLOATS - Those floating structures attached to the end or sides of fixed docks or piers, usually accessed from the land side by ladder or ramp. Such ramps are considered as part of the float for the purposes of these regulations.

MOORING FLOATS - All components of a floating structure approved by the HM to moor vessels. This structure will be treated as a "Mooring" for regulatory purposes but may have additional requirements for inspection procedures.

RECREATIONAL FLOATS - That floating structure used for swimming, diving, seasonal display or other water related activity (other than mooring a vessel) and utilizing a fixed mooring(s).

HARBOR COMMISSION - That body of Barrington residents who have demonstrated an interest in harbor management and who have been appointed to the Commission by the Barrington Town Council.

HARBORMASTER (hereinafter referred to as "HM") - The person appointed by the Town Manager pursuant to the provisions of Section 2-1-6h of the Charter of the Town of Barrington and pursuant to §148-3 herein.

HUNDRED ACRE COVE - That part of the Barrington River north of the Massasoit Avenue bridge.

MOORING - All components of the gear required to secure a vessel or float permanently to the bottom.

MOORING ASSIGNMENT SUBCOMMITTEE (hereinafter referred to as "MAS") -A body consisting of three (3) members of the Harbor Commission appointed by its Chairman. The HM will serve as an ex officio member of this body. The body will elect one of its members as the Subcommittee Chairman.

MOORING FIELDS - Those portions of the waters defined herein, which shall be designated as such by the Harbor Commission. (See Exhibit B attached.)

MOORING SPACE - That water area assigned to an applicant by the HM.

PRIVATE - shall mean a mooring space granted to a person(s), meaning an individual or partnership, and used exclusively for his/her or their own purposes.

COMMERCIAL - shall mean any mooring space granted for the purposes of leasing or renting said mooring for use by a business invitee in connection with the operation of the assignee's marine related business.

MOORING SPACE ASSIGNEE - That person(s) (or spouse) to whom the mooring space is assigned.

NON-RESIDENT - Anyone not fitting the definition of resident.

OUTHAUL MOORING ARRANGEMENT - Any non-single-point anchoring arrangement that consists of a fixed end seaward with a line attached above the water to a pulley and extending to the shore or a shoreside feature allowing a vessel to be "hailed out" and secured away from the shore and retrieved from the shore.

PERSONAL WATERCRAFT - A small class A vessel less than sixteen (16) feet in length which uses an outboard motor or inboard motor powering a water jet pump as a primary source of motor power and which is designed to be operated by a person sitting, standing or kneeling on or being towed behind the vessel rather than the conventional manner of sitting or standing inside the vessel.

PUMP OUT PENNANT - A small flag flown for the purpose of requesting the pump out service.

QUALIFIED MOORING INSPECTOR - Any person approved by the HM pursuant to the terms of §148-25 below.

RAFTING – Two or more vessels tied together side by side while moored or anchored.

REGISTERED VESSEL - That vessel designated on the annual mooring application by the mooring space assignee, who must be the owner or charterer of the vessel, or otherwise show connection to the owning entity.

REGISTRATION - That contract between the Town of Barrington and the boat owner(s) granting the mooring space assignee the privilege of using a mooring space within Barrington waters for a specified term.

RESIDENT - means any inhabitant of Barrington. The HM may require proof of residency, which may take the form of a voter registration card, previous year's IRS tax return, paycheck stub, or similar item. A P. O. Box is not a legal address for this purpose.

SEASON - The period from April 1 through November 30 of any year.

SMITH'S COVE - All the waters north of a line located between the southern tip of Adams Point and the southeasterly section of Rumstick Point.

STICKER - The small, self-adhering label issued by the Town of Barrington and attached to a registered vessel and carrying the same number as that of the mooring space assignee's mooring space.

TRANSIENT MOORING - A mooring available to be assigned by the HM, or his designee, on a temporary basis.

UPPER BARRINGTON RIVER - That portion of the Barrington River lying north of the bicycle path trestle and south of the Massasoit Avenue bridge.

VESSEL - A boat, ship, or other moving craft designed to float on the water.

WESTERN BARRINGTON WATERS - That stretch of water running northerly from Nayatt Point to Bullocks Cove.

ARTICLE II Harbor Control

§148-3. Appointment of Harbormaster.

The Town Manager shall appoint a Harbormaster either singly or in conjunction with any municipality to serve at the pleasure of the Town Manager. The obligation of the Town of Barrington either to pay in full or to contribute proportionately to the salary of a Harbormaster shall be in such an amount as the electors of the Town of Barrington shall fix at the annual Financial Town Meeting.

§148-4. Harbor Commission.

There shall be a Harbor Commission consisting of nine (9) residents of the town appointed by the Town Council. Members of said Commission shall respectively serve terms of three (3) years and until their respective successors shall be appointed and qualified. The appointment and tenure of the Harbor Commission shall be consistent with the original ordinance adopted July 13, 1964, and amended on April 12, 1976, wherein the Town Council was to appoint three (3) members whose terms expired in December 1976, three (3) members whose terms expired in December 1977, and three (3) members whose terms expired in December 1978. Annually thereafter and continuing in the month of December, the Council shall appoint members to said Commission to fill the vacancies next occurring. Members shall be eligible for reappointment.

§148-5. Power and authority of the Harbormaster.

A. The HM, or his/her designee shall have full power and authority within the

jurisdiction provided by any applicable Federal, State and Town law to enforce statutes, ordinances and regulations relating to the mooring, anchorage, management and control of all vessels within the waters of the Town of Barrington and pursuant to the provisions of Articles I and IV hereof.

B. The HM may remove from any wharf in said waters any vessel not engaged in receiving or discharging cargo or passengers or any vessel not anchored or moored according to the regulations relating thereto and he/she may also determine the extent, time and manner of accommodations respecting the position of vessels which should be extended by the owners or masters thereof to each other and require such accommodation to be extended.

C. The HM shall annually cause a map to be prepared designating the name and address of the owner of each vessel moored in the waters of the Town of Barrington and shall revise the same as may be necessary from time to time.

D. The HM shall ensure that all mooring locations are in accordance with the Harbor Management Plan prepared by the Harbor Commission, and he/she shall designate the location of new moorings in accordance with said plan.

E. The HM shall assign mooring locations in accordance with the rules and regulations promulgated by the Harbor Commission and approved by the Town Council.

F. Acting with the Harbor Commission, the HM shall review the applications pending before the Coastal Resources Management Council or the United States Army Corps of Engineers relating to the waters of the Town of Barrington and advise the Town Council as appropriate.

G. The HM shall serve as an ex officio member of the Harbor Commission and the Mooring Assignment Subcommittee.

ARTICLE III

Rules for Operation of Vessels

§ 148-6. Adoption of provisions of Rhode Island General Law.

The Town Council hereby adopts, as if set forth in full herein, all provisions of § 46-22-1 et seq. of the R. I. General Laws (as amended) relating to the operation and equipping of vessels.

§ 148-7. Speed.

In all mooring fields, no vessel shall be operated at a speed, which shall cause a wash or wake which is potentially dangerous to persons or which can cause

damage to property. In no event shall the speed exceed five (5) mph in any Barrington waters, except the areas designated within Hundred Acre Cove, Upper Barrington River, Barrington Beach and any other area designated by the HM. The HM shall maintain a list of those designated areas where speeding is allowed.

§ 148-8. Waterskiing.

No waterskiing, wakeboarding, tubing or the like shall take place within fifty (50) yards of any bathing area or mooring.

§ 148-9. Passing by areas where people are fishing.

All vessels shall use care and courtesy when passing under bridges or by vessels where people are fishing.

§ 148-10. Reporting accidents.

All accidents in Barrington waters involving any property damage or personal injury shall be reported to the Barrington Police and the HM.

§ 148-11. Anchoring and rafting.

A. A vessel may anchor on its own anchor in the waters and harbor areas of the Town of Barrington except in federal navigation channels, navigation fairways, mooring fields (not including transient fishermen), swimming areas, rights-of-way/buffer zone ingress and egress areas, and launching ramp areas for a period not to exceed 24 hours. Written consent of the HM is required for extended visits of more than 24 hours. No vessel anchored under such conditions shall be left unattended overnight. Owners and/or operators of such vessels may go ashore, but must be available to tend the vessel if necessary. It shall be the vessel owner's and/or operator's responsibility to remain clear of all moored vessels, and any structures.

B. The rafting of two (2) or more boats side by side is not permitted in the Main Harbor without the approval of the HM. Vessels at raft in any Barrington waters shall not be left unattended overnight.

**ARTICLE IV
Mooring Regulations**

§ 148-12. Approval of moorings required.

No mooring shall be placed in any Barrington waters without the HM having approved the required application. A mooring placed without such approval shall

be removed at the expense of the owner and impounded. Any legally moored vessel (except riparian moorings) must be located entirely within the mooring field's perimeter (unless so excepted in writing by the HM with the concurrence of the CRMC) or be subject to forfeiture of the assigned space.

§ 148-13. Registration of mooring space.

A. *Previously assigned vessels.* The HM shall, by January 15th of each year, cause registration forms to be mailed to all persons who were mooring space assignees at the end of the preceding year, at the address then listed on their registrations. Each application for registration shall be accompanied by the annual nonrefundable fee as noted on the registration form and shall be mailed by U. S. mail, addressed to the Harbormaster, Public Safety Building, 100 Federal Road, Barrington, Rhode Island, 02806.

Fee and application must be postmarked by February 15th. Within one week after February 15th, a second notice shall be sent by U. S. Mail, certified, return receipt requested, to the address on the previous year's registration with a late fee as specified in Chapter A225 – Fees and Fine Schedule, of the ordinances of the Town of Barrington. Submission of the application, registration fee and the late fee must be postmarked by March 15th.

After March 15th, person(s) who have not responded shall receive, by U. S. mail, certified, return receipt requested, a forfeiture notice. Persons wishing to have a hearing may do so at the April meeting of the Harbor Commission. March 30th shall be the deadline to appeal mooring loss. After March 30th, the mooring tackle may be pulled by the HM and the assignee shall lose all rights to the former space.

B. *Requests for relocation.* A mooring space assignee who desires a different mooring space (for whatever reason) shall file a written request to the HM containing the reason(s) for the desired move.

C. *Initial requests for mooring space* shall tender his/her request for same in writing to the HM, Town of Barrington, on the approved form obtained from the HM's office. The maximum number of moorings an individual can be assigned to will be two (2) in those mooring fields that have a waiting list as of April 1 of that season. There will be no limit elsewhere, subject to available space.

D. *Access.* Requests for new mooring space requiring access via private property shall be accompanied by a letter written and signed by the owner of such property containing permission for the access and outlining any limitations imposed by such property owner.

§ 148-14. Waiting List/Relocation List.

The HM shall cause to be posted in his/her office and in the Town Hall two (2) lists. One (1) shall be for those not yet assigned a mooring (and called the Waiting List) and the other shall be for those assigned mooring holders wishing relocation (and called the Relocation List). Both shall contain the date of the application and the length, draft, beam and type of the applicant's vessel. These lists shall be updated and posted at least once per year, or within 90 days of any change made to either of the lists.

There will be both a Waiting List (for those not yet assigned) and a Relocation List for each of the mooring fields specified in Exhibit B of Chapter 148. It is not permissible for a mooring space assignee wishing relocation to be relocated to a mooring field other than the one he/she is presently assigned to by utilizing the relocation list. To move to a different mooring field, a mooring space assignee will have to first apply for that specific field (and go on the waiting list for that field if there is presently no space available.)

§ 148-15. Assignment of mooring space.

All assignments of mooring space shall be made by the HM. When a mooring space becomes available within any of Barrington's waters, the HM shall offer such space to the applicant with the earliest date on the waiting list and with a vessel of appropriate dimensions and type of hull.

Those on the relocation list shall be granted priority, within their own mooring field, over those on the list for initial space. All assignments of mooring space are recorded by the HM upon receipt of a completed application form and the pertinent fee. If any applicant shall refuse a grant of suitable mooring space (suitability to be determined by the HM), his/her application shall be removed. Mooring space rights may only be transferred to the spouse of the assignee, and then only on a one-time basis.

Any temporary assignment to a mooring space, under the provisions of paragraph 148-19 (4) or (5), of a duration anticipated to be four (4) weeks or longer, will require the temporary assignee be issued a temporary occupancy permit and appropriate sticker. The fee to be charged for this permit is listed pursuant to Chapter A225 of the ordinances of the Town of Barrington.

§ 148-16. Preference to Barrington residents.

In the assignment of initial mooring space, Barrington residents shall be given priority over nonresidents. However, a nonresident shall not lose priority to a

resident more than three (3) times before such nonresident is given first priority to an appropriate mooring space, unless the mooring field is within a federal navigation project that the Town of Barrington has agreed in writing to certain covenants thereto, then mooring allocations shall meet the Army Corps of Engineers requirement of "open to all on a fair and equitable basis".

§ 148-17. Request for changed mooring space size.

If any mooring space assignee wishes to moor in Barrington waters a vessel of a size different from that of current registration, he shall notify the HM who shall first consider the suitability of the applicant's current mooring space; then, if such space is not considered suitable, the applicant's request shall be entered onto the Relocation List.

§ 148-18. Mooring space fees.

As noted above, fees from mooring space assignees are due on or before March 1. Fees from those on the waiting list granted space must be received at the HM's office within ten (10) days of the date of tendering the assignment of mooring space. Failure to tender this fee within said time span shall be deemed a refusal of the assignment. (See Chapter A225 – Fees and Fine Schedule, of the Ordinances of the Town of Barrington for the current fee structure).

§ 148-19. Forfeiture of space.

A. Any mooring space assignee shall be deemed to have forfeited his/her assigned mooring space by reason of the following:

(1) Notification to the HM by the mooring space assignee that the mooring space is available to be assigned to another vessel owner.

(2) Failure to complete the annual registration process by March 15th of any season.

(3) Failure to replace any piece of mooring tackle found by the qualified inspector not to be in compliance with the mooring standards. (See Exhibit A attached.)

(4) If the mooring occupied is in a mooring field that has a waiting list as of April 1 of that season, then any failure to have the registered vessel occupy the mooring space for a minimum of thirty (30) days during a season. However, if any mooring space assignee wishes to retain the assigned mooring space even though he/she cannot use it, he/she shall request permission of the HM on or before March 15 of the season in question, stating in writing the time span of the proposed non use

and the reason(s) therefore.

If such reason(s) are acceptable to the HM, he may offer to the mooring space assignee a year of grace and then offer that mooring space, for that season only, to an applicant from the appropriate waiting list who owns a vessel of appropriate size and type. This mooring space shall again be made available to the mooring space assignee for the following season, provided that he/she still meets the requirements of those rules and regulations; otherwise the mooring space will be reassigned by the HM.

(5) If the mooring occupied is in a mooring field that has a waiting list as of April 1 of that season, then any failure to notify the HM of any proposed nonuse for a duration of two (2) weeks or more. When so advised, the HM may assign a person(s) from the list is appropriate waiting list to this space. If an appropriate person (s) from the appropriate waiting not available, the mooring space assignee may assign his/her space as desired, with the approval of the HM.

(6) Failure by any mooring space assignee to comply with the sticker requirements set forth in §148-20 hereof, or the mooring inspection procedures set forth in §148-24 hereof.

B. In the event any mooring space assignee shall be deemed to have forfeited his/her mooring space for any of the reasons set forth, either here in this section or in any other section, then and in such event, the Town of Barrington, by and through its HM, shall have the right to pull such illegal mooring at the expense of the mooring space assignee. The town shall hold such mooring tackle for a period of thirty (30) days, within which time the mooring space assignee shall have the right to remedy such forfeiture. In the event such forfeiture is not remedied within the thirty (30) day period, then the town shall have the right to dispose of such mooring tackle as it deems fit.

§ 148-20. Use of stickers.

Annually, each mooring space assignee will receive a sticker carrying the same number as that of the assigned mooring space. The sticker shall be applied on the upper part of the transom on the starboard side of the registered vessel by May 1 of the current year.

§ 148-21. Mooring tackle standards; movement of mooring tackle.

A. Specifications for the components of mooring ground tackle are set forth in Exhibit A attached. Each mooring space assignee shall be responsible for compliance with these standards; provided, however, that the HM may vary standards in any Barrington waters other than Main Harbor, Smith's Cove or

Bullock's Cove in consideration of bottom and tide conditions, surrounding moorings or other obstructions and potential storm conditions.

Outhaul mooring arrangements are not covered by these standards and must be individually approved by the HM or his designee before they are placed and are subject to specific regulations of CRMC who retains the authority to remove any outhaul mooring arrangements allowed by the town if it finds such outhaul mooring arrangement conflicts with the RI Coastal Resources Management Program (RICRMP).

At no time shall any vessel be secured within a mooring space using tackle with specifications inconsistent with the mooring standards (Exhibit A), nor shall any vessel moor, even temporarily, in a space too small for safety or too large for efficient utilization except that it shall be allowable for a mooring space assignee to occupy an undersized new mooring space when downsizing a vessel until such time as a suitable relocation space for the vessel becomes available.

B. The mooring space assignee is responsible for any costs involved in the movement of the mooring tackle. Prior to any movement of the mooring tackle, the mooring space assignee must submit a request for such movement to the HM.

§ 148-22. Occupation of mooring space.

With the exception of boats so located on one of their assigned commercial moorings by a boatyard, broker or the Barrington Yacht Club for the purposes of hauling, launching, repair or the temporary requirements of transients, no vessel shall occupy a mooring space other than the one to which it is assigned without both the permission of the HM, or his representative, and written permission of the mooring space assignee. Any vessel utilizing the exceptions offered by this section must not exceed the size limits of the ground tackle utilized and must meet all other applicable sections of this chapter. The HM shall have the authority to move, or cause to be moved, any vessel violating the provisions of this or any other section of this chapter and such movement shall be at the owner's expense and risk.

No mooring space shall be allowed to be rented, for any length of time, by the assigned mooring space holder. With the permission of the HM, mooring space assignees may allow another vessel to utilize his/her space but must not receive any remuneration or other economic gain in return therefore, including the practice of renting out personally owned ground tackle allowed by the Town to be placed in a publicly owned body of water. The only exception to the above will be for those who have been assigned commercial mooring spaces or who have been granted a year of grace by the HM under paragraph 148-19(4). Violation of this section will be cause for forfeiture of the assigned space.

§ 148-23. Relinquishing mooring space.

When a mooring space assignee wishes to relinquish his/her mooring space, he/she shall so advise the HM or his representative. The mooring space shall then be offered by the HM to the owner of a suitable vessel on that mooring field's waiting list as per §148-114 and §148-116.

§ 148-24. Inspection procedure.

A. All components of ground tackle used by each mooring space assignee in Barrington waters shall be inspected every second year by a qualified inspector, at the expense of the mooring space assignee. The mooring space assignee will be notified at the time of annual registration as to when the ground tackle is due for inspection.

Such inspection shall be made by raising the mooring, or, in cases in which the HM considers the mooring weight to be such as to make raising it impractical, inspection may be made underwater.

B. After inspection, the qualified inspector will send to the mooring space assignee a certificate of compliance or a notice of noncompliance with the mooring standards. If the result of the inspection is notice of noncompliance, then the qualified inspector must also notify the HM.

C. The initial inspection shall be done by August 1 of the year inspection is required and the mooring space assignee must submit a copy of the certificate of compliance to the HM by September 1 of the year inspection is required. Failure to comply with either or both of these dates will subject the mooring space assignee to a fee pursuant to Chapter A225 of the ordinances of the Town of Barrington.

D. Non-compliance shall mean the wear of any component of the mooring tackle to include the swivel, shackle or chain link by as much as one-third (1/3) it's original dimension, or apparent fraying or other weakness in the rope pennant. In a case of noncompliance, the mooring space assignee shall, within forty-eight (48) hours of his/her receipt of the notice from the qualified inspector, arrange for the repair, reinspection and certification of compliance to the HM.

However, should the inspector find that further use of noncompliant ground tackle presents an imminent danger to the registered vessel or others, the inspector shall notify the HM immediately and the HM will suspend use of the mooring until proper repairs are completed and certified to him/her. Otherwise such repairs shall be completed within fourteen (14) days and if they are not, then

the qualified inspector should again notify the HM of continuing noncompliance.

Failure to do so may cause the HM to order the removal of the mooring space assignee's vessel from that space at the mooring space assignee's expense.

E. The HM (or his representative) and the qualified inspector shall maintain records of all inspections.

§ 148-25. Qualification of inspectors.

A. An individual, who upon application to the HM demonstrates his/her familiarity with the rules and regulations of the town relating to mooring tackle inspection and a competency to perform the work, will become eligible as a Qualified Inspector. However, even though selected by the HM, a Qualified Inspector may have his/her appointment revoked by the M if it appears that the Qualified Inspector does not, in fact, demonstrate the needed capabilities.

B. Any person, prior to being appointed as a Qualified Inspector, will provide and submit to the HM, either proof of insurance or a surety bond in the amount of one million dollars (\$1,000,000.)

§148-26. Visible mooring markers.

Both summer floats and winter stakes will be readily visible above water at all times when in use. The winter stakes will be removed from Barrington waters not later than May 1 of the succeeding year. Assigned town mooring numbers shall be painted or affixed to both floats and winter stakes.

§148-27. Swimming prohibited.

Swimming is prohibited in all navigation fairways and launching areas. In mooring fields and transient anchorage areas, swimming is prohibited with the exception of vessel owners or crews or persons contracted to perform maintenance on the boat or its mooring tackle within a reasonable distance of said boat or mooring, from approved swimming floats and in designated swimming areas.

ARTICLE V Non-Mooring Regulations

§148-28. Floats.

In order to prevent hazards to navigation and possible damage to the property of

others, it is a requirement for all owners of floats to maintain the integrity of the original construction stated in the Town mooring standards or CRMC permit allowing such structures. This includes the security of mechanisms designed to hold said floats in place year round, including freezing ice conditions. In addition, the owners shall permanently fix to the said float their personal identification and street address.

In the event of a breakaway of the float, the owner shall incur liability for any subsequent damage to the property of others by such float. In addition the owner shall be responsible for any reasonable costs incurred by the Town or others to retrieve secure and or return the breakaway float to the owners.

§148-29. Outhaul Mooring Arrangements.

Outhaul mooring arrangements are not considered moorings but the HM may authorize an annual permit for such provided Barrington has a CRMC approved and active Harbor Management Plan.

- A. Except as provided below, an outhaul(s) is/are to be permitted to the contiguous waterfront property owner.
- B. Up to two (2) outhauls may be allowed per waterfront property.
- C. Outhauls are not permitted on properties, which contain a recreational boating facility.
- D. Permits are to be issued only if they are consistent with the RICRMP, including the provisions of 300.18 (must not disturb submerged vegetation or habitat).
- E. Barrington's procedures acknowledge that the CRMC retains the authority to revoke any permits issued by the municipality if it finds that such permit conflicts with the RICRMP.
- F. From November 15 to April 15 when a boat is not being secured by the device on an annual basis, the outhaul cabling system shall be removed.
- G. Outhauls may be "grandfathered" in their current location upon annual HM documentation that such outhauls have been in continuous use at such location since 2004, and, the contiguous property owner(s) agree in writing to such, however, such "grandfathering" is extinguished whenever a recreational boating facility is approved at the location.

§ 148-30. Abandoned vessels and boating equipment.

No person shall deposit or abandon a vessel or boating equipment or unattached, floating dock (hereinafter collectively "vessel") upon a beach, public right-of-way, or in the waters of the town. A vessel shall be deemed abandoned if it poses an immediate danger to navigation or has been left unattended on a beach or public right-of-way for 72 or more hours except for annual boat storage permitted on Barrington Beach between April 1 and December 1. When any such vessel is so deposited or abandoned, the HM is authorized and empowered to remove the same or cause the same to be removed.

A. Notice of removal of vessel. If the person who owns, has an interest in, or exercises any control over the vessel, or otherwise is known, the HM shall give written notice by certified mail to said person to remove the vessel within seven (7) days. Additionally, the HM shall affix a notice to the vessel instructing the owner to move the vessel to a proper mooring (or other) location or remove it within seven days.

B. Removal of vessel. If the vessel is not removed within the specified time in the notice, and in a manner and to a place satisfactory to the HM, or if no such person is known to the HM upon whom the notice can be served, the HM may proceed to remove, or cause the vessel to be removed, and disposed of in a manner and a place the HM shall deem best following the seven (7) day posting period. At least fourteen (14) days prior to disposal of the vessel, the HM shall place a notice in a newspaper of local circulation setting forth the date of disposal if the vessel is not claimed.

C. Liability. The owner, or other such person, of a vessel removed by the HM in accordance with this chapter shall be liable to pay the cost and expenses of the removal and storage, or to repay the same when paid by the Town. The expenses may be recovered in an action brought by the town solicitor against the owner(s). If the owner(s) is/are unknown or the vessel is unclaimed within thirty (30) days of removal, the town may sell the vessel. The proceeds from the sale shall be used to defray the cost the town incurred in the removal and storage of the vessel and in the administration of this chapter.

ARTICLE VI

Enforcement, Appeals, Fees and Fines

§ 148-31. Enforcement.

A. Each of the Harbormasters, Assistant Harbormasters and police officers of the

Town of Barrington are hereby authorized to enforce the provisions of this chapter and, in the exercise thereof, shall have the authority to stop any vessel subject to the provisions of this chapter within the waters subject to the jurisdiction of the Town of Barrington as provided in RIGL 12-7-21.

B. Unless otherwise specified herein, these rules and regulations shall be enforced by the HM or his representative, and in all proceedings of the Harbor Commission having as one of their purposes the function of hearing appeals from the actions of the HM or his representative(s), the enforcement of these rules and regulations shall be conducted in accordance with §46-11-1 et seq. of the Rhode Island General Laws (as amended); provided, however, that the Harbor Commission shall not be required to cause a verbatim transcript to be made of the proceedings in such cases.

§148-32. Appeals.

Any person(s) aggrieved by a decision of the HM may appeal said decision to the Harbor Commission by notifying the Town Clerk in writing of the desire to appeal within fifteen (15) days of the HM's decision. All decisions of the Harbormaster relating to the location of moorings shall be complied with immediately as a precondition of the right to appeal, except that the HM may, if he/she determines that there is no immediate threat to the safety of persons, property or passage, suspend his/her decision pending appeal.

§148-33. Fees.

All fees to be collected hereunder shall be established by the Town Council from time to time, shown in Chapter A225 - Fees and Fine Schedule, of the Ordinances of the Town of Barrington, and shall be posted in the Town Hall.

§148-34. Fines.

In addition to those fines set forth in Chapter A225 - Fees and Fine Schedule, of the Ordinances of the Town of Barrington, every owner, master or person in charge of a vessel who shall neglect or refuse to obey the directions of said HM in matters within the HM's authority to direct and every person(s) who shall resist or oppose such HM in the execution of his/ her duties or shall violate any of the provisions of this chapter and all sections therein shall, upon conviction therefore, be fined not exceeding one hundred dollars (\$100.00) for each offense. Each day that such neglect or refusal to obey shall continue after notice thereof given by the HM to any owner, master or person in charge of the vessel or mooring shall constitute a separate offense.

Any person who shall remove, from a location assigned under this chapter and all

sections therein adopted, any mooring belonging to another shall, upon conviction thereof, be fined not exceeding one hundred dollars (\$100.00) for each offense.

PUBLIC WATERS, USE OF

Exhibit A Town Of Barrington Mooring Standards

Minimum Tackle Standards

<u>Boat LOA</u> (Feet)	<u>Concrete</u> <u>Stone</u> <u>Block (a)(b)</u> (Pounds)	<u>Shackle(c)</u> <u>and Heavy</u> <u>Chain</u> (Inches)	<u>Shackle(c)</u> <u>and Light</u> <u>Chain</u> (Inches)	<u>Swivel</u> <u>Pin</u> (Inches)	<u>Pennant,</u> <u>Nylon</u> (Inches)	<u>Pennant</u> <u>Braid</u> (Inches)
Under 22	300	1/2	3/8	1/2	5/8	1/2
22 - 28	500	5/8	1/2	3/4	3/4	5/8
29 - 34	750	3/4	1/2	3/4	3/4	5/8
35 - 40	1,000	1	1/2	3/4	7/8	5/8
41 - 45	2,000	1	5/8	7/8	7/8	3/4
Over 45	See Harbormaster					

Mooring tackle must meet or surpass these standards. At the time of inspection, or whenever tackle is raised for any reason, it must be checked and made to conform hereto. (See 5. below).

Mooring and pick up buoys must conform to current Coast Guard regulations as to color which at the present time is a white ball with a blue stripe.

Assigned identification numbers shall be painted, stenciled or stamped so as to be readily and legibly visible during daylight on both mooring buoys and winter stakes.

Multiple weights shall be placed in series with the chain between them corresponding to the standard for heavy chain according to the LOA line above for the size vessel to be moored.

NOTES:

(a) Two thirds (2/3) of weight if iron casting or steel; one-half (1/2) of weight for mushroom (only suitable where bottom is soft and there is suitable depth) or equivalent approved in writing by the HM.

(b) In cases of low water depth (under 4 feet at MLW) blocks or other weights must be less than 18 inches tall.

(c) All shackles must be one size larger than the chain and have a stated safe working load (SWL).

Mooring Tackle Lengths

DIRECT METHOD:

Chain and pennant lengths indicated are for tackle arrangements in which the pennant fastened to the light chain goes DIRECTLY to the bow cleat through a float allowing most of the light chain to stay on the bottom.

<u>Type</u>	<u>Main Harbor</u>	<u>Smith's Cove</u>
	<u>Bullock's Cove</u> <u>Barrington River</u> <u>Hundred Acre Cove</u> <u>Police Cove</u>	<u>Barrington Beach</u> <u>Western Barr Wtrs</u>
Heavy chain	1 X (d)	1.5 X
Light chain	1X	3.5 X
Pennant	1 X plus	1 X plus

BALL METHOD:

These chain and pennant lengths are for tackle arrangements in which the light chain is attached directly to either the bottom eye of a mooring buoy (ball) or goes directly through it and attaches to an eye at the top of the buoy and leads directly to the vessels bow cleat.

<u>Type</u>	<u>Bullock's Cove</u> <u>Barrington River</u> <u>Hundred Acre Cove</u> <u>Police Cove</u>	<u>Smith's Cove</u> <u>Barrington Beach</u> <u>Western Barr Wtrs</u>
Heavy chain	1.5 X (d)	1.5 X
Light chain	2, X	3 X
Pennant	2 BF(e)	2 BF

Lengths listed are for normal weather conditions and must be increased for anticipated hurricane and other high water conditions. Length of freeboard at bow plus distance from chock to cleat is required at all locations. Note: the ball

method is not allowed in the Main Harbor. Some minimal lengthening of these standards under both methods will be allowed for all areas except the Main Harbor.

NOTES:

(d) X = depth at mean high water (MHW).

(e) BF = bow freeboard

Other Regulations

1. For chain connections, shackles must have pins secured with stainless steel wire, double nuts or heavy duty all plastic cable ties.
2. Pennant lines must be spliced with a minimum of four (4) tucks. Thimbles are required at the chain or swivel connection.
3. Pickup or mast buoys must have sufficient buoyancy to be visible under all tide conditions. Line to pennant eye splice shall not be over three (3) feet long or under three-eighths (3/8) inch in diameter.
4. All new moorings must - repeat **MUST** - be inspected by the Harbormaster or by one (1) of the qualified mooring inspectors prior to submersion.
5. The current Mooring Standards are grandfathered upon the adoption of these new Mooring Standards and the new Mooring Standards will go into effect for each mooring when either; the tackle owner makes repairs or improvements, a bi-annual required mooring inspection requires repairs, or the tackle changes ownership, whichever occurs first.

PUBLIC WATERS, USE OF
Exhibit B
Town of Barrington
Mooring Fields for Barrington Waters

The following areas have been allocated for mooring space. Except for riparian moorings, no mooring shall be placed in areas not specified as mooring fields.

BARRINGTON BEACH: No more than four hundred (400) yards off any point on shore between Rumstick Point and Nayatt Point excluding the area designated as a swimming area.

BULLOCK'S COVE: All waters within the area designated as such by the Official Zoning Map of the Town of Barrington.

HUNDRED ACRE COVE: On the east side from the Massasoit Avenue Bridge north to Acre Avenue, not more than one hundred (100) yards from shore, except individual moorings which have been approved by the Harbormaster and/or the Mooring Assignment Subcommittee.

MAIN HARBOR: All waters lying south of the Lance Corporal Victor Patrick Andreozzi and Vietnam Veterans Memorial Bridge.

POLICE COVE (BRIDGE HARBOR): All waters between the Lance Corporal Victor Patrick Andreozzi and Vietnam Veterans Memorial Bridge and the East Bay Bike Path trestle, except for a fairway extending from the designated vessel transit area of each bridge east and west twenty (20) yards.

SMITH'S COVE: All waters within the area designated as such by the Official Zoning Map of the Town of Barrington.

UPPER BARRINGTON RIVER: On the east shore from the peninsula north of Greenbrier Lane to the river inlet directly across from Peck Island, not more than one hundred (100) yards from shore; also north of Brookfield Avenue to the Massasoit Avenue Bridge not more than two hundred yards (200) from shore, except individual moorings which have been approved by the Harbormaster and/or the Mooring Assignment Subcommittee.

WESTERN BARRINGTON WATERS: That stretch of water running northerly from Nayatt Point to Bullock's Cove.

Appendix B

Harbormaster Job Description Town of Barrington

GENERAL QUALIFICATIONS:

- a) The Harbormaster should obtain State of Rhode Island Harbormasters Qualification per RIGL 46-12-2. The HM should regularly attend the RI Harbormaster's training Academy to maintain the educational and training requirements governed by its oversight body as provided under RIGL 46-4-2.
- b) It is recommended that the Harbormaster should be appointed a Town Constable by the Chief of Police.

GENERAL RESPONSIBILITY:

Primary responsibility is limited to the waters and harbors of the Town of Barrington, its channels, contiguous public lands and structures. Duties and powers are defined by the following referenced rules and regulations:

- a) RIGL 46-4-6.1 Powers conferred upon the Barrington Town Council to regulate its public waters
- b) RIGL 46-4-2 City and Town control of harbors - Harbormasters
- c) Chapter 148, Municipal Ordinance, Town of Barrington, R. I.
- d) Rules of the Road, International and Inland U. S. Coast Guard - CG-169
- e) FCC Rules, Part 83
- f) Personnel Rules of the Town of Barrington R. I.

RESPONSIBLE TO:

The Harbormaster is a Department Head appointed by and under the supervision of the Town Manager.

SPECIFIC JOB RESPONSIBILITIES: The following are duties customarily required of the Harbormaster or his designee.

1. Allocate and regulate mooring spaces in the Harbor. Assign mooring numbers; collect any fees; maintain mooring records, relocation lists, waiting lists and year of grace lists; and technical specifications. Administer the annual registration of moorings.
2. Assist mooring applicants in defining ground tackle requirements to ensure minimum specifications are maintained, depending on location, boat size and configurations.
3. Supervise the placement of each mooring and periodically verify its condition and position in order to ensure; the safety of the vessel, adequacy of swing room and best use of available space. When required he shall order any deficiencies corrected.
4. Establish and maintain anchorage areas and transient channels.
5. Maintain municipal aids to navigation in accordance with U. S. Coast Guard

regulations.

6. Keep the harbor and channels free of obstructions and ensure the proper use of the Rules of the Road.

7. Seasonally monitor VHF channel 16/9 radio frequencies during working hours and maintain communications with harbor traffic as necessary.

8. Patrol Barrington waters to ensure compliance with Federal, State and local boating and other Marine Resources laws and ordinances. Assist other law enforcement agencies in their duties.

9. Maintain current grid of mooring locations, local charts, coast pilots and tide calendars.

10. Be alert to any pollution in the harbor, investigate and report to the Rhode Island Department of Environmental Management and the U. S. Coast Guard, as required. Monitor cleanup and assist within the capabilities of the department.

11. Control the use of any public piers, boats, moorings, launching ramps, and collect fees.

12. Oversee maintenance and readiness of the Patrol Boat.

13. Oversee training, scheduling and staffing of the Patrol Boat.

14. Maintain visiting vessel schedules and coordinate anchorages and moorings.

15. Make harbor checks for overdue or missing vessels as requested by other agencies and assist in rescues or other emergencies within the capabilities of the department, including, but not limited to, maintenance of an emergency storm preparedness plan and keeping equipment in a high state of readiness.

16. Participate in harbor planning and coordinate approved projects. Act as a non-voting member of the Harbor Commission and attend regularly scheduled meetings.

17. Coordinate the seasonal placement, removal and maintenance of Town floats and moorings with the Department of Public Works.

18. Administer the department budget and maintain appropriate records, logs and files as required.

19. Supervise and direct the activities of subordinates when assigned.

20. Perform other duties as assigned by the Town Manager.

21. Maintain liaison with Federal, State, local, public and private agencies and organizations as they pertain to marine activities.

Appendix C - Section 1
Water Type Designations and Classifications







East Providence and Bristol Quadrangle Maps and Descriptions

Maps of Water Use Categories

Boundary Line Designations

The following boundary line designations describe those points along the coastline where one water use type changes to another. Each mapped boundary is coded by letter on each quadrangle map to a verbal description as listed below. Except where otherwise noted, the water use classifications along any shoreline reach and between any two boundary line designations run parallel to the general coastal trend and extend 500 feet seaward from the mean high water mark. All water areas within the bounds of channel markers as depicted on U.S. Department of Commerce Nautical Charts #13221 and #13205 (1978) are considered navigation channels, and are classified as type 3, 4, 5, or 6 waters, as appropriate.

Legend

- | | |
|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
|  | Water use category |
| | Type 1 Conservation areas (Section 200.1) |
| | Type 2 Low-intensity use (Section 200.2) |
| | Type 3 High-intensity boating (Section 200.3) |
| | Type 4 Multipurpose waters (Section 200.4) |
| | Type 5 Commercial and Recreational harbors (Section 200.5) |
| | Type 6 Industrial waterfronts and Commercial navigation channels (Section 200.6) |
|  | Boundary between water use categories |
|  | Coastal wetland in Type 3, 4, 5, and 6 waters designated for preservation (Section 210.3) |
|  | Boundary of barrier islands (Section 210.2 and Table 4) |
| | D developed barrier |
| | M moderately developed barrier |
| | U undeveloped barrier |
|  | Erosion-prone area requiring additional setbacks for selected structures (Section 140) |
| | (A) 75-foot setback |
| | (B) 120-foot setback |
| | (C) 150-foot setback |
| | (D) 180-foot setback |
|  | Watershed of poorly-flushed estuaries where the review of proposed subdivisions is required (Section 320) |

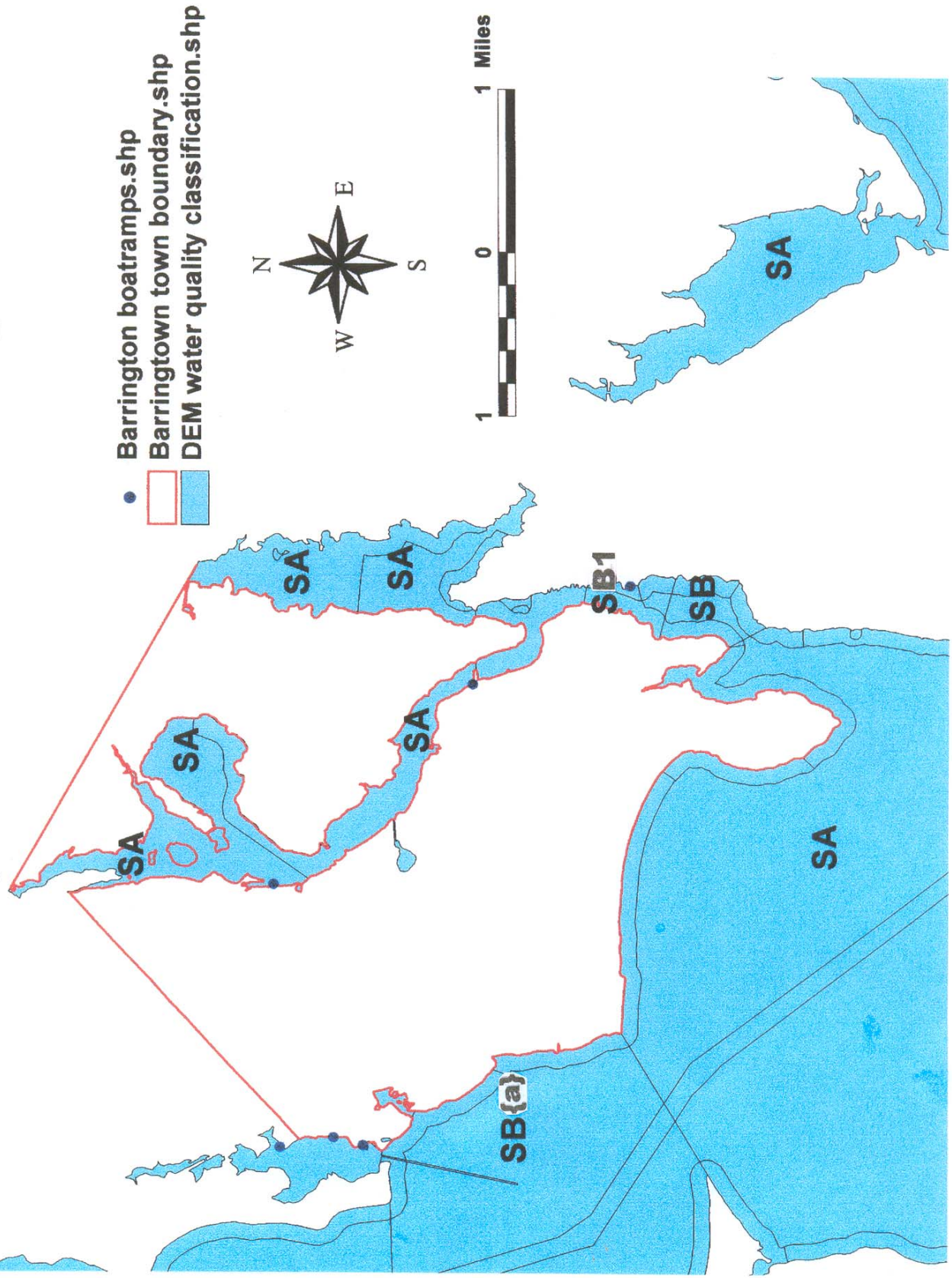
East Providence Quadrangle

- a The western edge of the former railroad causeway.
- b A straight line running generally westerly from the southern end of the Mobil Oil Company property to the dolphin on the east side of the dredged access channel to Fields Point, thence to the south side of the Port Edgewood breakwater in Providence.
- c The northern side of the culverts and breachways under Crescent View Avenue.
- d The tip of the small peninsula at the southern side of Walker Farm, Barrington.
- e A straight line extension of George Finnerty Road.

Appendix C - Section 2
Water Type Designations and Classifications

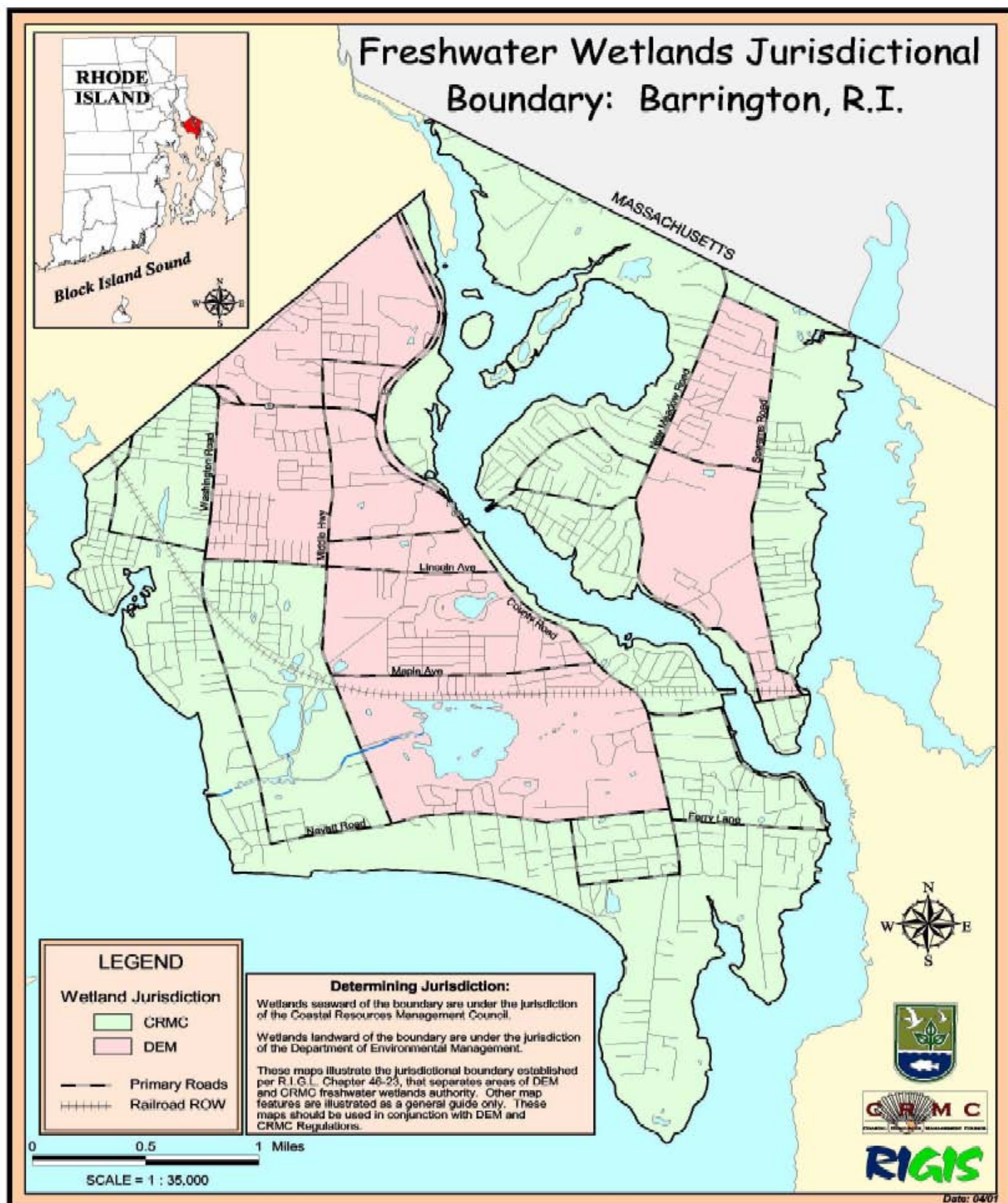
RIDEM Water Quality Classifications Map

DEM Water Quality Classifications: Barrington, RI



Appendix C - Section 3
Water Type Designations and Classifications

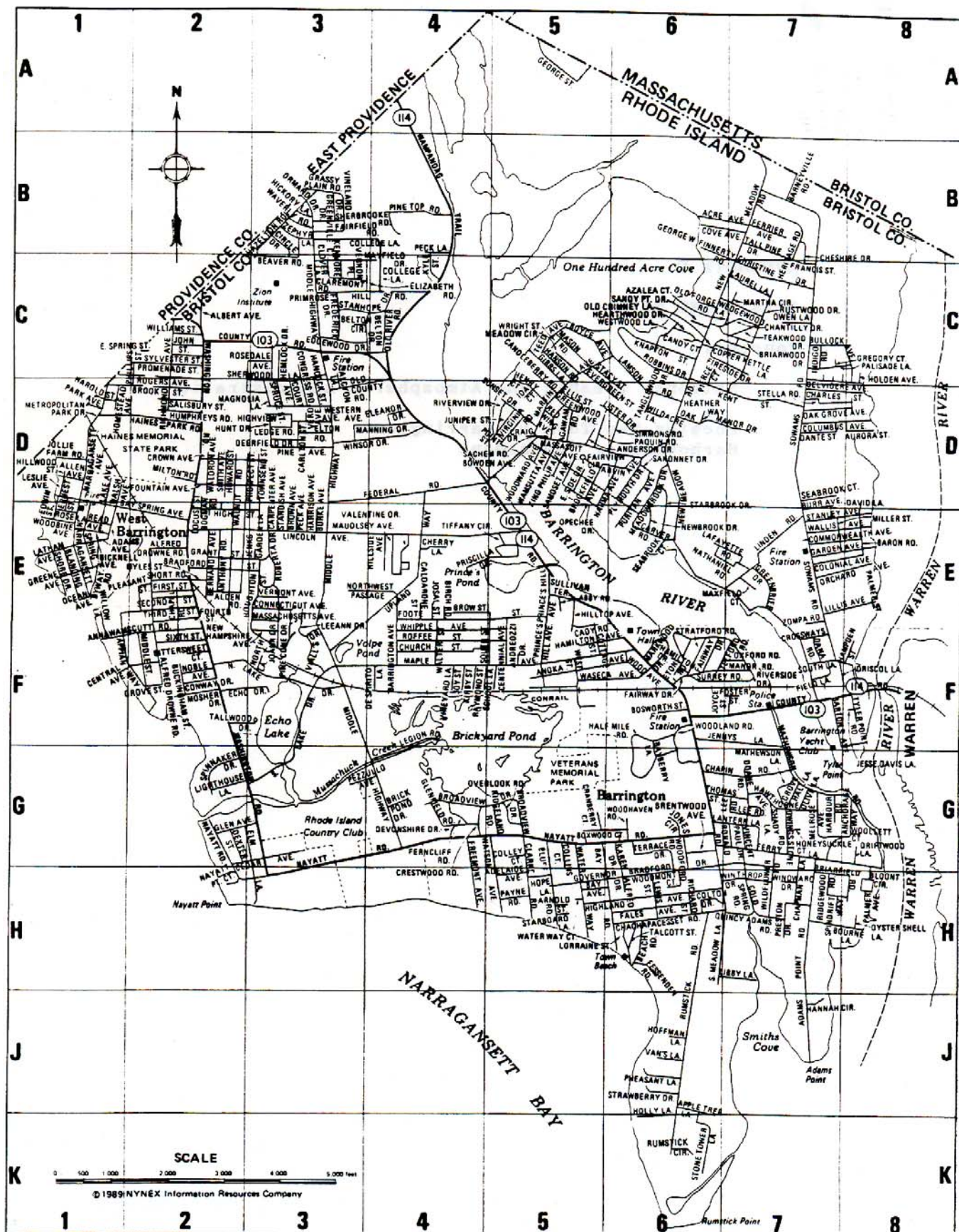
Freshwater Wetlands Jurisdictional Boundary



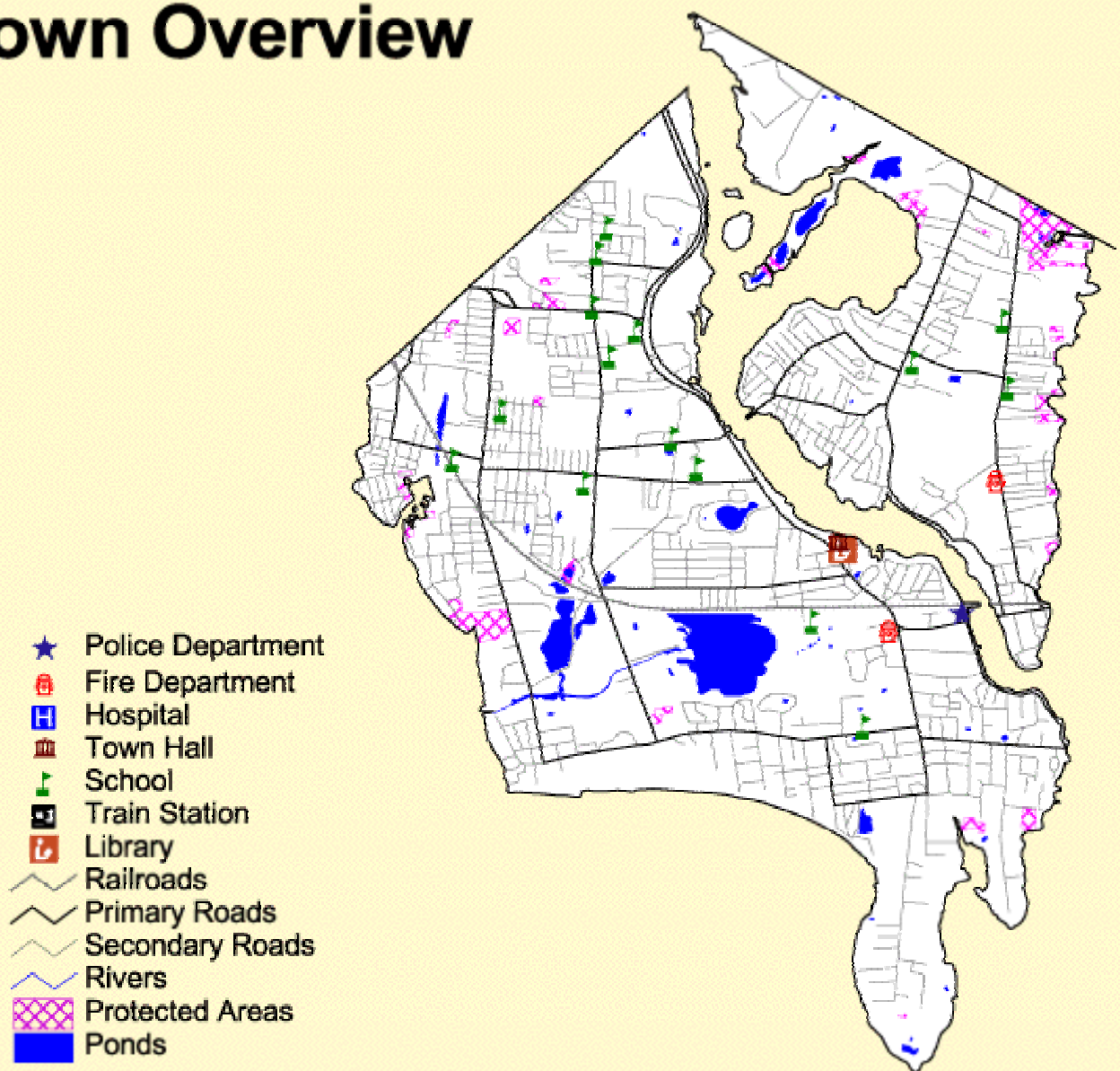
Appendix D - Section 1 Charts and Maps

Map of the Town of Barrington

- Overview
- Land Use
- Forest and Wetland Resources
- Coastal Wetlands



Town Overview



8



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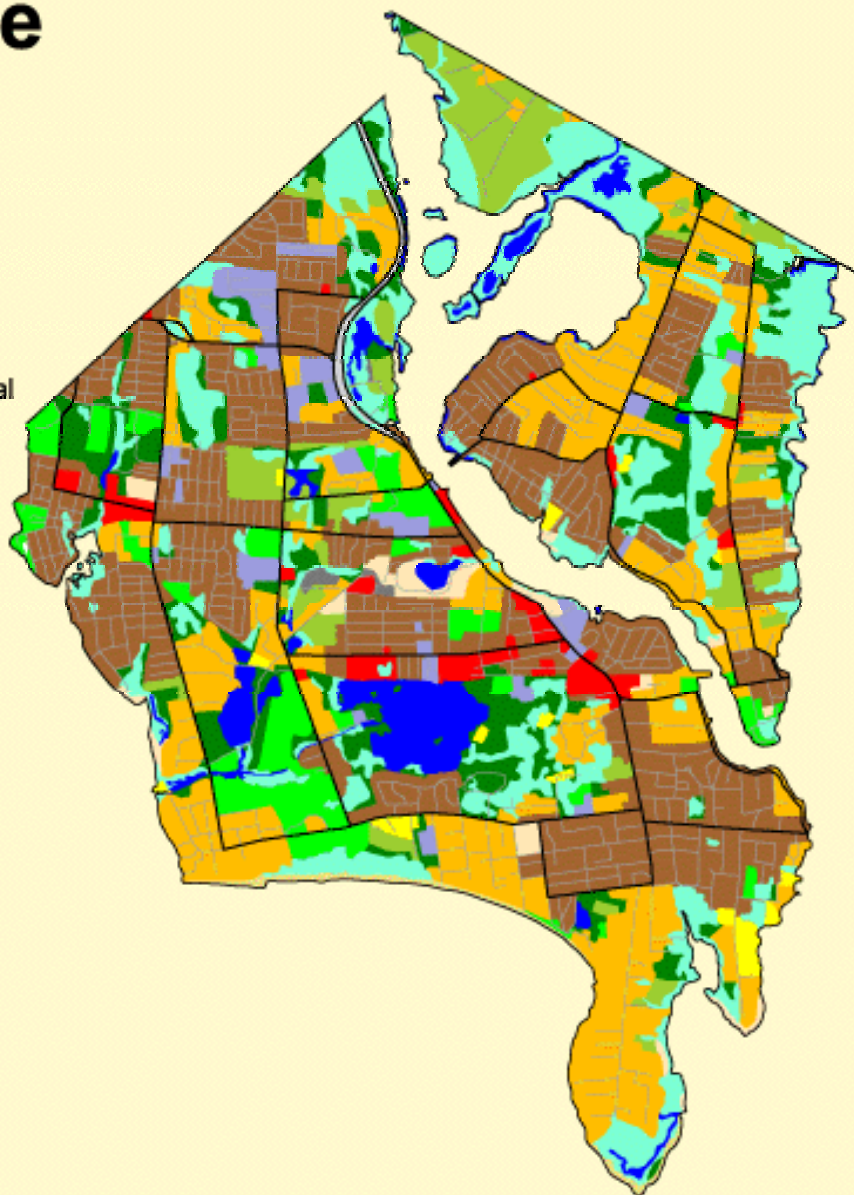
Barrington, RI

RIGIS

08

Land Use

-  Primary Roads
-  Secondary Roads
-  Rivers
- Land Use Categories
 -  Low Density Residential
 -  Medium Density Residential
 -  High Density Residential
 -  Waste Disposal
 -  Transportation
 -  Commercial & Industrial
 -  Forest & Brushland
 -  Recreation
 -  Institutional
 -  Agriculture
 -  Water
 -  Wetland
 -  Beaches
 -  Other



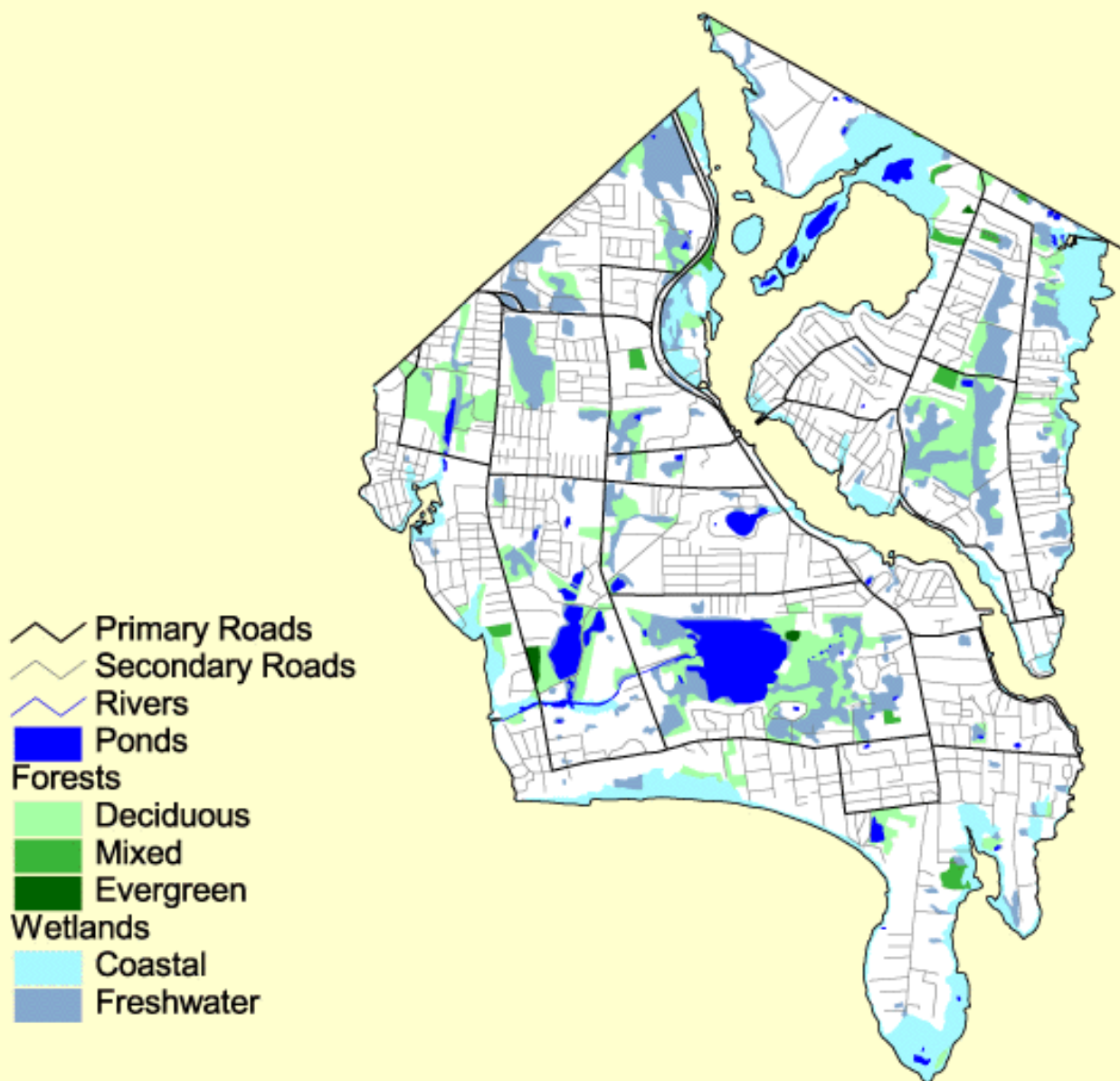
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Barrington, RI

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Forest and Wetland Resources



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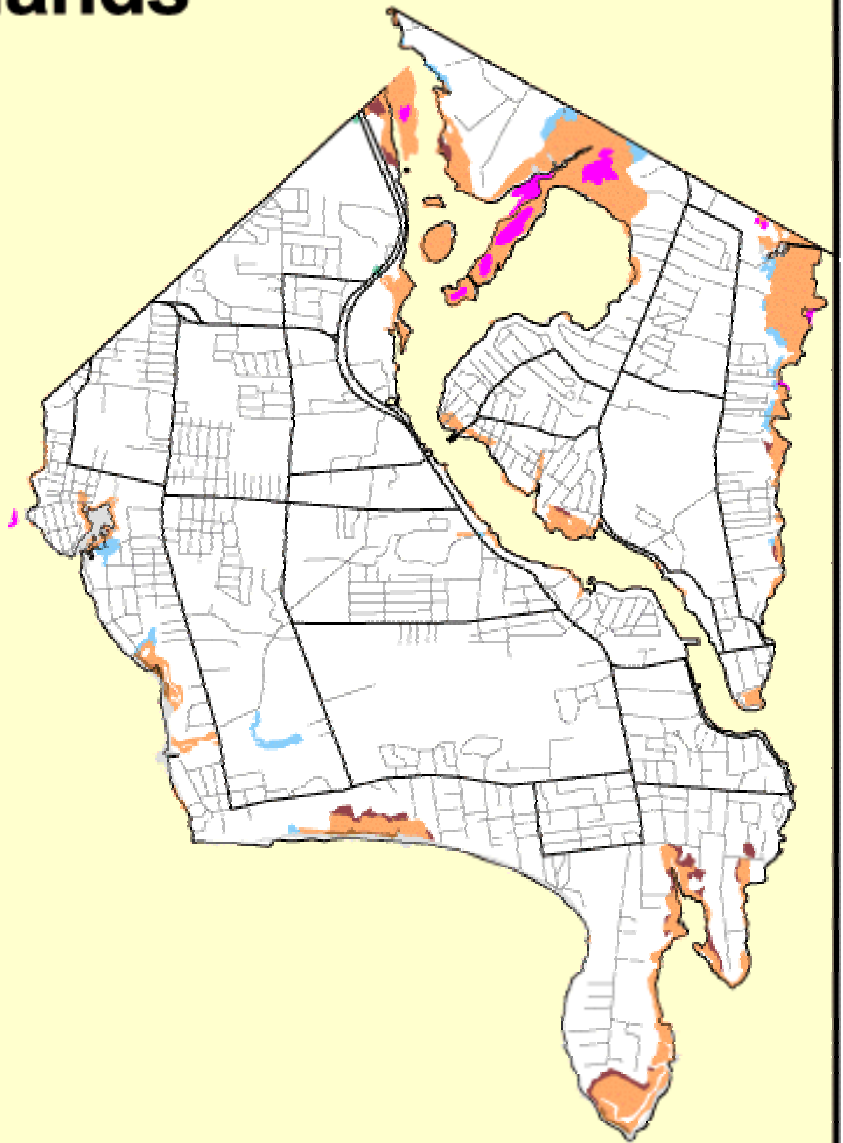
Barrington, RI

RIGIS

08

Coastal Wetlands

-  Primary Roads
-  Secondary Roads
- Coastal Wetlands**
-  Beaches
-  Eelgrass Beds
-  Dunes
-  Brackish Marsh
-  Phragmites Marsh
-  Salt Marsh
-  Scrub Shrub
-  Tidal Flats
-  Oyster Reefs
-  Rocky Shore
-  Streambeds



8



1 0 1 Miles

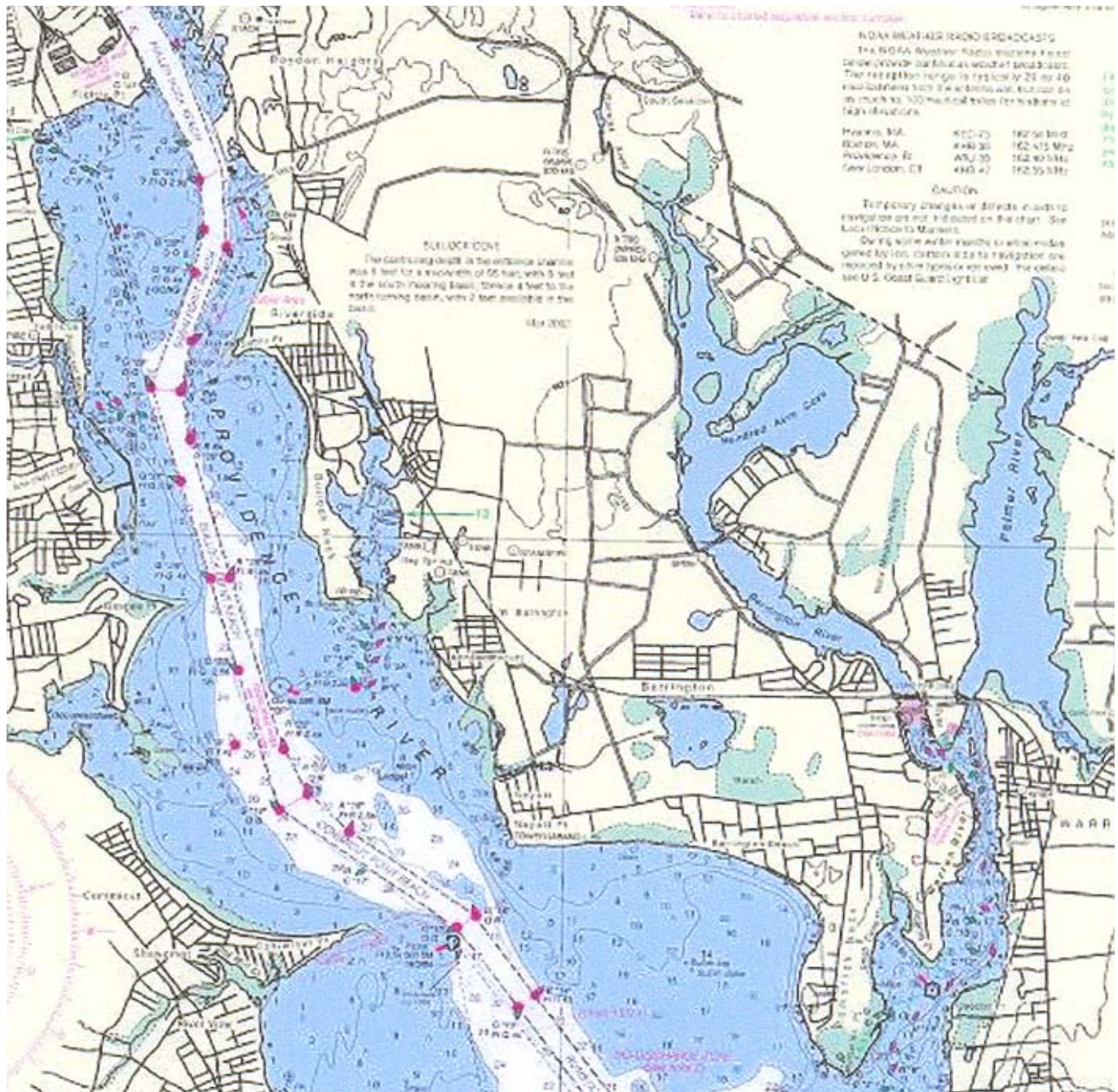
Barrington, RI

RIGIS

09

Appendix D - Section 2 Charts and Maps

NOAA Chart Depicting Barrington Waters



Appendix D - Section 3 Charts and Maps

FEMA Flood Zone Maps

The FEMA Flood Zone Maps (there are 17 of them) are available for viewing at the Barrington Town Hall in the Office of the Building Inspector. Only some samples with the cover and explanatory information are shown here.

Also the website "mapserver2.esri.com" has some maps of the 100 and 500 year flood areas.

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

BRISTOL COUNTY, RHODE ISLAND

(ALL JURISDICTIONS)

PANEL 6 OF 17

(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BARRINGTON, TOWN OF	445392	0006	F

THIS MAP INCORPORATES APPROXIMATE BOUNDARIES OF COASTAL BARRIER RESOURCES SYSTEM UNITS AND/OR OTHERWISE PROTECTED AREAS ESTABLISHED UNDER THE COASTAL BARRIER IMPROVEMENT ACT OF 1990 (PL 101-591)

Notice to User: The MAP NUMBER shown below should be used when placing map orders; the COMMUNITY NUMBER shown above should be used on insurance applications for the subject community.

MAP NUMBER
44001C0006 F

EFFECTIVE DATE:
MARCH 5, 1996



Federal Emergency Management Agency

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program; it does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size, or all planimetric features outside Special Flood Hazard Areas. The community map repository should be consulted for possible updated flood hazard information prior to use of this map for property purchase or construction purposes.

Coastal base flood elevations apply only landward of 0.0' National Geodetic Vertical Datum of 1929 (NGVD); and include the effects of wave action; these elevations may also differ significantly from those developed by the National Weather Service for hurricane evacuation planning.

Areas of special flood hazard (100-year flood) include Zones A, AE, AH, AO, A99, V, and VE.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures.

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the Federal Emergency Management Agency.

Floodway widths in some areas may be too narrow to show to scale. Floodway widths are provided in the Flood Insurance Study Report.

For community map revision history prior to countywide mapping, see section 6.0 of the Flood Insurance Study Report.

For adjoining map panels see separately printed Map Index.

DIGITAL DATA AVAILABILITY: Digital files containing the thematic floodplain information shown on these maps are published by the Federal Emergency Management Agency in DLG-3 Optional format on CD-ROM. Requests for data should include the full name of the community or county and the Flood Insurance Rate Map panel numbers covered by the request. Contact the Federal Emergency Management Agency, Flood Map Distribution Center, 6930 (A-F) San Tomas Road, Baltimore, Maryland 21227-6227. Telephone 1-800-358-9616.

NOTE: The coordinate system used for the production of this Flood Insurance Rate Map (FIRM) is Universal Transverse Mercator (UTM), North American Datum of 1927 (NAD27), Clarke 1866 spheroid. Corner coordinates shown on the FIRM are in latitude and longitude referenced to the Transverse Mercator projection, NAD27. Differences in the datum and spheroid used in the production of FIRMS for adjacent counties may result in slight positional differences in map features at the county boundaries. These differences do not affect the accuracy of the information shown on the FIRM.

ATTENTION: Flood elevations on this map are referenced to the National Geodetic Vertical Datum of 1929. These flood elevations must be compared to structure and ground elevations referenced to the same datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, contact the National Geodetic Survey at the following address:

Vertical Network Branch, N/CG13
National Geodetic Survey, NOAA
Silver Spring Metro Center 3
1315 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

Base Map Source: Base Map information was prepared for the Rhode Island Geographic Information System and provided by the Rhode Island Department of Administration. These files were compiled by the Rhode Island Department of Transportation at a scale of 1:24,000 from USGS 7.5-minute quadrangle sheets, and updated in 1991 using aerial photography dated 1988.

ELEVATION REFERENCE MARKS

REFERENCE MARK	ELEVATION IN FT. (NGVD) ¹	DESCRIPTION OF LOCATION
RM 12	26.42	High point of west end of stone wall at northeast corner of Washington Road intersection with Echo Drive.
RM 13	22.32	Filed "x" on hydrant flange bolt at northeasterly corner of intersection of Washington Road and driveway of house #360. Driveway approximately 430' southerly from Echo Drive and approximately 250 feet northerly from Trailwood Drive. Hydrant 35 feet northerly from utility pole #78.
RM 14	12.42	Chiseled square on centerline of easterly headwall of concrete arch culvert at stream crossing of Massachuck Creek and Washington Road.
RM 15	7.65	Spike in pole 80 at southeast corner of intersection of Massasoit Avenue and County Road.
RM 16	7.30	RIBPR BM 434 disk in concrete post 1-inch above ground level at intersection of County Road and Massasoit Avenue, approximately 68 feet from northwesterly corner of Barrington Congregational Church, approximately 60 feet easterly from centerline Federal Road, approximately 9.5 feet southerly of southerly curb Massasoit Avenue, northerly centerline northerly driveway to church.
RM 17	7.47	Spike in pole 73 on east side of County Road at intersection of Lincoln Avenue.
RM 18	8.58	Spike in pole 7 on south side of Priscilla Drive at westernmost intersection of Tiffany Circle.
RM 19	22.12	Filed "x" on hydrant flange bolt northerly side of Maple Avenue near house #509, approximately 85 feet easterly from centerline Barrington Avenue and approximately 17 feet easterly from utility pole #15.
RM 20	9.02	Spike in utility pole 3 on north side of Broadview Drive opposite intersection of Ferncliff Road.
RM 21	14.35	Spike in pole 115 on east side of Middle Highway approximately 450 feet north of intersection with Nayatt Road.
RM 22	27.08	RIBPR BM 470 disk in concrete post in northeasterly corner of intersection, approximately 33 feet easterly of centerline Middle Highway and approximately 20 feet northerly of centerline Nyatt Road.

¹ National Geodetic Vertical Datum of 1929

COMMENTS OR CONCERNS REGARDING COASTAL BARRIER RESOURCES SYSTEM AREAS SHOULD BE DIRECTED TO THE COASTAL BARRIER COORDINATOR AT THE U.S. FISH AND WILDLIFE SERVICE; (413) 253-8659.

LEGEND



SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100-YEAR FLOOD

- ZONE A** No base flood elevations determined.
- ZONE AE** Base flood elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE A99** To be protected from 100-year flood by Federal flood protection system under construction; no base flood elevations determined.
- ZONE V** Coastal flood with velocity hazard (wave action); no base flood elevations determined.
- ZONE VE** Coastal flood with velocity hazard (wave action); base flood elevations determined.



FLOODWAY AREAS IN ZONE AE



OTHER FLOOD AREAS

- ZONE X** Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.



OTHER AREAS

- ZONE X** Areas determined to be outside 500-year floodplain.
- ZONE D** Areas in which flood hazards are undetermined.

UNDEVELOPED COASTAL BARRIERS*



Identified
1983



Identified
1990 or Later

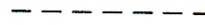


Otherwise
Protected Areas
Identified
1991 or Later

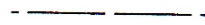
* Coastal barrier areas are normally located within or adjacent to Special Flood Hazard Areas.



Floodplain Boundary



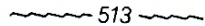
Floodway Boundary



Zone D Boundary



Boundary Dividing Special Flood Hazard Zones, and Boundary Dividing Areas of Different Coastal Base Flood Elevations Within Special Flood Hazard Zones.



Base Flood Elevation Line; Elevation in Feet**



Cross Section Line

(EL 987)

Base Flood Elevation in Feet Where Uniform Within Zone**

RM7_x

Elevation Reference Mark

• M1.5

River Mile

**Referenced to the National Geodetic Vertical Datum of 1929

MAP REPOSITORY

Refer to Repository Listing on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP

MARCH 5, 1996

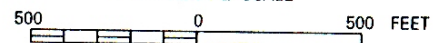
EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

Refer to the FLOOD INSURANCE RATE MAP effective date shown on this map to determine when actuarial rates apply to structures in the zones where elevations or depths have been established.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at (800) 638-6620.

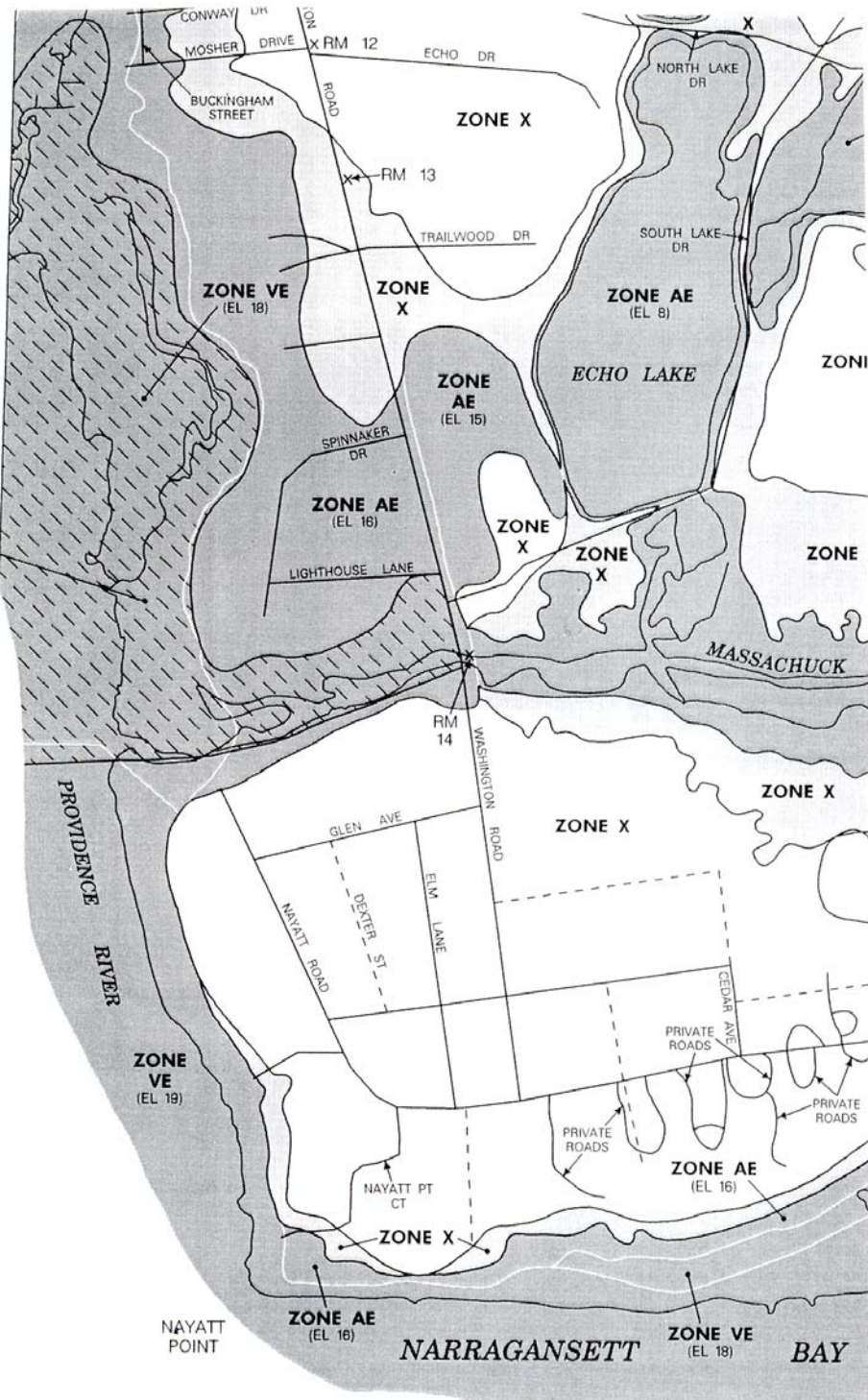


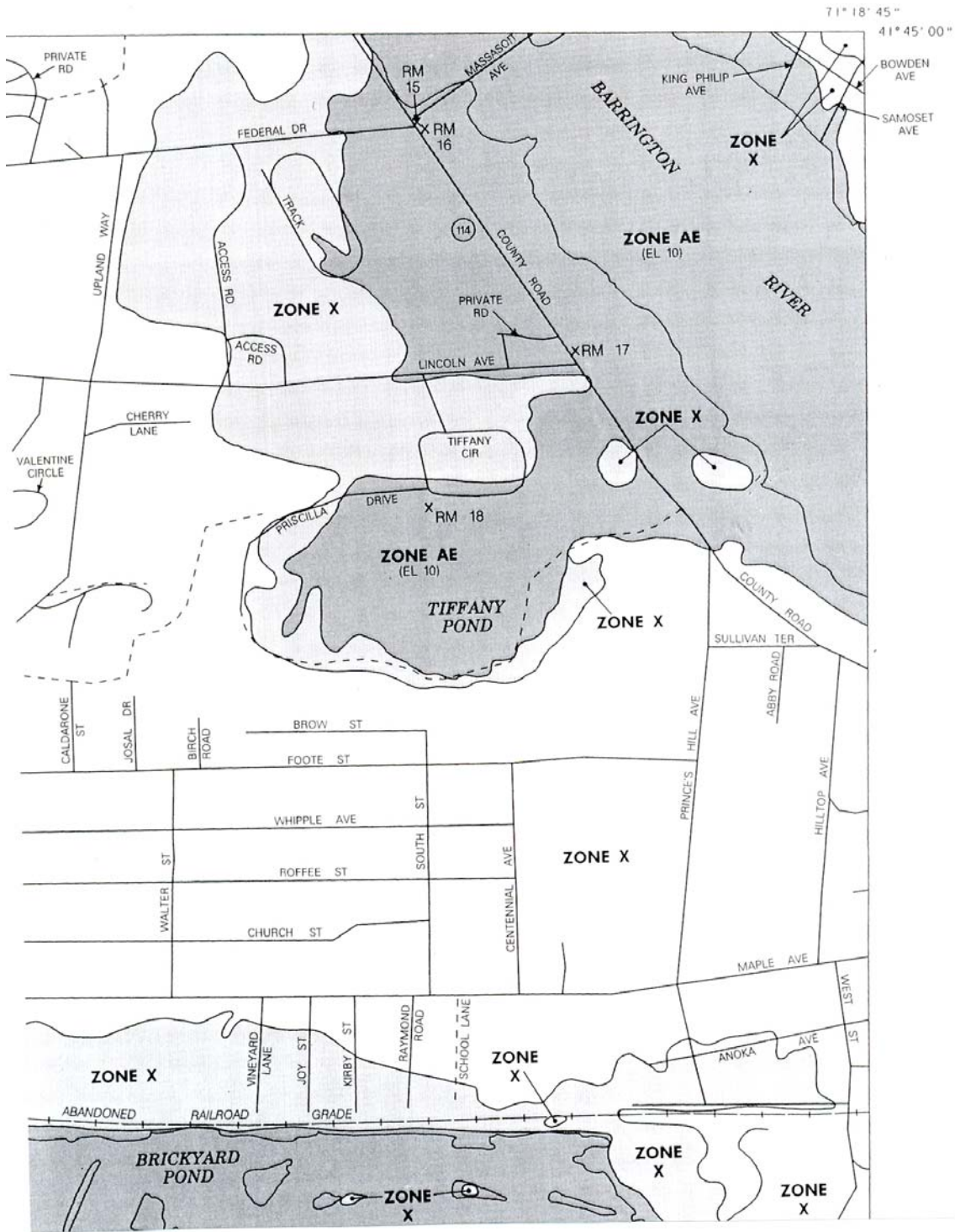
APPROXIMATE SCALE

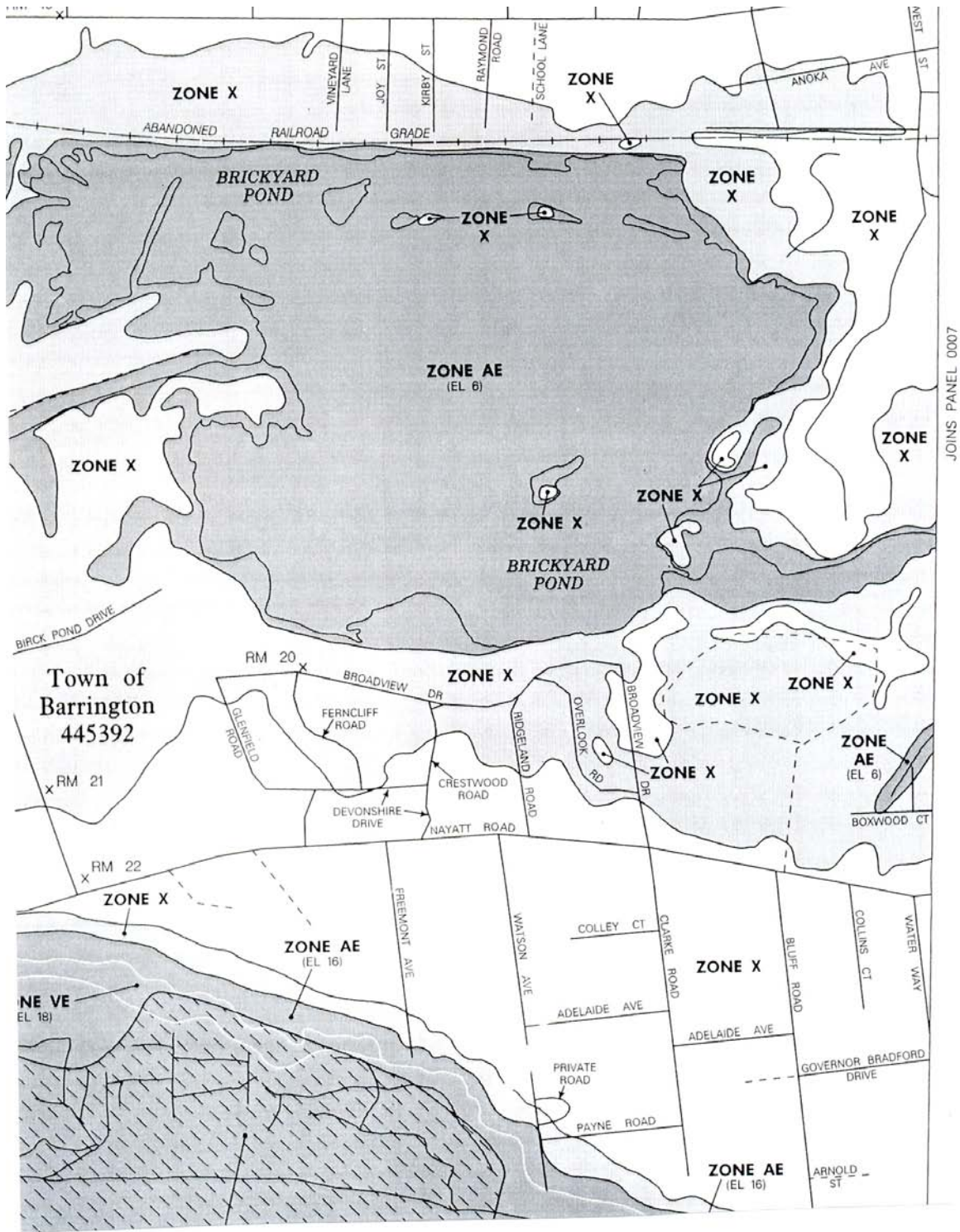


FLOOD INSURANCE NOT AVAILABLE FOR NEW CONSTRUCTION OR SUBSTANTIALLY IMPROVED STRUCTURES ON OR AFTER NOVEMBER 16, 1990, IN DESIGNATED COASTAL BARRIERS.

JOINS PANEL 0005







NATIONAL FLOOD INSURANCE PROGRAM

FIRM FLOOD INSURANCE RATE MAP BRISTOL COUNTY, RHODE ISLAND (ALL JURISDICTIONS)

PANEL 3 OF 17

(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BARRINGTON, TOWN OF	445392	0003	F
WARREN, TOWN OF	445408	0003	F

Notice to User: The MAP NUMBER shown below should be used when placing map orders; the COMMUNITY NUMBER shown above should be used on insurance applications for the subject community.

MAP NUMBER
44001C0003 F

EFFECTIVE DATE:
MARCH 5, 1996

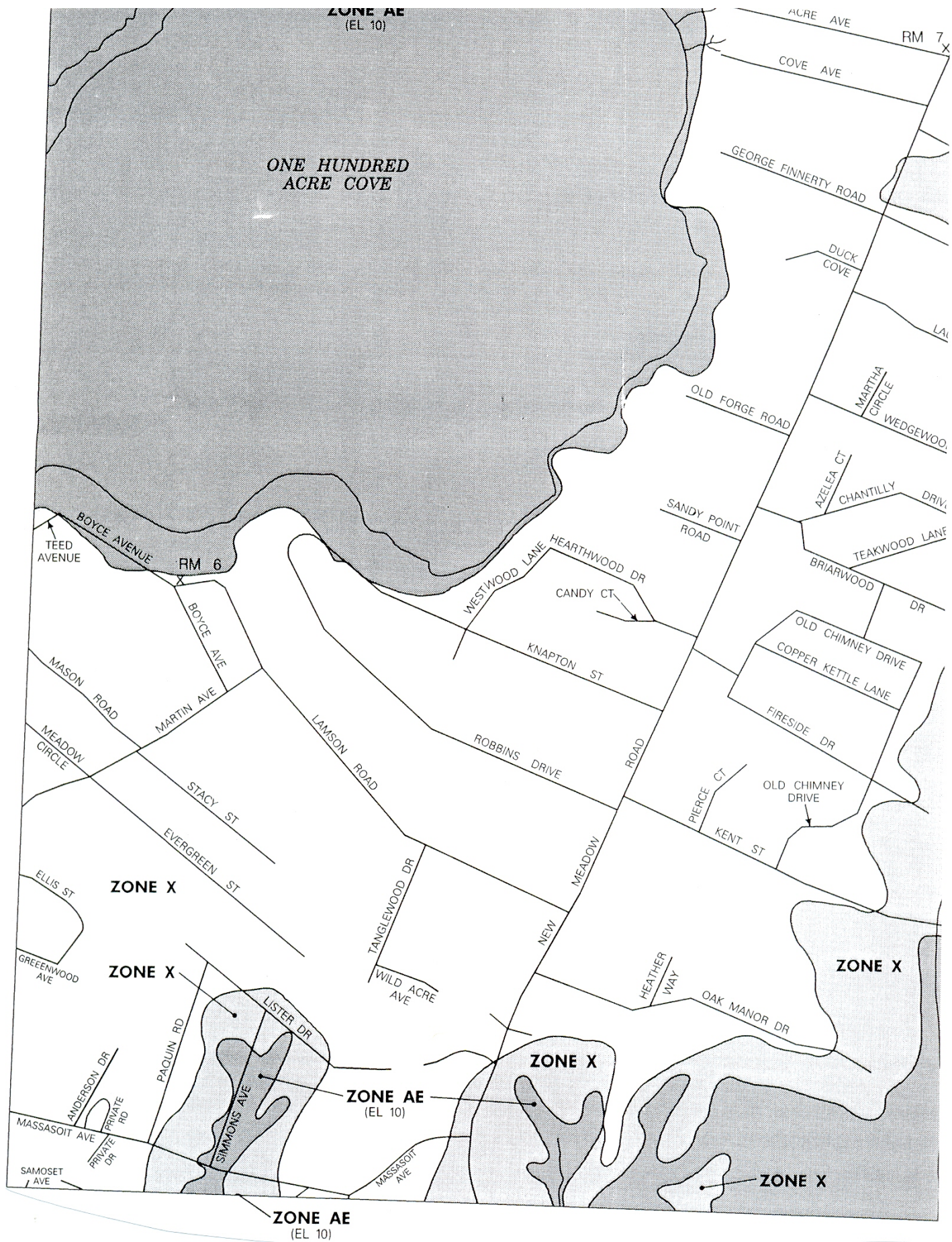


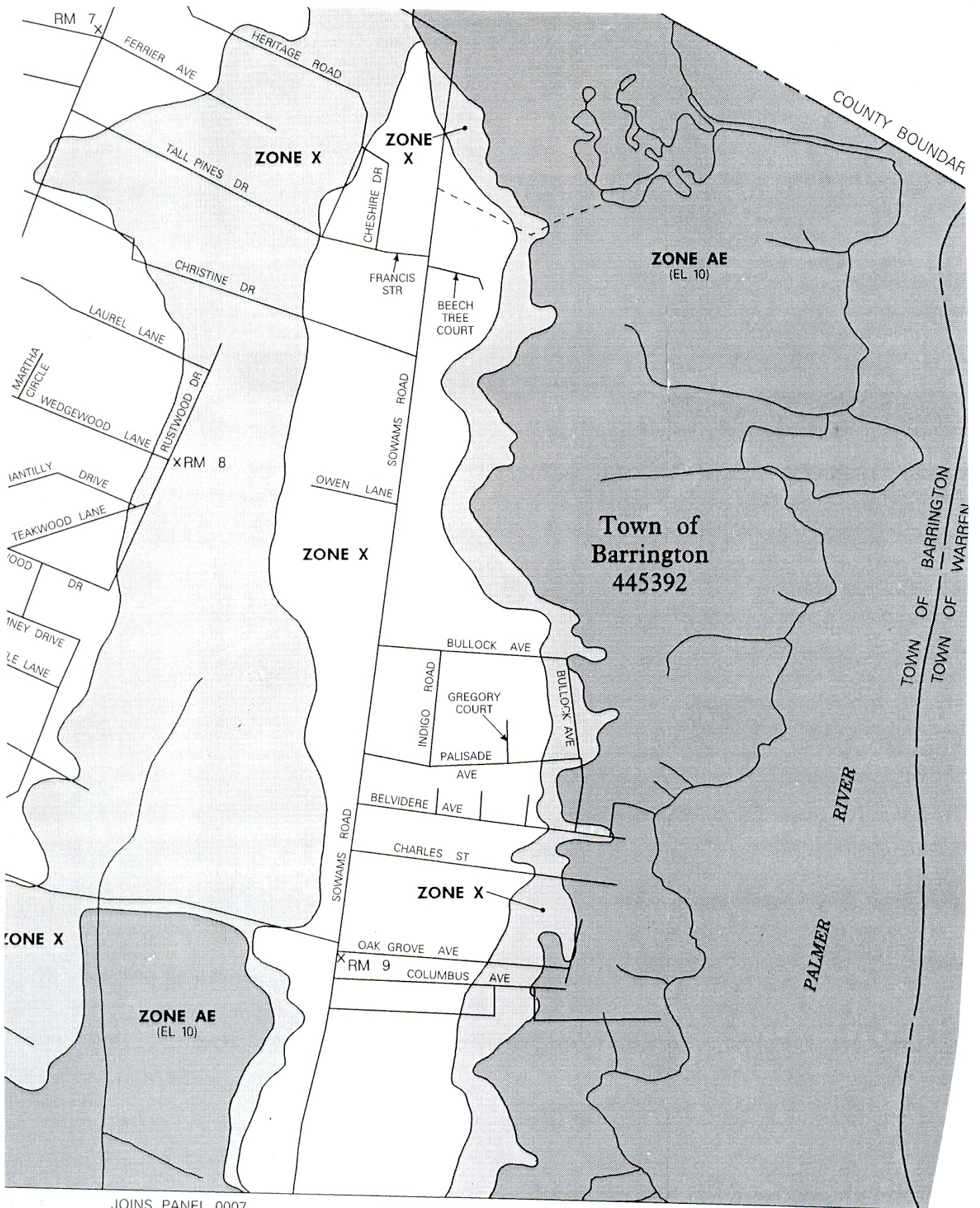
Federal Emergency Management Agency

ELEVATION REFERENCE MARKS

REFERENCE MARK	ELEVATION IN FT. (NGVD) ¹	DESCRIPTION OF LOCATION
RM 6	19.80	Spike in pole 1 approximately 600 feet Southeast of intersection Teed Avenue and Boyce Avenue.
RM 7	17.74	Top of north nut of hydrant flange at north corner of intersection of Acre Avenue and New Meadow Road.
RM 8	12.19	Spike in pole 4 at east side of Rustwood Drive, opposite intersection of Wedgewood Lane.
RM 9	15.15	Spike in pole 82 at southeast corner of intersection of Oak Grove Avenue and Sowams Road.

¹ National Geodetic Vertical Datum of 1929





JOINS PANEL 0007

Appendix D - Section 4 Charts and Maps

Maps of Barrington Mooring Fields

Barrington Beach

Bullock's Cove

Hundred Acre Cove

Main Harbor

Police Cove (Bridge Harbor)

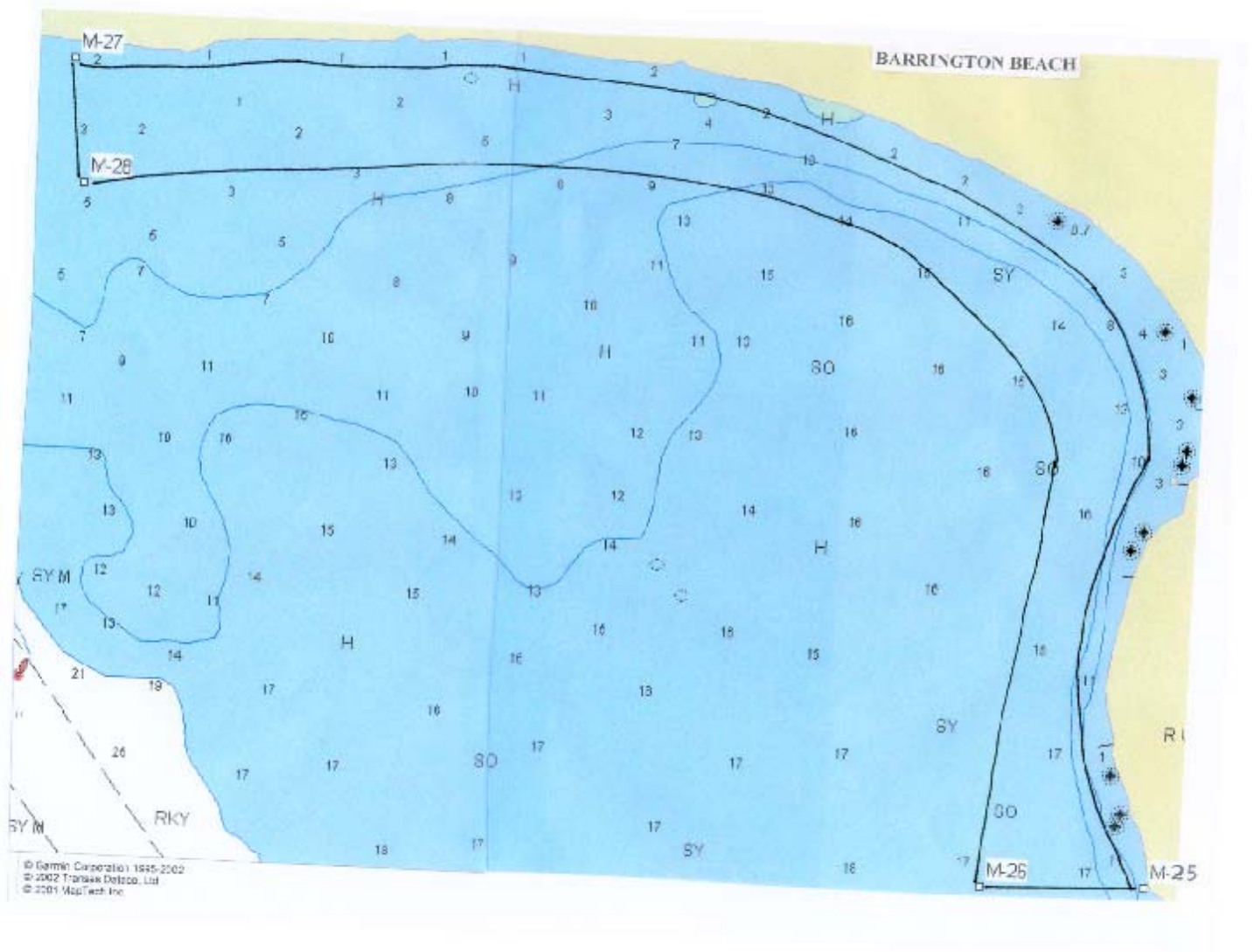
Smith's Cove

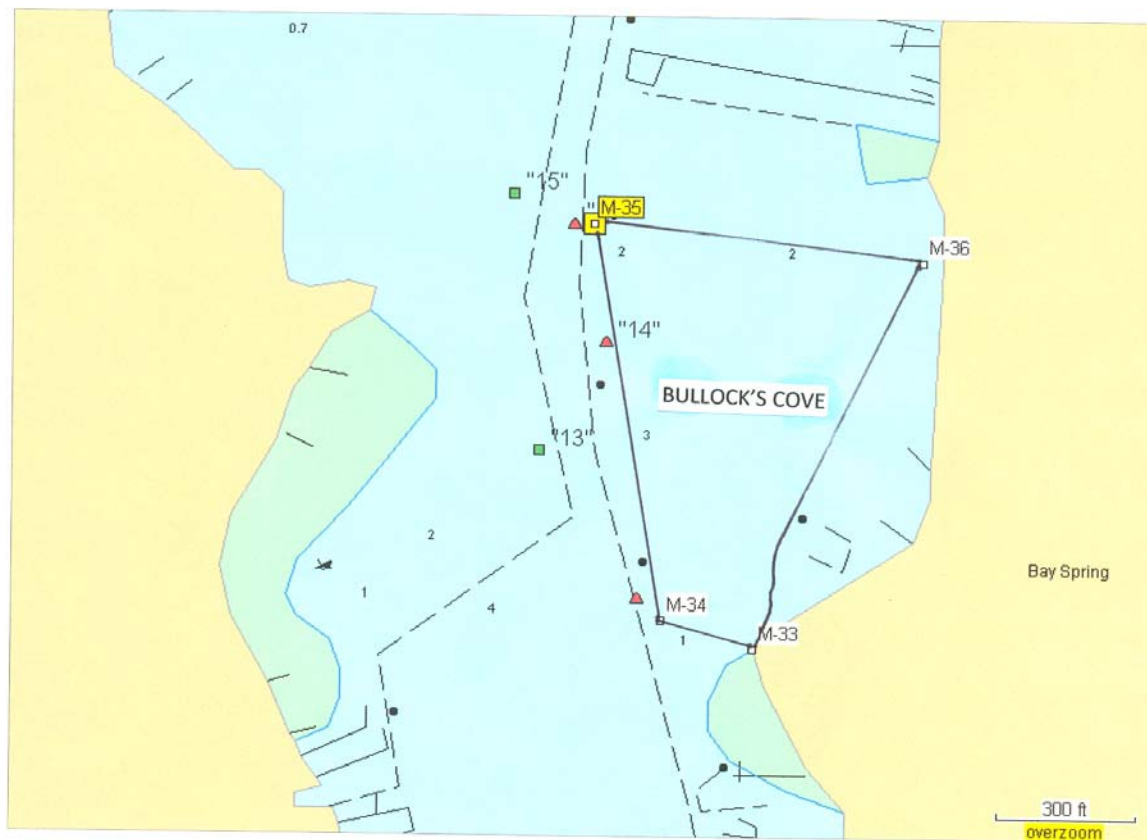
Upper Barrington River

Western Barrington Waters

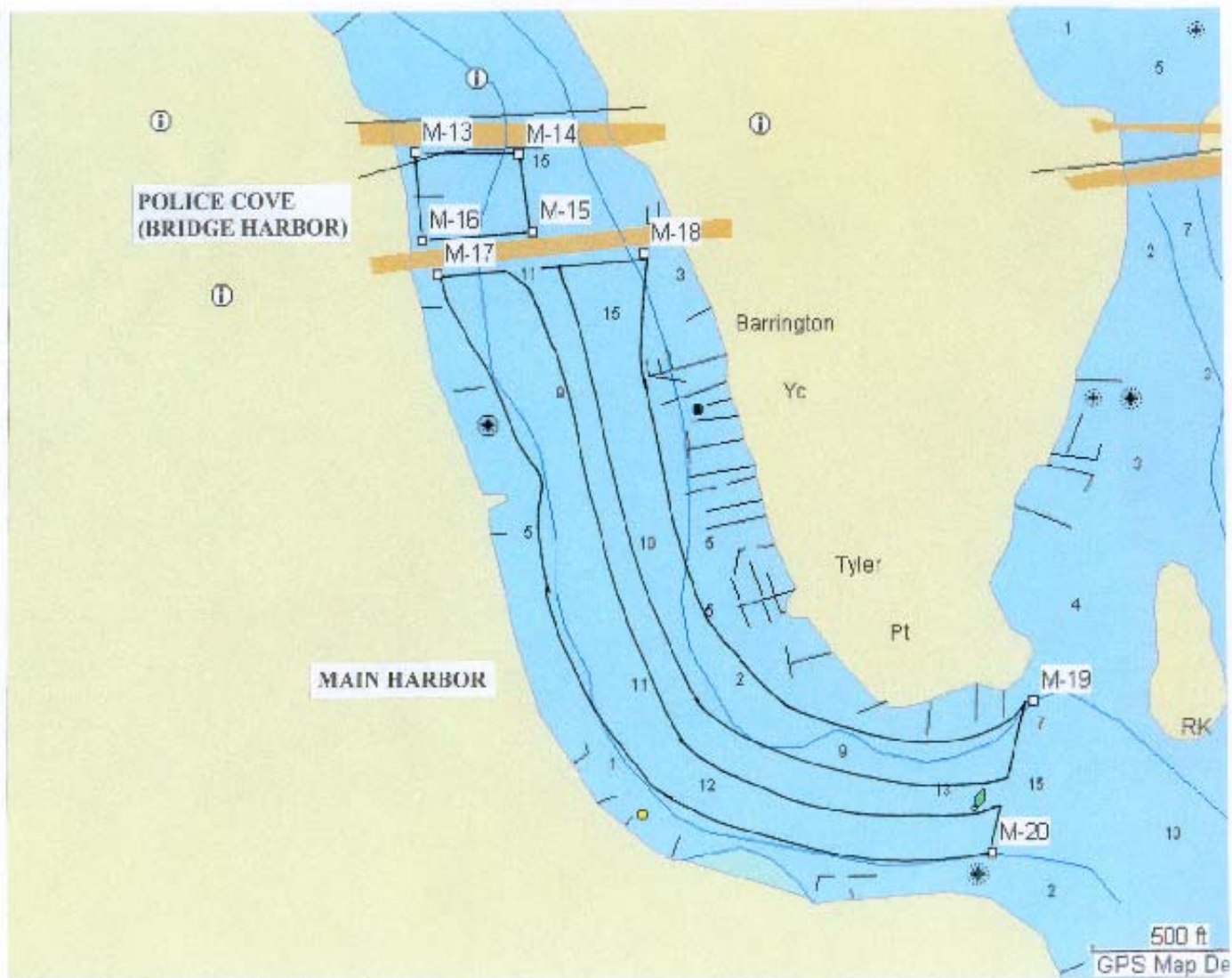
NOT TO BE USED FOR NAVIGATION

(The mooring field perimeters have been drawn in and are approximate. They are representative of the mooring field.)

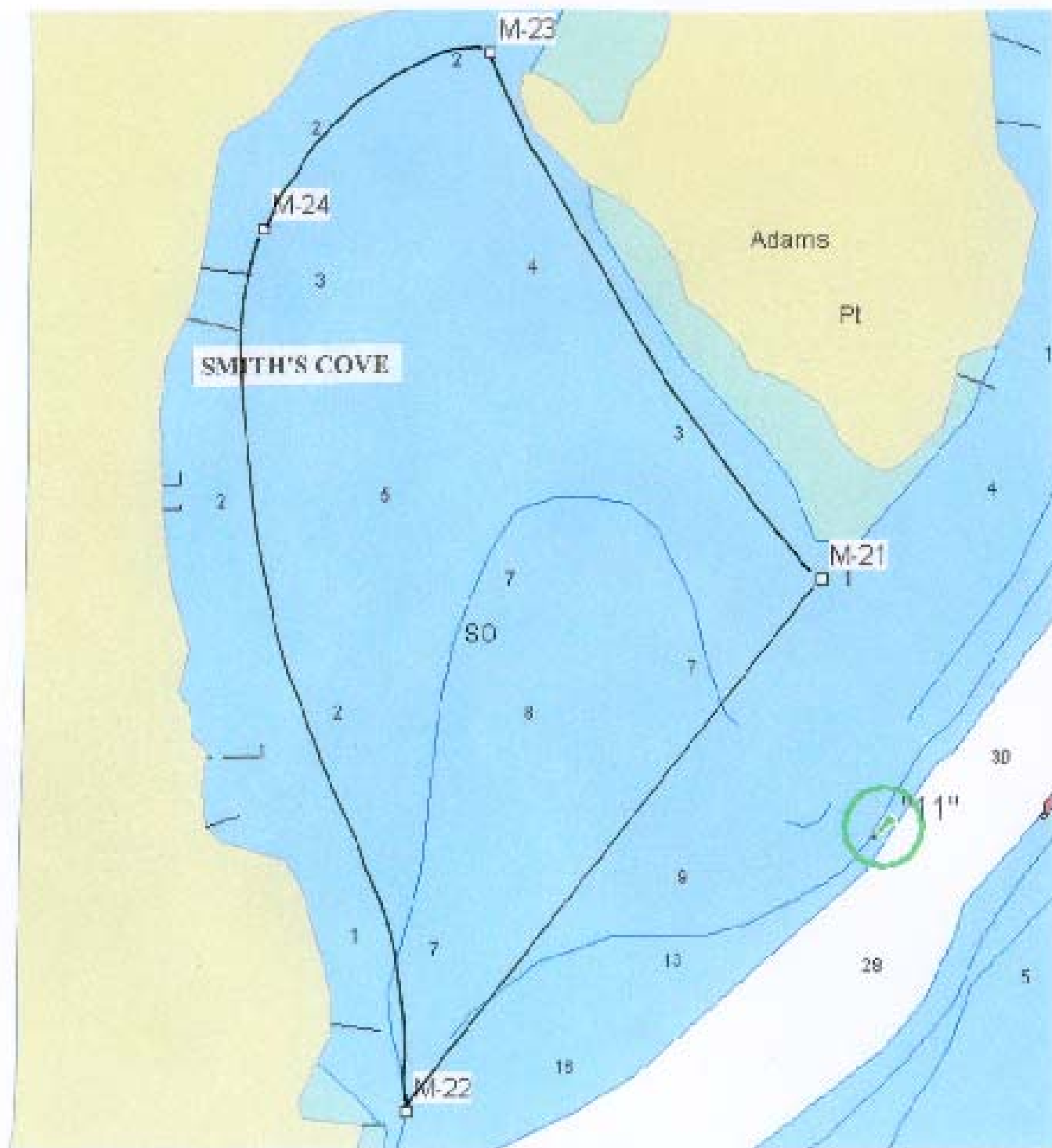




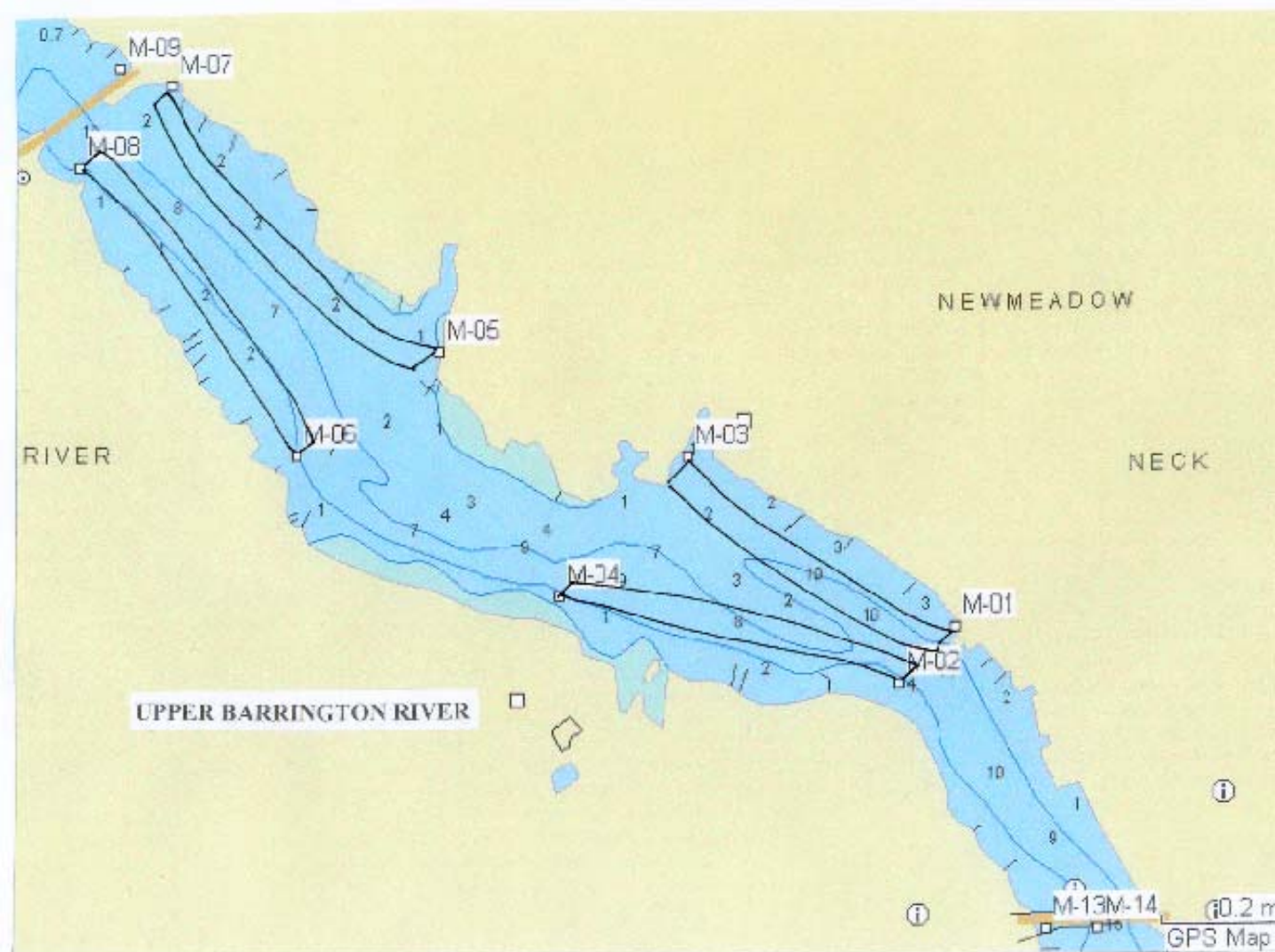




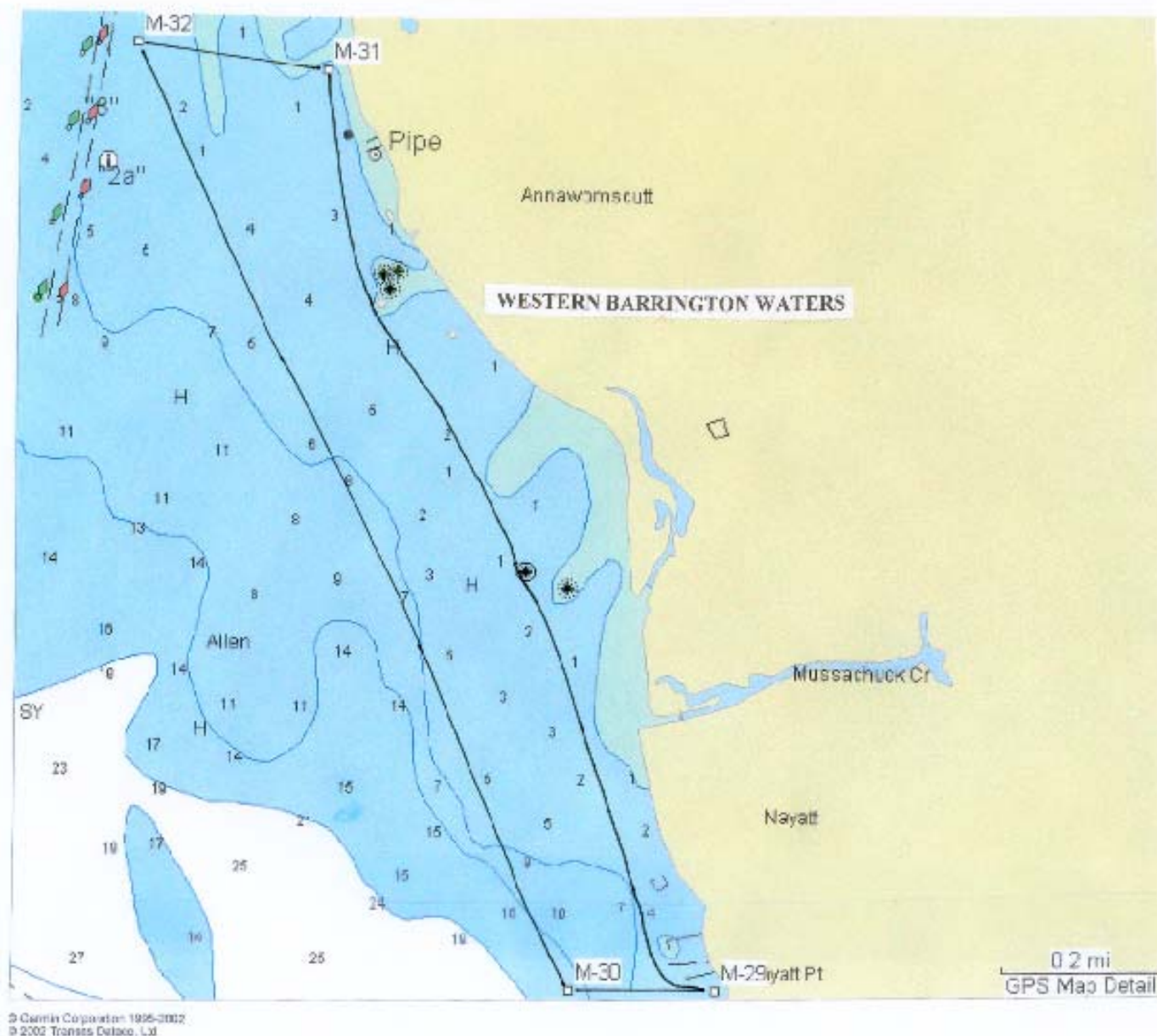
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© 2002 Transas Decca Ltd
© 2001 MapTech Inc.



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 © 2002 Transas Dataco, Ltd.
 © 2001 MapTech Inc.



Appendix D - Section 5 Charts and Maps

Rhode Island State Plane Coordinates for Mooring Fields

The four latitudes and longitudes for each mooring area represent the corners of each area and were taken with GPS by the Harbormaster and were converted to the Rhode Island State Plane Coordinates by CRMC.

TOWN OF BARRINGTON MOORING AREA COORDINATES (RI State Plane Coordinates)*					
MOORING AREA	WAYPOINT	LATITUDE	LONGITUDE	NORTHERLING*	EASTERLING*
BARRINGTON BEACH	M-25	N41 42.566	W71 18.379	380968.75564	228192.94161
BARRINGTON BEACH	M-26	N41 42.559	W71 18.642	379771.97516	228147.76764
BARRINGTON BEACH	M-27	N41 43.485	W71 20.155	372875.80768	233757.43543
BARRINGTON BEACH	M-28	N41 43.338	W71 20.132	372982.15795	232864.87172
BRIDGE HARBOR	M-13	N41 44.250	W71 17.813	383520.40769	238426.18172
BRIDGE HARBOR	M-14	N41 44.250	W71 17.748	383816.08436	238426.88138
BRIDGE HARBOR	M-15	N41 44.214	W71 17.740	383852.99441	238208.33124
BRIDGE HARBOR	M-16	N41 44.211	W71 17.808	383543.71126	238189.37919
BULLOCKS COVE	M-33	N41 44.885	W71 21.161	368284.18573	242251.68411
BULLOCKS COVE	M-34	N41 44.895	W71 21.204	368088.51296	242312.08257
BULLOCKS COVE	M-35	N41 45.073	W71 21.225	367991.16519	243392.95811
BULLOCKS COVE	M-36	N41 45.052	W71 21.088	368614.44796	243266.48719
MAIN HARBOR	M-17	N41 44.195	W71 17.799	383584.88110	238092.30411
MAIN HARBOR	M-18	N41 44.204	W71 17.670	384171.56341	238148.35702
MAIN HARBOR	M-19	N41 43.999	W71 17.425	385289.08196	236906.03144
MAIN HARBOR	M-20	N41 43.930	W71 17.450	385176.37112	236486.70178
100 ACRE COVE	M-09	N41 45.045	W71 18.972	378237.95318	243242.55916
100 ACRE COVE	M-10	N41 45.023	W71 19.024	378001.74456	243108.44368
100 ACRE COVE	M-11	N41 45.696	W71 18.136	382030.94116	247204.67858
100 ACRE COVE	M-12	N41 45.690	W71 18.211	381689.98659	247167.45759
SMITH'S COVE	M-21	N41 42.913	W71 17.620	384417.80233	230308.36813
SMITH'S COVE	M-22	N41 42.696	W71 17.845	383397.05304	228988.05010
SMITH'S COVE	M-23	N41 43.127	W71 17.803	383582.00255	231606.05538
SMITH'S COVE	M-24	N41 43.055	W71 17.928	383014.25035	231167.44777
UPPER BARR. RIVER NORTH	M-05	N41 44.785	W71 18.572	380060.62291	241667.47116
UPPER BARR. RIVER NORTH	M-06	N41 44.726	W71 18.675	379592.93993	241308.11746
UPPER BARR. RIVER NORTH	M-07	N41 44.029	W71 18.907	378533.77782	243146.02050
UPPER BARR. RIVER NORTH	M-08	N41 44.991	W71 18.981	378197.72173	242914.51629
UPPER BARR. RIVER SOUTH	M-01	N41 44.530	W71 17.926	378237.95318	243242.55916
UPPER BARR. RIVER SOUTH	M-02	N41 44.495	W71 17.973	378001.74456	243108.44368
UPPER BARR. RIVER SOUTH	M-03	N41 44.688	W71 18.261	382030.94116	247204.67858
UPPER BARR. RIVER SOUTH	M-04	N41 44.649	W71 18.351	381689.98659	247167.45759
WESTERN BARRINGTON	M-29	N41 43.539	W71 20.345	371601.26470	234082.99582
WESTERN BARRINGTON	M-30	N41 43.541	W71 20.557	371046.17829	234094.12093
WESTERN BARRINGTON	M-31	N41 44.664	W71 21.176	368218.25776	240909.38051
WESTERN BARRINGTON	M-32	N41 44.547	W71 21.196	368128.50168	240198.65604

New coordinates for Bullock's Cove, Effective January 1, 2009

M-35, Northerling: 367936.982, Easterling: 243162.082

M-36, Northerling: 368642.050, Easterling: 243084.337

Appendix E

Public Access Inventory Listing and Matrix Town of Barrington

ACRE AVENUE - CRC - Located on Hundred Acre Cove, there is a 50 yard-path that crosses wetlands before reaching the water. The site is ideal for bird watching and shell fishing. Limited parking is available on the street. Designate as a public town ROW for pedestrian use, and maintain according to present conditions.

ADAMS POINT - Town - Plat 26, abutting lot 20. Existing designation as private town ROW for exclusive use by abutting landowners. Maintain current conditions.

ADAMS POINT - Town - Plat 26, abutting lots 341, 229 and 340. Existing designation as private town ROW for exclusive use by abutting landowners. Maintain current conditions.

ALLEN AVENUE - CRC - Located at the end of Allen Avenue next to Cove Haven Marina. Access to the water is obstructed by debris and roadside parking is limited to the north side of Allen Avenue west of Hillwood Road. Designate as a public town ROW for pedestrian use. Improvements should include the placement of a guard rail at street end and the clean up of debris located at the site.

ANNAWAMSCUTT ROAD - CRC - Annawamscutt Road ends in a pleasant area with crushed shells and sand, suitable for swimming and the area commands a good view of upper Narragansett Bay. Roadside parking is prohibited. Designate as a public town ROW for pedestrian use and maintain current conditions.

APPIAN WAY - CRC - A 50 foot dirt path leads to this ROW on Narragansett Bay. There is a small point with a pleasant sandy area on one side and a wetland on the other. Great for bird watching. There is no roadside parking. Designate as a public town ROW for pedestrian use. Maintain current conditions.

BARRON SALT MARSH - CRC - Designate as a public town ROW for pedestrian use. Maintain current conditions.

BARRINGTON TOWN BEACH - CRC - This is a large sandy beach commanding great views of Narragansett Bay. Lifeguards are on duty daily in season. There are showers and restrooms on the site. The municipal beach is restricted to town residents who have paid a fee for a parking permit to the town. The beach, however, is open to anyone in the off-season. Designate as a public town ROW for activity use. Maintain current conditions.

BAY SPRING AVENUE - CRC - See special area plans.

BELEVEDERE AVENUE - CRC - Located on the upper Palmer River providing a nice view of this quiet river and its wetlands. Parking is prohibited and there is no access to the water. Designate as a public town ROW for pedestrian use. Improvements should include the addition of a guard-rail at street end.

BOURNE LANE - CRC - A grassy path at the end of the land leads to 50 feet of sandy shore across the Warren River from Blount Marine, in Warren, RI. Designate as public town ROW for pedestrian use. Parking should be prohibited on Bourne Lane.

BLUFF ROAD - CRC - Designate as a public town ROW for pedestrian use. Maintain current conditions.

CENTRAL AVENUE - CRC - This ROW is a bulkhead suitable for fishing but not swimming. There is a good view of Narragansett Bay from the four parking spaces at the site. Designate as public town ROW for visual access. This area is also potentially hazardous therefore danger signs should be posted.

CLARK AVENUE - CRC - Designate as a public town ROW for pedestrian use. Maintain current conditions.

DAUNIS (Nayatt Road) - CRMC - This public shoreline access site at the end of Nayatt Road, consists of a path along Mussachuck Creek that leads to a cobble beach on the Bay and has been designated as a public state ROW by the CRMC and assigned the ROW designation number P-2.

EAST BAY BIKE PATH - CRC - This bike path is part of the intertown path that runs from India Point in Providence to Independence Park in Bristol. Parking is available at Haines Memorial Park on the western edge of town. There is no access to the water's edge, but the path has several scenic areas overlooking the water. A proposed park at the site of the old Police Station on Police Cove will give access to the water and provide parking. The path is ideal for walking, biking and fishing. This area is a designated public state ROW.

ELM LANE - CRC - Located at the south end of Elm Lane, this site commands a nice view of Narragansett Bay and has a bulkhead well suited for fishing. Designate as public town ROW for pedestrian use. A street sign needs to be posted here and parking should be prohibited.

HAMPDEN STREET – CRMC - CRMC investigated this site and determined that insufficient evidence was presented to designate it as a public state ROW under

RIGL 46-23-6(E).

HAINES PARK - CRC - The 73-acre state-controlled park is ideal for fishing, picnicking and playing ball. Ample parking is available on both sides of the park, which straddles Narragansett Avenue. Maintain current conditions.

JUNIPER STREET - CRC - This street ends at a tidal marsh. There is a small footpath down to the water's edge. Designate as a public town ROW for pedestrian use and shall be maintained according to current uses. Parking should be made available, but limited. Improvements should include the clean up of existing debris.

LATHAM PARK - CRC/Town - This park is open to the public until 9 P. M., when vehicular traffic is prohibited. The park has a nice view of the entrance to Bullock's Cove and is an ideal place for kite flying. The ROW should be designated as a public town ROW for pedestrian use. Maintain according to present conditions.

LAVIN'S MARINA - CRC/Town - For a fee, boat launching is available to owners of trailered boats at this small marina on Bullock's Cove. Designate Town non-public ROW and maintain current conditions.

MATHEWSON ROAD - Town - Plat 26, abutting lots 166, 8, 244, located at south end of Mathewson Road. Existing designation as Town ROW.

NAYATT ROAD - Town - Plat 5, abut lots 116, 113, 112. This area has privatized. Recommend further review.

NOCKHAM HILL RESERVE - CRC/Town - This town reserve is home to endangered bird species and therefore several restrictions apply: no vehicles, hunting, horseback riding, or firearms are allowed on this site. A quarter mile walk down a dirt path leads to an overgrown wooden area that eventually leads down to the water. A number of trails make this a good place for walking and bird watching. It is presently zoned open space and should continue to be managed as a conservation area.

OCEAN AVENUE - CRC - This avenue runs parallel to the water and makes a nice walkway with a sweeping view and steady offshore breezes. Designate as a public town ROW for visual access and maintain current conditions.

OPEECHE DRIVE - Town - This street ends in an overgrown area adjacent to a wetland and there is no accessible path leading to the water. This should be designated as a public town ROW and utilized as a conservation area.

OSAMEQUIN NATURE TRAIL - CRC - This site includes wetlands and three miles of trails adjacent to One Hundred Acre Cove, making this an ideal place for observing migratory and shore birds. There is no hunting, camping, or fires allowed in this sanctuary and it should be designated as a public town ROW and maintained according to current conditions.

OYSTER SHELL LANE - Town - Plat 26, abutting lots 12, 193. Existing designation as a Town ROW.

RIVERVIEW DRIVE - Town - This street ends at a tidal marsh. There is a small footpath down to the Water's edge. Designate as a public town ROW for pedestrian use and shall be maintained according to current uses.

RUMSTICK POINT - CRC - This state conservation area is comprised of 34 acres that is separate from the mainland by a tidal inlet and marshland. This area provides no perpendicular access and is accessible only by boat. The point is zoned by the town for open space and should be maintained according to current conditions.

RUMSTICK ROAD - Town - Plat 11, abutting lots 11, 100, 98. Designated as non-public ROW for the exclusive use of abutting landowners.

RUMSTICK ROAD - Town - Plat 11, abutting lot 83. Designated non-public ROW for the exclusive use of abutting landowners.

TEED AVENUE (Hanson Avenue) - CRMC - A 6, 1/2 foot wide path at the end of Hanson Avenue to Hundred Acre Cove between lot 130 and 131, Plat 34, for the use of abutting land owners. CRMC investigated this site and determined that insufficient evidence was presented to designate it as a public state ROW under RIGL 46-23-6(E).

TEED AVENUE - Town - Plat 34, abutting lots 38 and 48 at the west end of Boyce Avenue. This area has been privatized. Recommend further review.

SHORE DRIVE - CRMC - This ROW (previously listed erroneously as a public state ROW) runs parallel to Shore Drive and is adjacent to Latham Park. A rocky shore renders this ROW unsuitable for swimming and parking is limited to the west side of Shore Drive only. Recommend further review to properly classify this ROW.

SHORE ROAD - CRMC - This public shoreline access site has been designated by the CRMC and assigned the public state ROW designation number P-1. - Plat 34, abutting lots 10 and 67 at the west end of Mason Road at Teed Avenue. A dirt

path leads to a small beach on Hundred Acre Cove, which is excellent for swimming and fishing. Maintain current conditions.

VIRGINIA ROAD - CRC - The end of Virginia Road abuts a wetland. This area should be designated as a public town ROW for visual access and maintained as a conservation zone.

WALKER'S FARM - CRC/Town - See special area plans.

WAMSETTA AVENUE - CRC - This site is comprised of grassy and sandy patches leading to the Barrington River. Designate as a public town ROW for activity uses. Improvements should include the removal of existing chain prohibiting area usage and the placement of a "Hand launch only" sign.

WATSON AVENUE - CRC - Designate as a public town ROW for pedestrian use. Maintain current conditions

WATER WAY - CRC - Designate as a public town ROW for pedestrian use. Maintain current conditions.

WILLOW LANE - CRC - Located at the end of Willow Lane, the beach area overlooks Upper Narragansett Bay. Designate as public town ROW for pedestrian use. Parking should be made available on one side of Willow Lane.

WOODBINE AVENUE - CRC - Designate as public town ROW for pedestrian use. Maintain current conditions.

	Public State	Non Public State	Non Public Town Access	Town Right Of Way	Public Town Visual Access	Public Town Pedestrian Access	Public Town Activity Access
Acre Avenue						X	
Adams Point (20			X				
Adams Point (341)			X				
Allen Avenue						X	
Annawamscutt Road						X	
Apptian Way						X	
Barron Salt Marsh							X
Barrington Town Beach							
Bay Spring Avenue*							
Belevedere Avenue						X	
Bourne Lane			X				
Bluff Road						X	
Central Avenue					X		
Clark Avenue						X	
Daunis (Nayatt Road)	X						
East Bay Bike Path	X					X	
Elm Lane							
Hampden Street		X					
Haines Park	X						
Juniper Street						X	
Latham Park						X	
Lavin's Marina			X				
Matthewson Road							
Nayatt Road*							
Nockham Hill Reserve				X			
Ocean Avenue					X		
Opeeche Drive				X			
Osamequin Nature Trail				X			
Oyster Shell Lane				X			
Riverview Drive				X		X	
Rumstick Point				X			
Rumstick Road (11)			X				
Rumstick Road (83)			X				
Teed Avenue (Hanson)							
Teed Avenue (Mason)	X	X					
Teed Avenue (Boyce)*							
Shore Road*							
Virginia Road					X		
Walker's Farm*							
Wamsetta Avenue							X
Watson Avenue						X	
Water Way						X	
Willow Lane						X	
Woodbine Avenue						X	

* See Inventory

Appendix F

Storm Preparedness Town of Barrington

GENERAL:

A brief discussion addressing the need for storm hazard mitigation planning in a harbor management plan is found at Section 800.3, Issues, Goals and Recommendations, Issue G: Storm Preparedness. This waterways storm preparedness plan has been written in conformance with the guidance detailed in the [Guidelines for the Development of Municipal Harbor Management Plans](#), State of Rhode Island, Coastal Resources Management Council.

AUTHORITY:

The primary authority for carrying out the responsibilities detailed in this plan is vested in the Harbormaster, who will work in cooperation with the Harbor Commission. In order to fully implement all aspects of this plan it will be necessary for the Harbormaster to work in coordination with other parts of Town government who have responsibilities involving other Town documents concerning Storm/Hurricane planning and preparedness. These departments include the Police, Fire, Civil Defense/Emergency Management and Public Works.

GOALS:

To provide the greatest degree of protection in order to prevent loss of life and property by:

- properly preparing harbor and shoreline areas for storm events;
- having a completed and enforceable response and recovery plan;
- working in cooperation with harbor and shoreline users to ensure that a coordinated approach is applied to hazard mitigation;
- integrating waterway hazard mitigation activities with other, ongoing, local hazard mitigation programs;
- identifying and completing long-term actions to redirect, interact with, or avoid the hazard.

RISK ASSESSMENT:

The bottom consistency of the following mooring areas is:

- Barrington Beach - sandy and gravel
- Bridge Harbor - muddy and silt
- Bullocks Cove - muddy
- Hundred Acre Cove - muddy
- Main Harbor - silted over shale bottom
- Smiths Cove - muddy
- Upper Barrington River - muddy

Western Barrington Waters - mixture of sand and mud

There are approximately 240 moorings, 108 of them in the Main Harbor. There are two marinas in the Main Harbor, one on Tyler Point fronting on the Palmer River, one in Police Cove and in Bullocks Cove there are two marinas on the Barrington side and two on the East Providence side. There is one fueling station in the Main Harbor and two in Bullocks Cove. There is a pumpout station in the Main Harbor and one in Bullocks Cove.

All sides of the Main Harbor are well developed with the 2 marinas on the east side and an Auto Bridge and a Bike Path Bridge on the north side.

Bullocks Cove will need to be coordinated with the East Providence Harbormaster and coordination will be necessary with the Warren Harbormaster in connection with the upper Warren River.

HIGH HAZARD AREAS:

The location of FEMA flood zones is indicated on the Building Inspector's maps.

STRATEGIES FOR PREPAREDNESS, RESPONSE AND RECOVERY:

The Harbormaster will coordinate all waterway activities related to preparation, response and recovery with other parts of Town government and will activate the following preparedness, response and recovery plan 72 hours prior to a severe storm of event.

LEVEL 3 72 HOURS

1. If a hurricane threat exists, begin tracking and monitoring hourly weather reports.
2. Contact any services under contract for after a storm event to assess their readiness.
3. Manage waterway traffic as it increases during marina/boater preparation activities.
4. Ensure HM vessel(s) fuel tank(s) are full and reserve batteries are charged.
5. Inventory and update first aid equipment and other onboard emergency tools.
6. Maintain radio watch.
7. Alert the local community, encouraging boat owners to seek safe refuge, remove boats from the water, or take action to minimize damaging effects.
8. Alert local marina interests and assigned mooring holders of the impending emergency.
9. Keep U. S. Coast Guard Marine Safety Office (MSO). Providence apprised of hazardous conditions in local waters.

LEVEL 2

48 HOURS

1. Continue to perform activities in level 3 as required.
2. Contact those assigned mooring holders who are not complying with their preparedness plan.
3. Assist marina/waterfront business with special requests as identified in the facilities plan submitted to the HM.
4. Finalize emergency work schedule with Assistant Harbormaster(s).
5. Confirm arrangements to have HM vessel(s) hauled and stored.
6. Prepare Town properties, with the Department of Public Works, including:
 - securing all items such as trash bins, benches, etc. that are located in shoreline areas
 - completing necessary precautions for HM office
7. Establish liaison with Police, Fire, Public Works Departments and Emergency Management Director.
8. Alert maritime community to unsafe conditions in local waters as needed via VHF radio and HM vessels.
9. Curtail regular business activities.
10. Begin regular patrols of the waterways to ensure that individual precautions are being taken.
11. Advise MSO Providence of the status of emergency preparedness in progress.
12. Alert local waterway community to any impending closure of anchorages or waterways.
13. Encourage local marinas to suspend fueling operations and to secure fueling piers sufficiently to minimize pollution threat.
14. Order out of all Barrington waters, those transients not having explicit permission of the assigned mooring holder to occupy their present space.

LEVEL 1

24 HOURS

1. Continue to perform pertinent level 2 activities.
2. Undertake final patrol of the waterways:
 - inventory number of vessels and precautions taken by waterway and shoreline users
 - clear Town dock of vessels and equipment
3. Log information on transient vessels.
4. Fuel HM vessel(s).
5. Haul and store HM vessel(s).
6. Complete shoreline survey and final waterway check from shore.
7. Alert waterway community and MSO Providence to any unsafe conditions in local waters.

RESPONSE:

The Town's policy is that no emergency watercraft will be dispatched for emergency response during a storm event. All requests for assistance will be forwarded to the nearest Coast Guard station. This policy will remain in effect

unless revoked by the Town Manager.

The HM will remain available through the Town's radio net or telephone to address any waterway-related issue. This will also allow the HM immediate access to his vessel to begin operations at the conclusion of the storm event.

RECOVERY:

Immediately following the storm event, the Town will have three recovery priorities:

1. Reestablish the HM department as an operational unit in order to facilitate the second and third priorities.
2. Take the necessary immediate action to minimize additional risk to life and property.
3. Reopen the waterways for recovery activity.

The following steps will be taken in accordance with the above priorities:

IMMEDIATE 24 HOURS

1. Assess readiness of the HM department; correct deficiencies; reestablish radio communications.
2. Complete rapid appraisal of damage.
3. Provide damage assessment information to the Town manager and to MSO Providence.
4. Initiate pre-established contrast services (towing, salvage) if required.
5. Institute security watches as necessary.
6. Alert maritime community to unsafe conditions in Barrington waterways.
7. Track beginning time and resource allocation of HM department for possible state and federal reimbursement.

MID-TERM 1-14 DAYS

1. Complete comprehensive inventory of damage using photographs and video if possible.
2. Notify appropriate parties regarding damage (i.e., mooring space assignees).
3. Provide list of identified and unidentified vessels to MSO Providence and RIDEM Enforcement.
4. Contact local waterway and shoreline users to assess their situation and identify requests for assistance.
5. Provide MSO Providence with a daily waterway status.
6. Begin to remove large pieces of floating debris from the waterways and bring to designated shoreside collection area.
7. Assist Town and state agencies with damage assessments and emergency permitting process.

LONG-TERM 14-90 DAYS

1. Analyze effects of storm on the waterways.
2. Complete summary report for the Town Manager within 30 days of storm event.
3. Review mitigation list and select actions that could be implemented during the recovery phase.
4. Conduct an evaluation meeting for waterway and shoreline users to identify problems not properly addressed by this plan.
5. Complete a survey of boat damage.
6. Update hazard mitigation plan and identify new mitigation plan and identify new mitigation opportunities.
7. Assist in emergency situations as appropriate.
8. Transfer collected waterway debris from collection site(s) to designated final disposal area.

WATERWAY AND SHORELINE USERS:

Marina Facilities

As part of the Town's Storm Preparedness Plan, all marina facilities, as defined by CRMC, will submit a storm preparedness plan to the HM within 90 days of approval of this document. The facility's plan will be updated annually, and any changes will be reported to the HM by January 1 of each year.

Facility plans will include:

- Name of primary contact person and primary and secondary phone numbers.
- VHF channel facility monitors.
- List of facility staff who are expected to assist in preparation, response, and recovery phases.
- List of hazardous materials stored on site (i.e., waste oil, fuel tanks, solvents).
- Inventory of potential recovery equipment (i.e., heavy equipment, generators), including services provided by outside contracts.
- Debris disposal plan.
- Special assistance requested of the Town.
- List of preparation, response, and recovery activities and timing.

Boaters

Boat owners having a Town assigned mooring must submit an Individual Preparedness Plan (IPP). This will be accomplished by attachment of an IPP to the annual mooring renewal forms. For a mooring application to be approved, an IPP must be attached. Boaters will be expected to comply, to the best of their ability, with the plan they have prepared. The boat owner should advise the HM of any significant changes to the plan made during the boating season.

The IPP will include the following information:

Preparedness;

- Action completed before hurricane season
- Where the vessel would be moored/stored during a storm event
- Actions completed within 48 hours of the predicted storm event

Alternative captain's address and phone numbers;

- The alternate captain should have the necessary information and experience to safeguard the vessel if the HM is unable to reach the owner.

Mooring standards have been developed to maximize safety during normal weather conditions. To safeguard a moored vessel during a severe storm event, additional precautions will be necessary.

At a minimum, these actions will include:

- Improving the connection between the vessel and the mooring chain by using chafing gear and extra lines
- Reducing windage by removing dodgers and any other canvass
- Whenever possible, increasing scope
- Removing all sails (preferred) or lashing main sails with extra line and wrapping roller reefing jibs securely with extra line.

Boat owners should also consider:

- Bypassing the mooring swivel and attaching the chain directly to the pennant
- Hauling the boat and storing it upland
- Leaving anchor lights and auto-bilge pumps on
- Ensuring that self-bailing cockpit drains are clear of debris
- Adding an emergency catenary weight at the vessel end of chain to absorb shock
- Moving the boat to a more secure location

Waterfront Businesses and Shorefront Home Owners

All waterfront businesses and shorefront home owners are expected to take the necessary precautions to both protect their property and keep their property from doing damage to other persons or property. Any waterfront property owner with a state approved dock should also submit to the HM, at the beginning of each season, an IPP. Included in this plan should be plans to disconnect water and electricity to the dock, if any.

Transients

Transient yachts will not be allowed to tie to a mooring unless authorized by both the mooring space assignee and the HM. Transient vessels seeking shelter will provide the HM with the following information,

- Name of owner and captain, if different
- Home port
- Registration/documentation numbers
- Length, draft and type (power, sail)
- Number of persons aboard and any special needs they may have
- Address and phone number where owner can be contacted

INVENTORY OF LONGER-TERM MITIGATION PROJECTS:

1. Maintain existing seawalls to their original specification. Although it does not provide complete protection, a properly maintained seawall offers a measure of safety.
2. Explore methods to increase scope within the Main Harbor without losing surface area maximization. Actions may include a targeted approach to removing vessels from moorings and increasing the scope with storm pennants for those that remain. In the existing mooring configuration, increasing mooring scope is difficult. Therefore, the Town should explore alternative methods to grid the mooring field that will allow space maximization and increased scope for each vessel.
3. An annual education and training program could be conducted by the HM for the public. The program could focus on storm preparedness for the boater. Other workshops could be conducted with the help of the building inspector and planning board to discuss shoreline construction standards and storm-proofing homes and businesses.
4. Compile a list of educational materials that can be shared with waterway and shoreline users.
5. Maintain an accurate inventory of principal waterway and shoreline users, including:
 - Marinas
 - Waterfront businesses
 - Neighboring Harbormasters
 - Coast Guard
 - Towing and salvage companies
 - Environmental response teams
 - Commercial vessel operators
6. At the beginning of each hurricane season (June 1st):
 - Review local harbor hazard mitigation plan and update as necessary
 - Distribute and post revised plan

- Inspect all emergency power sources and lighting systems in HM office
 - Distribute a storm checklist to boaters
7. Conduct a disaster mitigation workshop for business and industry in cooperation with R. I. Emergency Management Agency. Propose activities that can be implemented to mitigate damage. Suggested actions for local coastal businesses may include:
- Placing more essential equipment and functions on higher levels of the structure, above the anticipated flood level.
 - Constructing berms around the facility.
 - Installing or activating dewatering pumps
 - Providing emergency generators and potable water storage
 - Installing blowout plugs in floor slabs whose elevation is below anticipated flood level
 - Installing master shutoff valves for sewer, gas, and water above anticipated flood level
 - Reinforcing walls to carry hydrostatic and hydrodynamic loads
 - Installing flood proof electrical systems and utility cores in areas subject to flooding
 - Installing safety glass in windows
8. Assess the feasibility of developing a volunteer corp that can assist the HM to secure vessels during the preparation phase or maintain security patrols after an event.

COORDINATION:

A Memorandum of Agreement should be entered into with the Police Department and the Department of Public Works to establish their working relationship with the HM for preparing public waterfront property for a storm event and hauling and storing the HM vessel(s).

The Harbor Commission should work with the planning board to establish redevelopment policies for shoreline areas. These policies will be consistent with CRMC and RIDEM regulations, and should serve to reduce the vulnerability of life and property to coastal hazards.

The Harbor Commission and the Planning Board should further coordinate local policies contained in the land use plan for resource protection and coastal management in order to:

- Create local priorities for acquiring coastal properties to promote hazard mitigation, public recreation and resource management objectives contained in the comprehensive plan
- Consider impacts to evacuation routes, as determined by emergency management officials, in post storm redevelopment options

Appendix G

Mooring Fees

The mooring fees for the Town of Barrington are contained in chapter A-225, Fee and Fine Schedule of the Code of the Town of Barrington and can be found on the Town's website at "www.barrington.ri.gov". As of the date of approval of this Plan they were as follows:

Mooring:		§§ 148-18 and
[Amended last 5-1-2006]		148-31
Up to 20 feet	\$75.00	
Greater than 20 feet to 25 feet	\$100.00	
Greater than 25 feet to 30 feet	\$135.00	
Greater than 30 feet to 35 feet	\$165.00	
Greater than 35 feet to 40 feet	\$200.00	
Greater than 40 feet and commercial	\$240.00	
Barrington Harbor	\$100.00	
Nonresident multiplier	2 x (sum of applicable fees)	
For all vessels moored in Barrington Harbor and Smith's Cove equipped with marine holding tanks	\$25.00 additional	§§ 148-18 and 148-31
Fines for unauthorized placement or moving of mooring tackle:		
First offense	\$50.00	
Subsequent offenses	\$100.00	
Failure to comply with mooring space inspection procedures after 30 days' notice from Harbormaster	\$100.00	§ 148-24
Late fee	\$50.00	§ 148-13A

Appendix H

Warren River Management Agreement
with the Town of Warren, R. I.

MANAGEMENT AGREEMENT FOR THE WARREN RIVER

THIS MANAGEMENT AGREEMENT FOR THE WARREN RIVER (hereinafter sometimes referred to as "Agreement") entered into by and between the TOWN OF BARRINGTON (hereinafter sometimes referred to as "Barrington") and THE TOWN OF WARREN (hereinafter sometimes referred to as Warren) and hereinafter sometimes collectively referred to as the "Towns".

W I T N E S S E T H:

WHEREAS, Barrington and Warren acknowledge that there has been a dispute in existence concerning the control and management of the Warren River (a/k/a the Palmer River) (hereinafter sometimes referred to as the "River"); and

WHEREAS, in order to settle the Towns' disputes concerning the management of the said River, both Towns agree that it would be in their best interest to share the management responsibilities of said River; and

WHEREAS, both Towns' agree that it would be in their best interest to enter into a Management Agreement, setting forth their mutual agreements as to the management of said River.

NOW, THEREFORE, in consideration of the foregoing and in further consideration of the mutual covenants as hereinafter contained, the following are the agreed management provisions for the Warren River:

1. Management of mooring assignments, waiting lists, mooring standards, etc. of the Warren River will be governed by the Warren Harbor Management Plan and Harbor & Vessels Ordinance, as amended, to encompass this Agreement and as approved by the Costal Resource

Management Council for the State of Rhode Island;

2. A Warren River Sub-Committee of the Warren Harbor management Commission will be established to hear concerns of, or disputes among, Warren River mooring holders regarding such matters as assignment of moorings, placement of moorings, etc., if they are unable to be first satisfied at the level of the Warren Harbor Master. The sub-committee, consisting of the respective Warren and Barrington Harbor Commission Chairmen and Harbor Masters, if unable to reach a resolution by an issue of a majority vote, shall call in a neutral mediator with marine management expertise from the University of Rhode Island to assist in the resolution of the disputed issues.

3. Fees for all moorings shall be collected and retained by the Town of Warren to offset the cost of management of the Warren River pursuant to the Warren Harbor Management Plan.

4. Warren and Barrington enforcement officers will have joint enforcement powers on the Warren River.

5. Attached hereto and made part of this agreement is Exhibit "A" which are amendments to and elements of the Warren Harbor Management Plan.

IN WITNESS WHEREOF, the parties hereto, by their duly authorized representatives, have hereunto set their hands and seals, on the 14th day of July, 1992.

Witness:

Richard DeCollegno
Perquillo T. Unanue

TOWN OF BARRINGTON

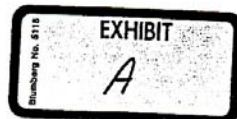
By: Steven R. Cullen
Council President

TOWN OF WARREN

By: Walter S. Felag Jr.
Council President

To alleviate concerns that have been raised about the effect of Warren's management of the Warren River on Barrington residents, we offer this list of applicable provisions and amendments to the Warren Harbor & Vessels Ordinance which substantiate our understanding of the agreement to be presented for approval of the two Town Councils:

- 1.) that mooring fees for residents of both towns shall remain equal (with a recommendation that the permit fee be \$50.00 for residents of both towns);
- 2.) that chronological order of date of application will determine the waiting list for the Warren River without regard to residence (see 10-45); and
- 3.) the harbor master shall maintain the waiting list for mooring space and a list for assignment of mooring space in a public place (see 10-42);
- 4.) no mooring shall be placed within 50 feet of any shoreside structure 10-41 (b) and preference will be given wherever possible to riparian home owners in the placement of their mooring, provided that the size, draft, and type of craft do not interfere with or obstruct the passage of other vessels;
- 5.) applications for all moorings shall be renewed annually 1042 (c) .
- 6.) As of April first of each year, the harbor master shall determine the number of moorings available for new mooring space based on the failure of permit holders to submit timely renewal applications 10-43 (a) and (see 10-47).
- 7.) Consideration shall be given to water quality concerns, parking, boating safety and public access when determining the total number of mooring permits to be issued 1043 (c) .



Appendix I

Pump-Out Boat and Services Agreement between Barrington and Warren, R. I.

PUMP-OUT BOAT AND SERVICES AGREEMENT
Between
TOWN OF BARRINGTON AND TOWN OF WARREN

This AGREEMENT is made this 27th day of August 1999 by and between the Town of Barrington and the Town of Warren, both municipal corporations of the State of Rhode Island.

WITNESSETH:

WHEREAS, the Town of Barrington desires to utilize the same pump-out boat for the servicing of vessels in Barrington Harbor and Smith's Cove moored with the Town of Barrington.

NOW, THEREFORE, in consideration of the mutual undertakings of the parties hereto, the parties agree as follows:

1. The Town of Warren agrees to purchase and provide the services of a pump-out boat for servicing vessels in Barrington Harbor and Smith's Cove which are moored in the Town of Barrington from May 1st to October 31st each year ("the season").
2. The Town of Warren further agrees to allow each vessel authorized to use a Barrington mooring unlimited pump-out services annually during the season.
3. The Town of Barrington agrees to make a one-time payment of \$4,500 towards the purchase of the pump-out boat upon the Town of Warren entering into an agreement for said purchase.
4. The Town of Barrington further agrees to increase the mooring fees charged by the Town of Barrington by \$25 per year for the first five years of this Agreement for all vessels equipped with marine heads, the proceeds of which will be forwarded to the Town of Warren and used to offset the expenses for providing the pump-out services. Said amount will be increased in Years 6 through 10 by the increase in the Consumer Price Index utilizing July of 2004 as the base year.
5. The term of such services and payment of the fees referred to in Paragraph 4 shall run for a period of ten (10) years.
6. The Town of Warren shall be solely liable for any damage caused to private or public property by the pump-out vessel and shall provide the Town of Barrington with a Certificate of Insurance evidencing the same.

7. This agreement shall become effective upon approval by the Town Council of Warren and the Town Council of Barrington and upon execution by the duly authorized representatives of the parties.
8. If any section, subsection, sentence, clause, phrase or portion of this agreement is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be signed by their respective authorized officers on the date first written above.

WITNESS:

Clara Berger

TOWN OF WARREN

By:

Raymond W. Houle, Jr.

Raymond W. Houle, Jr.
Town Manager

WITNESS:

Carol A. Ferrucci

TOWN OF BARRINGTON

By:

Sharon K. Brinkworth

Sharon K. Brinkworth
Town Council President