



State of Rhode Island
Coastal Resources Management Council
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite 116
Wakefield, RI 02879-1900

(401) 783-3370
Fax (401) 783-2069

AGENDA

Semi-Monthly Virtual Meeting – Full Council Tuesday, October 20, 2020; 6:00 p.m.

Join Zoom Meeting:

<https://us02web.zoom.us/j/82524610010?pwd=Mnp6Nkw2dGIrNXdsTzltRVRPa1VwUT09>

Meeting ID: 825 2461 0010

Passcode: 056659

Dial by your location:

+1 646 558 8656 US (New York)

877 853 5247 US Toll-free

888 788 0099 US Toll-free

833 548 0276 US Toll-free

833 548 0282 US Toll-free

Meeting ID: 825 2461 0010

Passcode: 056659

Please see meeting participation information at the end of the Agenda

Approval of the minutes of the previous meeting -- Tuesday, October 13, 2020

Subcommittee Reports

Staff Reports

APPLICATIONS WHICH HAVE BEEN OUT-TO-NOTICE AND ARE BEFORE THE FULL COUNCIL FOR DECISION:

2019-06-014 JAMESTOWN BOATYARD -- The project will include: extending 3 piers within the existing Marina Perimeter Limit and to dredge approximately 2,000CY. Located at plat 10, lot 18; 60 Dumpling Road, Jamestown, RI.

***Please be aware that upon entering the virtual meeting, all audience participants will have their audio automatically muted and their video turned off. All such participants will still be able to see and hear the Council members. Should an audience participant wish to speak or ask a question, please use the “Raise Hand” option or type in a question using the Chat Feature. We request that you identify yourself to the Moderator prior to entrance into the meeting. Upon recognition by the Chair, you may be asked to present yourself and/or ask your question.**

CRMC DECISION WORKSHEET

2019-06-014

Jamestown Boat Yard

Hearing Date:	
Approved as Recommended	
Approved w/additional Stipulations	
Approved but Modified	
Denied	Vote

APPLICATION INFORMATION						
File Number	Town	Project Location		Category	Special Exception	Variance
2019-06-014	Jamestown	60 Dumpling Road		A	<input type="checkbox"/>	<input type="checkbox"/>
		Plat	10			
		Owner Name and Address				
Date Accepted		Jamestown Boat Yard		Work at or Below MHW		<input checked="" type="checkbox"/>
Date Completed		60 Dumpling Drive Jamestown, RI 02835		Lease Required		<input type="checkbox"/>

PROJECT DESCRIPTION

Marina expansion and dredging

KEY PROGRAMMATIC ISSUES

Coastal Feature: Manmade, Coastal Beach

Water Type: Type 3, High Intensity Boating

CRMP: 1.2.1(C), 1.3.1(D), 1.3.1(I), 1.3.1®

SAMP: <list relevant SAMP sections>

Variances and/or Special Exception Details: None

Additional Comments and/or Council Requirements:

Specific Staff Stipulations (beyond Standard stipulations):

STAFF RECOMMENDATION(S)

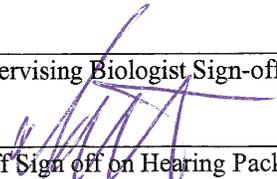
Engineer DRG Recommendation: Approval

Biologist _____ Recommendation: _____

Other Staff _____ Recommendation: _____

Engineering Supervisor Sign-Off _____ date _____

 Executive Director Sign-Off _____ date 5/19/20

Supervising Biologist Sign-off _____ date _____

 Staff Sign off on Hearing Packet (Eng/Bio) _____ date _____

**STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
COASTAL RESOURCES MANAGEMENT COUNCIL
ENGINEERING REVIEW**

TO: Grover J. Fugate, Executive Director
DEPT: Coastal Resources Management Council
FROM: Danni Goulet, PE
DEPT: CRMC Engineering Section

Date: April 2, 2020

SUBJ: **CRMC File No.:** A2019-06-014

Owner: Jamestown Boat Yard Jamestown Boat Yard

Site Address: 60 Dumpling Road Plat: 10 Lot: 18

Site Town: Jamestown

Project: To extend three existing docks within the approved Marina Perimeter Limit, two docks will be extended 18 feet while the third will be extended 20 feet. The Project also proposes improvement dredging to allow deep draft sailboats to berth at the extended finger piers to service. The total volume of dredging including overdepth will be approximately 2,000 CY and disposal will be in the CAD cell.

Water Type/Name: East Passage, Type 3

Coastal Feature: Manmade, Coastal Beach

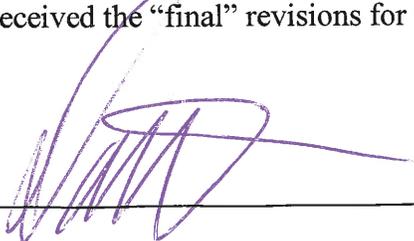
Staff Comments/Recommendation:

The proposal is to extend piers within an existing Marina Perimeter Limit and perform some improvement dredging. The application was submitted in early June 2019 but did not include an SAV survey. SAV surveys can only be conducted between July 1 and September 30 to insure the full biomass is present. The applicant planned on conducting the survey during the normal window but wanted to put the project out to public notice in an attempt to have enough time to dredge during the 2019/2020 dredge window. The various public notices/extensions elicited 12 public comments and numerous proposal revisions. The HPHC determined that the original proposal had no effect on July 3, 2019.

The applicant reduced the proposal based on public comments and results of the SAV survey two times, once in November 2019 and again in February 2020. This proposal continued to elicit concern and interest from the Town and residents even though the actual notice period ended in September 2019 and the modifications are less than or equal to the original project that was publicly noticed. The CRMC has continued to receive and accept comments through March 31, 2020 due to the significant interest in the project and the CRMC process.

After the second public notice there was a transition in the ownership of the property. This resulted significant delays in permit coordination with the State and the Army Corps of Engineers by the applicants. During the transition, the project engineer contacted the CRMC to inform us that there will be another revision and that we should wait for that submittal to complete our review. The CRMC received the "final" revisions for the application on February 26, 2020. It is these plans and

Signed



Staff Engineer

supplemental information that this report and recommendations are based. If the “revised” (current plans) had been the original proposal, the project would have been reviewed under the marina maintenance program since it is within the existing Marina Perimeter Limit. The dredging project would still have required a public notice.

The original proposal outlined in the first public notice had a new main pier 10’ wide and 146’ long that transitioned into a new 8’ wide by 105’ long pier which terminated approximately 150’ further off shore of the existing facility. The new main pier also had two new 6’ wide by 50’ long finger piers. The Marina Perimeter Limit was proposed to be expanded to encompass these new piers. There was also approximately 3,500CY of dredging to provide increased depth (-10’MLW) for deeper draft sailboats at the new piers. The stated purposed was to provide “additional dock space that will provide safer and more efficient work area for the Jamestown Boatyard (JBY) employees when compared to only accessing boats on moorings” for the maintenance performed by the yard. This was a significant increase from the existing facility and created a significant concern about congestion and impending navigation in the tight very well used area.

The current proposal is to extend three existing piers within existing Marina Perimeter Limit. Two of the piers will be extended 18’ long and one will be extended 20’. All three will be 8’ wide, the same width as the existing piers are now. The dredging to support the deeper vessels is still to a depth of -10’MLW but will be reduced to approximately 2,000CY.

The Plans reviewed for this report are entitled “Marine Facility Improvement - Safe Harbor - Jamestown Boatyard - Jamestown, RI 02835” prepared by RACE Coastal Engineering, dated 10/31/2019 and the latest revision is 2/3/2020. There are eight (8) sheets total and they are stamped by Devin Jon Santa, PE (#11854).

Below is a discussion of the applicable sections of the RICRMP policies and standards.

Section Title	RICR Section Number	Policy and Standard Discussion
Substantive Objections	1.1.6(G)	A discussion of the objections received follows this table.
Climate Change and Sea Level Rise	1.1.10	The proposal is for the extension of three floating piers that are supported with piles. The 1.3.1(D) standards dictate the pile cut off elevation which takes into account the life cycle of a typical pile and sea level rise.

<p>Type 3 High-Intensity Boating</p>	<p>1.2.1(C)</p>	<p>It is the Councils policy to preserve, protect and where possible enhance Type 3 areas for high intensity boating and the services that support this activity. It is also the Councils policy that the highest priority use of Type 3 waters are marinas, mooring areas, boatyards and businesses that service recreational boaters. The Council also encourages marinas to seek innovative solutions to increased demands for mooring, dockage...and allow marina operators to alter the layout of their facilities. It is the opinion of Staff that the reduced (current) proposal for the marina meets these priority uses and limits the potential conflicts with adjacent uses.</p>
<p>Category B Requirements</p>	<p>1.3.1(A)</p>	<p>The applicant supplied the required data and information as required for Category B applications when they submitted the SAV survey data. These responses adequately addressed the requirements however, proposal modifications specifically all work occurring within the existing MPL downgrades the proposal to a Category A.</p>
<p>Recreational Boating Facilities</p>	<p>1.3.1(D)</p>	<p>The applicant submitted responses to the initial proposal and after requests for additional information from the CRMC and ACOE. The applicant also reduced the proposal to be within the existing approved Marina Perimeter Limit. The project meets the standards of 1.3.1(D). The project would have been reviewed as a marina maintenance application if the initial proposal was the current proposal.</p>

<p>Dredging and Dredged Materials Disposal</p>	<p>1.3.1(I)</p>	<p>The applicant submitted sediment testing data the is sufficient to properly characterize the material to be dredged. The project has received its Water Quality Certificate form RIDEM. While beneficial reuse of dredge material is our goal, this material misses the stringent requirements for beach nourishment with a couple of minor exceedances. The material meets the criteria for Residential Direct Exposure which means its suitable to be in a backyard and have children playing on it.</p> <p>Due to the limited land area for storage along with trucking impacts at the JBY the material will be utilized for CAD cell cap.</p> <p>The dredge footprint has been limited to the minimum required to support the need for deeper draft and only for the expanded piers. The dredge footprint insures that the area will be able to flush. The dredging has been modified to eliminate direct impacts to the submerged aquatic vegetation in the area.</p>
<p>Submerged Aquatic Vegetation and Aquatic Habitats of Particular Concern</p>	<p>1.3.1(R)</p>	<p>The Councils policy is that SAV surveys be performed at peak biomass which is between July 1 and September 15. The survey for this project was competed during this peak biomass time. It is also the policy of the Council that all impacts to SAV and SAV habitat be avoided where possible and minimized to the extent practicable. The dredging avoids the SAV area and the expanded piers extend away from the SAV to protect it from increased use over and through the area.</p>

There were numerous objections or concerns expressed in writing or over the phone. The issues broadly fall into four categories which are; that the proposal is too big for the stated purpose, there will be impacts to navigation with so many more big vessels, the area is too congested as it is and this will be an unnecessary risk to other uses and finally that the dredging will release toxic's into the environment. The majority of the comments were a result of the original public notice. The reduced project has not been re-noticed since it is less than or equal to the original project.

The comments either suggest or outright claim that there are slips available for service and that this proposal is simply to add more rentable space at what is primarily a mooring marina facility. The CRMC staff also had this concern and was working with the applicant for additional information to demonstrate that the proposal was the minimum necessary to meet the stated goal. It was during this initial round of supplemental information that the applicant reduced the project to stay within the existing MPL. The project has since been reduced further and it appears that the current extension of the piers within the existing MPL is the minimum necessary to meeting the stated goal of safer service of vessels.

The second recurring concern was that this proposal will have the area become dominated by large vessels. It is the opinion/observation of the staff that the area has these vessels already on the nearby moorings and the reduced pier expansion footprint will not change the presence of large vessels. These large vessels can now call on the pier for service, assuming they are not draft constrained.

The area is congested with many vessels of various sizes and this area is actively used. It is the opinion of staff that the modified proposal does not appear to change that fact nor does the modified proposal appear to make the area that has many moorings/users any more congested.

The last concern expressed was the dredging will release toxic heavy metals and make the area unsafe for swimmers and other users. The applicant submitted sediment chemistry results and there were metals detected in the sand however the levels were all well below Direct Residential Exposure criteria. This means that the material is safe enough to use in a residential application with direct contact to humans according to RIDEM criteria. Staff assumes that the comments were based on lack of understanding of the sediment chemistry results and the role the RIDEM provides as part of its Water Quality Certificate review.

It is the opinion of Staff that the current proposal meets the requirements of the RICRMP for both the pier extension within the MPL and the dredging. Staff recommends approval with the standard stipulations.



RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

235 Promenade Street, Providence, RI 02908-5767

TDD 401-222-4462

May 5, 2020

Stephen DeVoe, General Manager
Safe Harbors Jamestown Boat Yard
60 Dumpling Road
Jamestown, Rhode Island 02835

Subject: Application for Maintenance Dredging – Jamestown Boat Yard
Dredge Permit Application Number DP-19-174
Water Quality Certificate File Number 19 - 123

Dear Mr. DeVoe:

The Department of Environmental Management (DEM) has reviewed the above referenced project for compliance with the *Rules and Regulations for Dredging and the Management of Dredged Materials, September 2010* (the Dredging Regulations) and the *State Water Quality Regulations*. The applicant proposes to perform maintenance dredging of approximately 3,200 cubic yards within the marina perimeter limit at the Safe Harbor Jamestown Boat Yard located at 60 Dumpling Road in Jamestown. The sediment shall be disposed within a CAD cell in the Providence River.

We have reviewed the subject application and site plans entitled "Marine Facility Improvement, Safe Harbor Jamestown Boat Yard, Jamestown, RI 02835" prepared by Race Coastal Engineering, sheets 1 through 8 of 8, dated October 31, 2019, Revised November 1, 2019 and February 3, 2020. The State water associated with the project is the East Passage of Narragansett Bay, Class SA{b}.

It is the opinion of the Department of Environmental Management that said project is in compliance with the Dredging Regulations and the Water Quality Regulations provided that the applicant complies with the above plans and the following conditions.

1. The applicant must obtain all other applicable local, state, and federal permits prior to commencing operations.
2. The applicant shall include all state and federal permits approved for the dredging and disposal activities in the solicitation to the contractor. The contractor and all sub-contractor(s) shall be required to comply with all aspects of all permits.



3. The RIDEM Office of Customer and Technical Assistance shall be notified prior to the commencement of any authorized work. Failure to adhere to this notification requirement may result in revocation of the Dredging Permit.
4. The Marine Perimeter Limit (MPL) coordinates shall be identified as follows:

A.	N=145,459.9	E=366,500.2
B.	N=145,491.1	E=366,473.6
C.	N=145,675.9	E=366,754.0
D.	N=145,709.5	E=366,731.9
E.	N=145,673.5	E=366,677.3
F.	N=145,731.9	E=366,638.8
G.	N=145,670.3	E=366,545.3
H.	N=145,575.9	E=366,433.9
I.	N=145,532+/-	E=366,402+/-

Reference Plan: "Existing Conditions Plan for Jamestown Boat Yard, Inc., Plat 10, Lots 18, 20, 141 and 143, 60 Dumpling Drive, Jamestown, Rhode Island" Sheet 1 of 1, dated March 11, 2019.

5. Prior to commencement of dredging, the applicant is required to survey the proposed area to be dredged to estimate the amount of shellfish present, and if deemed necessary by the RI DEM Division of Marine Fisheries (DMF), relocate the shellfish from area prior to dredging in accordance with process described in the RI DEM DMF "Guidance for Conducting Shellfish Surveys for Dredging Projects" document, updated August 2018.
 - a. Please contact Dennis Erkan for further information, guidance, or arrangements at 401.423-1932 or dennis.erkkan@dem.ri.gov.
 - b. Any work in waters that are closed to shellfishing (i.e., unapproved or unassessed by RI DEM Office of Water Resources) must be supervised by the RI DEM Division of Law Enforcement (DLE).
 - i. Please contact Kurt Blanchard, Deputy Chief, RI DEM Div. of Law Enforcement for arrangements at 401.222-2284."
6. To minimize impacts on nearby eelgrass, the applicant shall provide the dredging contractor with a map identifying the edge of the nearby eelgrass beds prior to the commencement dredging activities.
7. The eelgrass beds must be avoided at all times and vessels will not be permitted to anchor or spud in the area containing the beds. In addition, the dredge equipment must be kept at the greatest distance possible from the outer edge of the eelgrass.

May 5, 2020



Dredge Permit Application Number DP-19-174
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- 8 The location, orientation, and dumping of scows over the CAD cell site shall be fully coordinated with the CRMC Dredge Coordinator prior to the initiation of dumping into the CAD cells. All activities related to the use of the CAD cell site including dumping operations, scow inspections, transport, scheduling, and any other logistical requirements, shall be performed as directed and in accordance with the Water Quality Certification (WQC) issued to the CRMC for the management of the Providence River CAD cell site (WQC File No. 01-61).
- 9 All scows shall be of the bottom-dump type that have been inspected and approved by the ACOE, CRMC or RIDEM.
- 10 Dredging shall occur by mechanical means in the areas specified on the above referenced plans. An enclosed bucket shall be used for maintenance dredging. An open bucket may be used with the approval of the CRMC Dredge Coordinator.
- 11 No debris shall be disposed in the CAD cell; all debris must be legally disposed in accordance with state and federal regulations.
- 12 Dredging shall occur between October 15 and January 31 only. (Note: No extensions to this window will be granted.)
- 13 The applicant and/or contractor/subcontractor(s) shall coordinate CAD disposal requirements, CAD schedule, scow inspections and any other logistical requirements with the CRMC prior to the commencement of any dredge operations.
- 14 This Dredging Permit is valid only for dredged material disposal in the CAD cells previously approved for the Providence River and Harbor Dredge Project.
- 15 This approval does not allow for any future dredging at this location. A separate Department approval must be obtained for any future dredging at this site.
- 16 The Department shall be notified immediately of any actions or any circumstances or operational condition observed, by you or your contractor that results in the violation of the requirements noted herein and/or with the requirements contained in the WQC for the Providence River CAD cell site. In the event of such violation, the applicant shall cause dredging operations to cease until the problem is rectified and authorization to continue has been received from the Department.
- 17 This Dredging Permit shall expire 3 (three) years from the date of issuance.

This is the Department's Dredging Permit. This permit also constitutes the Rhode Island Water Quality Certification under Section 401 of the Federal Clean Water Act (33 U.S.C.

May 5, 2020



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Sec. 1341). Violation of the terms and conditions of this permit may result in appropriate enforcement action. If you have any questions regarding this permit, please contact Ronald Gagnon in the Office of Technical and Customer Assistance at 401 222-4700, extension 7500.

Sincerely,



Eric Beck, P.E.

Administrator of Groundwater and Wetlands Protection

cc: Danni Goulet, RI CRMC
Neal Personcus, RI DEM
Todd Randall, U.S. ACOE

May 5, 2020



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STATEMENT OF DISCLOSURE AND APPLICANT AGREEMENT AS TO FEES

The fees which must be submitted to the Coastal Resources Management Council are based upon representations made to the Coastal Resources Management Council by the applicant. If after submission of this fee the Coastal Resources Management Council determines that an error has been made either in the applicant's submission or in determining the fee to be paid, the applicant understands that additional fees may be assessed by the Coastal Resources Management Council. These fees must be paid prior to the issuance of any assent by the Coastal Resources Management Council.

The applicant understands the above conditions and agrees to comply with them.



Signature

5-30-19

Date

Steve DeVoe, 60 Dumpling Road, Jamestown, RI, 02835

Print Name and Mailing Address



Assent Attachment

1. Describe accurately the work proposed.

The Applicant is proposing to complete the project in three phases:

- *First to expand their marina perimeter limit to the proposed coordinates shown on the attached survey plans provided in Section 5 Attachment D,*
- *Second to dredge to El. -10 Mean Low Water Datum, &*
- *Third to improve the existing marine.*

Phase 1: Expansion of the Marina Perimeter limit

The Applicant seeks to expand the marina perimeter limit to allow for the proposed floating dock expansion which is anticipated to be completed in Phase 3. The proposed expansion of the marina perimeter limit and docks will increase the Applicants ability to provide efficient and safe maintenance to the transient and moored vessels.

Phase 2: Dredging

The Applicant proposes to complete maintenance dredging of the marina to an elevation of -10 MLW with an allowable overdredge limit of 1' for dredging tolerance. The expected base dredge volume is $\pm 2,100$ cubic yards. The proposed dredge footprint area is approximately 30,000 square feet. It is anticipated that the proposed dredge material will be removed with the use of a mechanical dredge and dump scow. The Applicant is seeking to relocate the material to the Providence CAD cell.

Based on the sediment sampling test results as provided in Section 10 Attachment I herein. The dredge material is noted to be a silty gravel and sand material. It was noted that one sample size has greater than 10% fines while the other sample has only 8% fines. Beneficial reuse of the material was considered and rejected due to the significantly limited upland area and the amount of material that is anticipated to be dredged.

Beach nourishment was considered as a potential option since the two samples were classified fine sand and silty gravel and sand respectively. While one sample does have more fines associated with it sample 2 is mostly sand. Consideration of nourishing the beach on site as well as the adjacent beach was considered but rejected due the amount of material that is anticipated to be dredged and the adjacent property not being owned by the Applicant.

Upland relocation or disposal was also considered as an option but due to the limited upland storage space this option was rejected. The site is significantly limited and does not have enough area to stage the dredge material for dewatering. In addition the upland rehandling and trucking of 2,100 cubic yards of material is not a viable option. Therefore, the only viable option for this project is the Providence CAD cell.



Phase 3: Proposed docks

The Applicant proposes to remove, demolish, and legally disposed of;

- (2)- 8' x 40' finger dock
- (1) 8' x 20'
- (1) 8' x 50'
- Associated anchor piles
- (1) Gangway

Following removal of the docks, the Applicant seeks to install;

- (1) 6' x 20' aluminum gangway
- (1) 10'x 18' landing dock.
- (1) 10'x 146' main
- (1) 8'x 105' main, and
- (2) - 6' x 50' finger docks
- (4) Railway Marker Piles

The new floating dock system will be supported by timber float anchor piles. The purpose of the proposed project is to allow for temporary berthing of vessels for maintenance. The proposed improvement will provide the Applicant a more efficient and safe operation for performing maintenance work versus completing the work on while the vessels are on moorings. The floating docks are anticipated to be prefabricated and delivered to the site. Once at the site they will be moved into position with a work boat/barge. It is anticipated that a barge mounted cranes will install the float anchor piles through the floats pile guides securing the docks in place.

Timeline:

The work is anticipated to take about 4 months to complete and is anticipated to start in the Fall/Winter of 2019, pending any time of the year dredging restrictions.





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2. The applicant shall include all state and federal permits approved for the dredging and disposal activities in the solicitation to the contractor. The contractor and all sub-contractor(s) shall be required to comply with all aspects of all permits.

3. The RIDEM Office of Customer and Technical Assistance shall be notified prior to the commencement of any authorized work. Failure to adhere to this notification requirement may result in revocation of the Dredging Permit.
4. The Marine Perimeter Limit (MPL) coordinates shall be identified as follows:

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Dredge Permit Application Number DP-19-174
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Dredge Permit Application Number DP-19-174
Water Quality Certificate File Number 19 - 123

Sec. 1341). Violation of the terms and conditions of this permit may result in appropriate enforcement action. If you have any questions regarding this permit, please contact Ronald Gagnon in the Office of Technical and Customer Assistance at 401 222-4700, extension 7500.

Sincerely,



Eric Beck, P.E.

Administrator of Groundwater and Wetlands Protection

cc: Danni Goulet, RI CRMC
Neal Personeus, RI DEM
Todd Randall, U.S. ACOE

May 5, 2020

Dredge Permit Application Number DP-19-174
Water Quality Certificate File Number 19 - 123



February 26, 2020

State of Rhode Island and Providence Plantations
Coastal Resources Management Council
Oliver H Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879-1900

Reference: Application #2019-06-014, RIDEM WQD 19-123 DP19-174
Jamestown Boat Yard
60 Dumpling Drive Jamestown, RI 02835
RACE Project No. 2018006

Dear Mr. Goulet:

RACE COASTAL ENGINEERING ("RACE"), on behalf of Jamestown Boat Yard (the "Original Applicant"), provides the following revisions to the CRMC Assent Application #2019-06-014 as discussed during our telephone conversation on January 23, 2020.

Change in Ownership:

Jamestown Boat Yard has recently been purchased by Safe Harbor Marinas. Safe Harbor seeks to change the Application from Jamestown Boat Yard to Safe Harbors Jamestown Boatyard. Please find attached a letter from Safe Harbors stating that they would like to proceed with the Application as submitted and revised by the November 5, 2019 letter as well as the modifications noted herein.

In addition, please find attached the updated deed for 60 Dumpling Drive.

Marina Improvement:

The Applicant seeks to modify the dock extension as follows;

- Northern Dock – 8' x 18'
- Middle Dock - 8' x 18'
- Southern Dock – 8' x 20'

These modifications are depicted in the attached permit drawings.

Please do not hesitate to contact the undersigned with any questions or comments.

Very truly yours,

RACE COASTAL ENGINEERING



Matthew Rakowski
Project Manager

Copy: Safe Harbor Jamestown Boatyard
US Army Corps of Engineers New England District
CRMC
RI DEM

Enclosures: Revised Permit drawings
Safe Harbor Approval Letter
Property Deed



SAFE HARBOR JAMESTOWN BOAT YARD MARINA IMPROVEMENTS

DRAWING LIST	
DRAWING No.	DRAWING TITLE
1	TITLE SHEET & GENERAL NOTES
2	VICINITY MAP
3	AERIAL IMAGE
4	EXISTING SITE PLAN
5	PROPOSED PLAN
6	DREDGE COORDINATES & VOLUMES
7	SECTION A-A
8	SECTION B-B

GENERAL NOTES:

1. THE PURPOSE OF THESE DRAWINGS ARE FOR REGULATORY REVIEW ONLY.
2. VICINITY MAP TAKEN FROM USES QUADRANGLE SAKONNET POINT .
3. ELEVATIONS REFERENCE MEAN LOW WATER, UNLESS NOTED OTHERWISE.
4. THIS SITE INFORMATION HAS BEEN TAKEN FROM A DRAWING TITLED "JAMESTOWN BOAT YARD, INC.", PREPARED FOR JAMESTOWN BOAT YARD, BY DARVEAU LAND SURVEYING, INC., DATED 3/12/2019.
5. TIDAL ELEVATION DATA HAS BEEN TAKEN FROM BENCH MARK SHEET FOR NEWPORT, RI 8452660 FROM THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION TIDES AND CURRENTS WEBSITE.

PROJECT TIDAL ELEVATIONS:

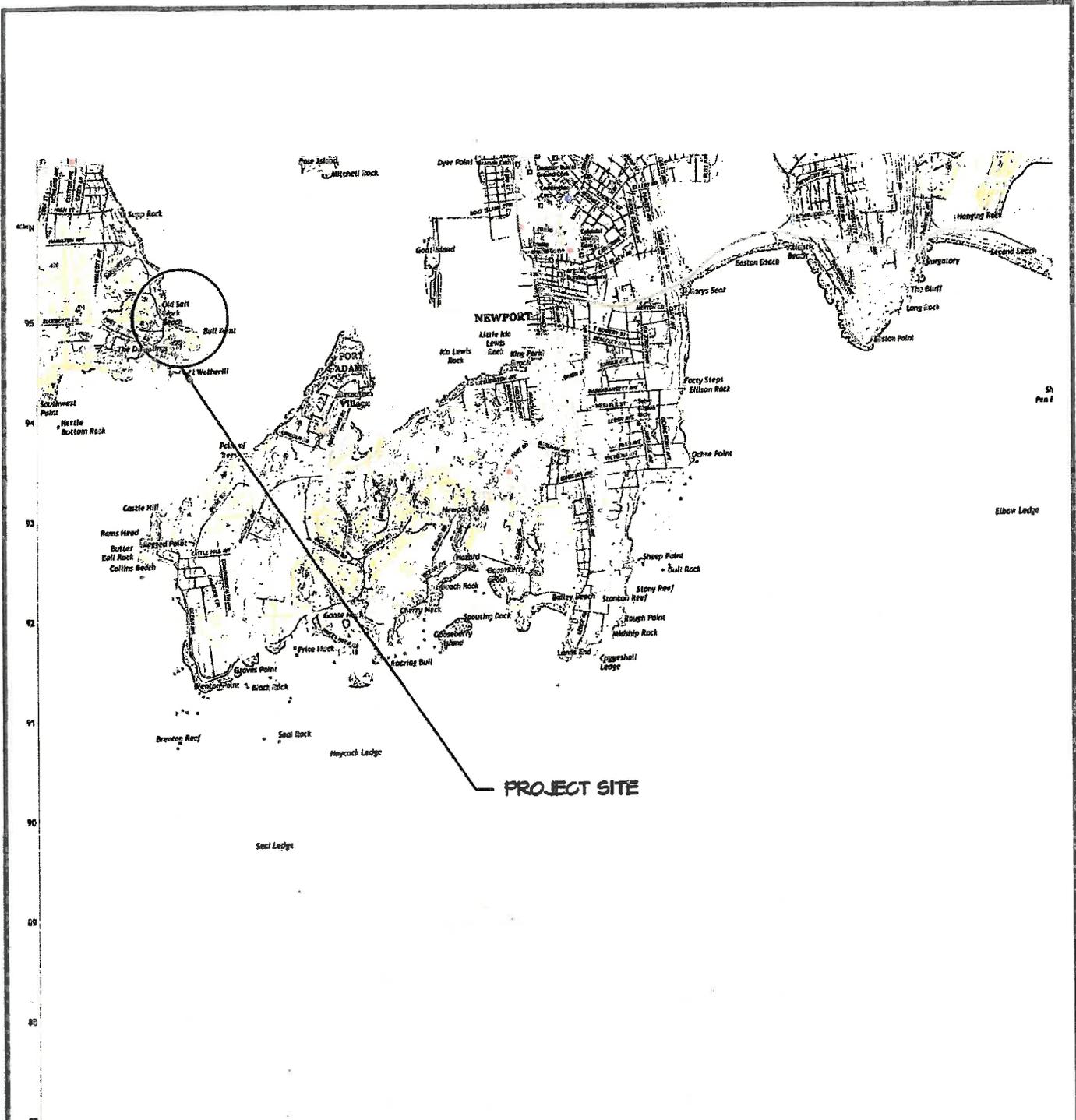
DATUM	NAVD 88 (FT)	NGVD 29 (FT)	MLW (FT)
MEAN HIGH WATER	+1.51	+2.46	+3.41
NAVD 88	0.0	+0.89	+1.90
NGVD 29	-0.89	0.0	+1.01
MEAN LOW WATER	-1.90	-1.01	0.0

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FOR REGULATORY REVIEW ONLY

DRAWN BY: CBK	SEAL: DEVIN JON SANTA	PROJECT:	 <p>RACE COASTAL ENGINEERING</p> <p>611 Access Road Stratford, CT 06615 Tel: 203-377-0663 www.racecoastal.com</p>
CHECKED BY: MRR		MARINE FACILITY IMPROVEMENT SAFE HARBOR JAMESTOWN BOATYARD JAMESTOWN, RI 02835	
DATUM: N/A		APPLICANT:	
SCALE: N/A		SAFE HARBOR JAMESTOWN BOATYARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835	
DATE: 10/31/2019			
REV: 3 2/3/2020			
PROJECT #: 2018006	NOT VALID WITHOUT ENGINEER'S SEAL		DRAWING NO. 1 of 8



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VICINITY MAP

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 FOR REGULATORY REVIEW ONLY

DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	N/A
SCALE:	N/A
DATE:	3/26/2019
REV:	3 2/3/2020
PROJECT #:	2018006

SEAL

DEVIN JON SANTA

REGISTERED PROFESSIONAL ENGINEER
 NOT VALID WITHOUT ENGINEER'S SEAL

PROJECT:

MARINE FACILITY IMPROVEMENT
 SAFE HARBOR
 JAMESTOWN BOATYARD
 JAMESTOWN, RI 02835

APPLICANT:

SAFE HARBOR
 JAMESTOWN BOATYARD
 60 DUMPLING DRIVE
 JAMESTOWN, RI 02835

RACE
 COASTAL ENGINEERING

611 Access Road Stratford, CT 06615
 Tel: 203-377-0663 www.racecoastal.com

DRAWING NO. 2 of 8

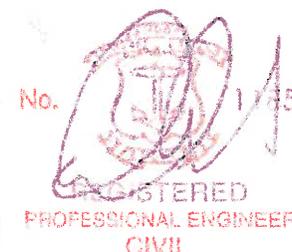


AERIAL PLAN

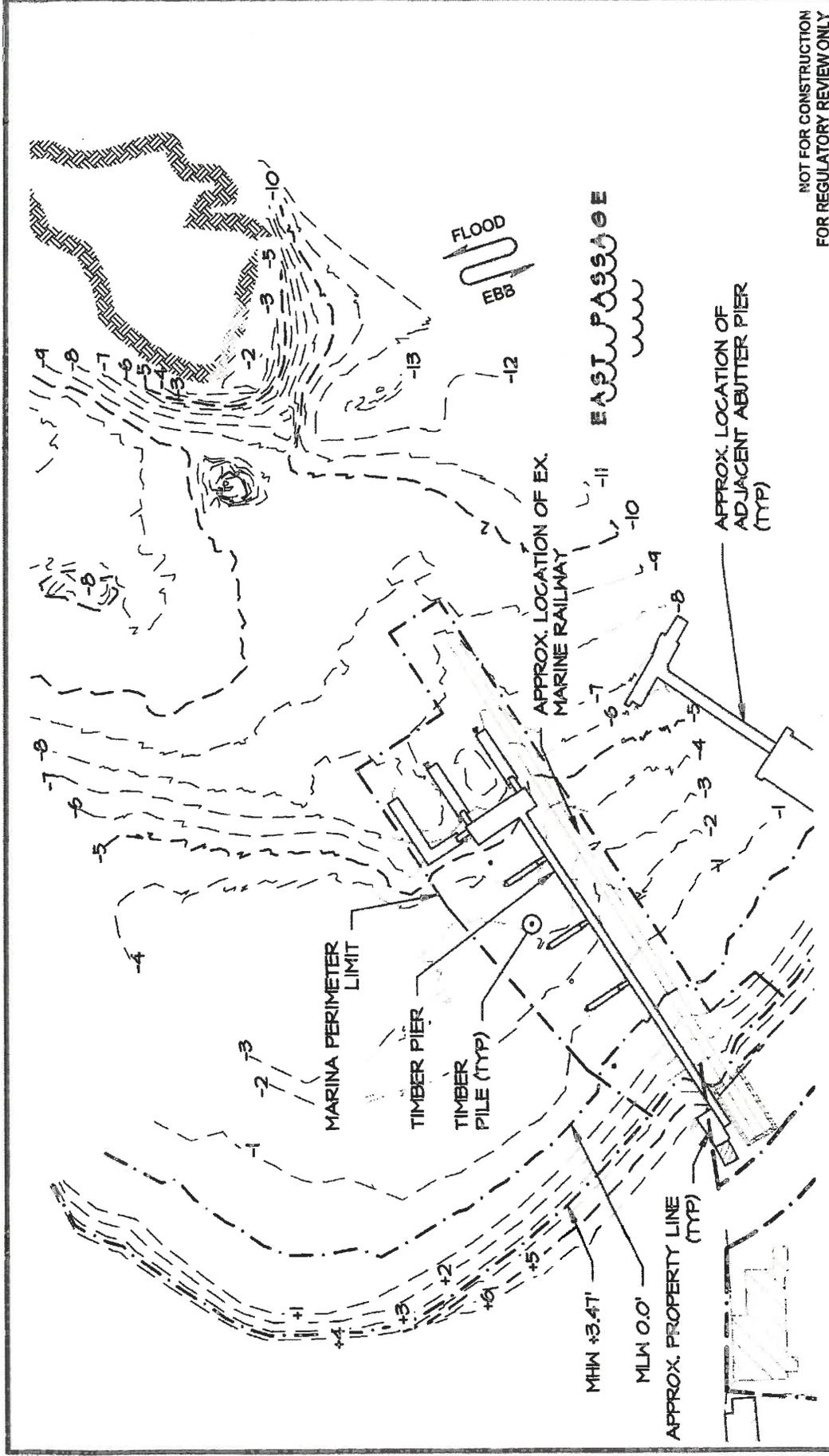
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DRAWN BY: CBK CHECKED BY: MRR DATUM: N/A SCALE: N/A DATE: 3/26/2019 REV: 3 2/3/2020 PROJECT #: 2018006	SEAL: DEVIN JON SANTA  REGISTERED PROFESSIONAL ENGINEER CIVIL NOT VALID WITHOUT ENGINEER'S SEAL	PROJECT: MARINE FACILITY IMPROVEMENT SAFE HARBOR JAMESTOWN BOATYARD JAMESTOWN, RI 02835	 RACE COASTAL ENGINEERING
		APPLICANT: SAFE HARBOR JAMESTOWN BOATYARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835	

DRAWING NO. 3 of 8



NOT FOR CONSTRUCTION
FOR REGULATORY REVIEW ONLY

RACE
COASTAL ENGINEERING
611 Access Road Stratford, CT 06615
Tel: 203-377-0663 www.racecoastal.com
DRAWING NO. 4 of 8

PROJECT:
MARINE FACILITY IMPROVEMENT
SAFE HARBOR
JAMESTOWN BOATYARD
JAMESTOWN, RI 02835

APPLICANT:
SAFE HARBOR
JAMESTOWN BOATYARD
60 DUMPLING DRIVE
JAMESTOWN, RI 02835

SEAL

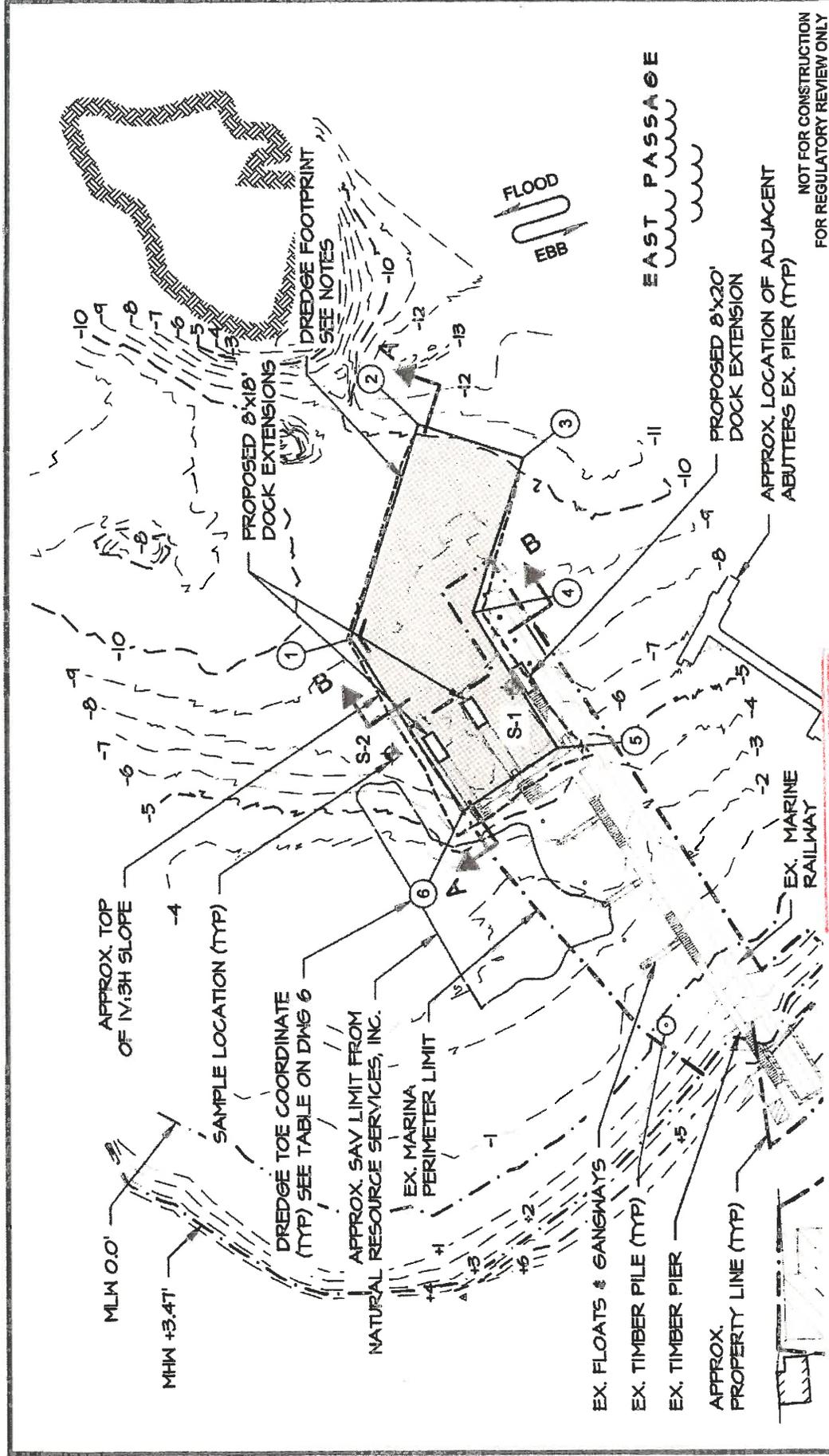
DEVIN JON SANTA
No. 1185
REGISTERED PROFESSIONAL ENGINEER
NOT VALID WITHOUT ENGINEER'S SEAL

DRAWN BY:	CEBK
CHECKED BY:	MRR
DATUM:	MLM
SCALE:	1"=100'-0"
DATE:	3/26/2019
REV:	3 2/3/2020
PROJECT #:	2018006

EXISTING SITE PLAN

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0 50 100
1" = 100'



RACE
COASTAL ENGINEERING
 611 Access Road Stratford, CT 06615
 Tel: 203-377-0663 www.racecoastal.com
 DRAWING NO. 5 of 8

PROJECT:
 MARINE FACILITY IMPROVEMENT
 SAFE HARBOR
 JAMESTOWN BOATYARD
 JAMESTOWN, RI 02835

APPLICANT:
 SAFE HARBOR
 JAMESTOWN BOATYARD
 60 DUMPLING DRIVE
 JAMESTOWN, RI 02835

SEAL: **EVIN JON SANTA**
 No. 8
 REGISTERED PROFESSIONAL ENGINEER
 CIVIL
 NOT VALID WITHOUT ENGINEER'S SEAL

DRAWN BY: CBK
CHECKED BY: MRR
DATUM: MLM
SCALE: 1"=100'-0"
DATE: 3/26/2019
REV. 3: 2/5/2020
PROJECT #: 2019006

NOTES:
 1. PROPOSED DREDGE AREA
 DREDGE DEPTH -10 MLW

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0 50 100
 1" = 100'

NOT FOR CONSTRUCTION
 FOR REGULATORY REVIEW ONLY

DREDGE TOE COORDINATES (STATE PLANE 83 RI)

LOCATION	NORTHING	EASTING
1	145772.28	366700.05
2	145725.00	366845.81
3	145653.66	366822.67
4	145687.73	366717.64
5	145630.89	366625.53
6	145694.80	366582.48

NOTES:

- DREDGE TOE COORDINATES ARE IN STATE PLANE NAD 83 RI.

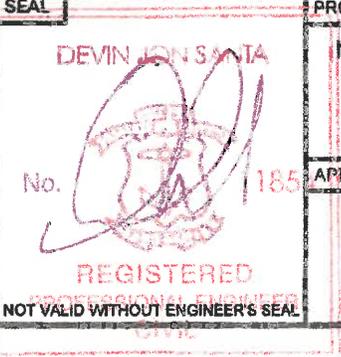
JBY MATERIAL DREDGING

BASE DREDGE VOLUME	±1,140 CY
1' OVERDREDGE ALLOWANCE VOLUME	±2,050 CY
DREDGE FOOTPRINT AREA	±19,710 SF

DREDGE COORDINATES & VOLUMES

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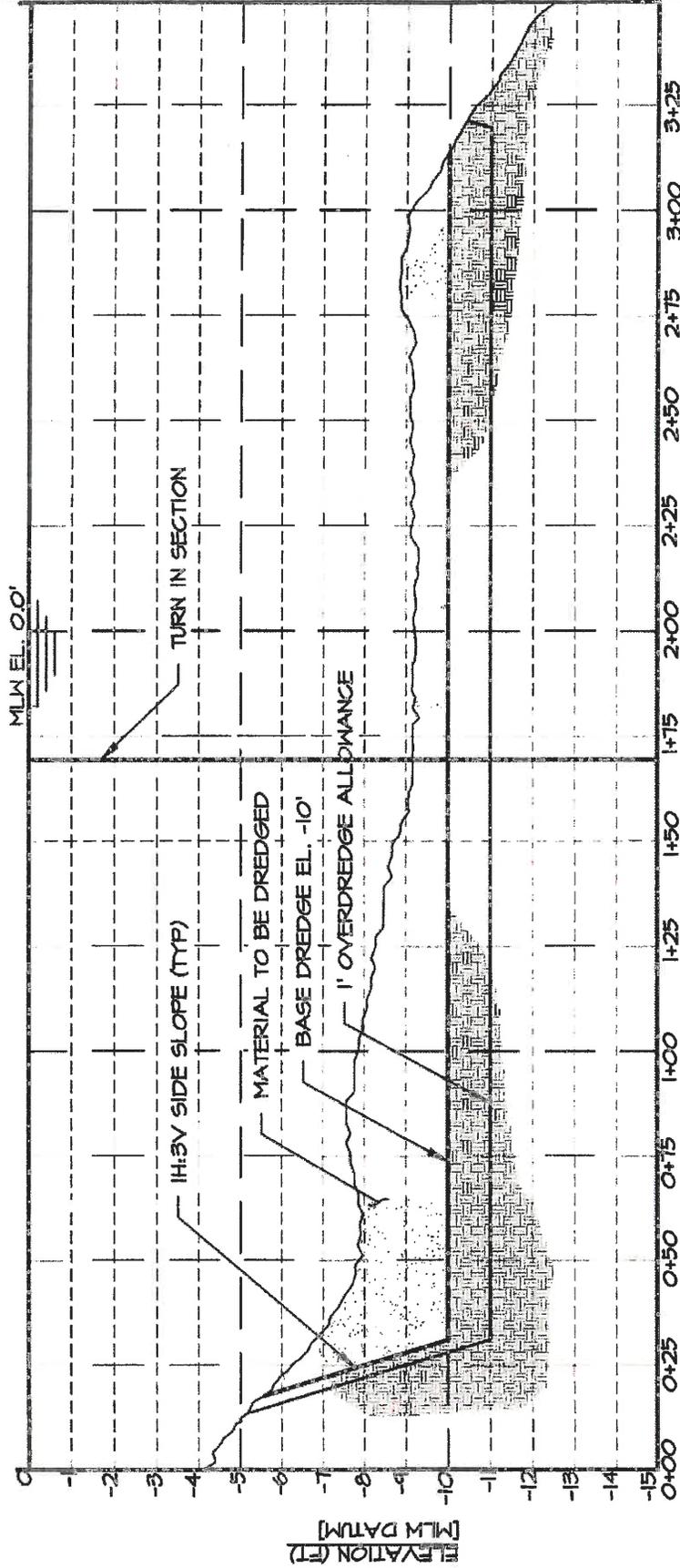
NOT FOR CONSTRUCTION
FOR REGULATORY REVIEW ONLY

DRAWN BY: CBK CHECKED BY: MRR DATUM: N/A SCALE: N/A DATE: 3/26/2019 REV: 3 2/3/2020 PROJECT # 2018006	SEAL  REGISTERED PROFESSIONAL ENGINEER NOT VALID WITHOUT ENGINEER'S SEAL	PROJECT: MARINE FACILITY IMPROVEMENT SAFE HARBOR JAMESTOWN BOATYARD JAMESTOWN, RI 02835 APPLICANT: SAFE HARBOR JAMESTOWN BOATYARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835	 RACE COASTAL ENGINEERING 611 Access Road Stratford, CT 06615 Tel: 203-377-0663 www.racecoastal.com DRAWING NO. 6 of 8
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EX. FLOATING DOCK

PROPOSED DOCK EXTENSION

MLW EL. +3.41'



STATIONING (FT)

DEVELOPED SECTION A-A

NOT FOR CONSTRUCTION
FOR REGULATORY REVIEW ONLY

DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	MLW
SCALE:	N/A
DATE:	3/26/2019
REV:	3 2/3/2020
PROJECT #:	2018006

SEAL: **DEVIN JON SANTA**
 No. 155
 REGISTERED PROFESSIONAL ENGINEER
 CIVIL
 NOT VALID WITHOUT ENGINEER'S SEAL

PROJECT:
MARINE FACILITY IMPROVEMENT
SAFE HARBOR
JAMESTOWN BOATYARD
JAMESTOWN, RI 02835

APPLICANT:
SAFE HARBOR
JAMESTOWN BOATYARD
60 DUMPLING DRIVE
JAMESTOWN, RI 02835

RACE
 COASTAL ENGINEERING
 611 Access Road Stratford, CT 06615
 Tel: 203-377-0663 www.racecostal.com
 DRAWING NO. 7 OF 8

GRAPHIC SCALES:

HORIZONTAL:



1" = 40'

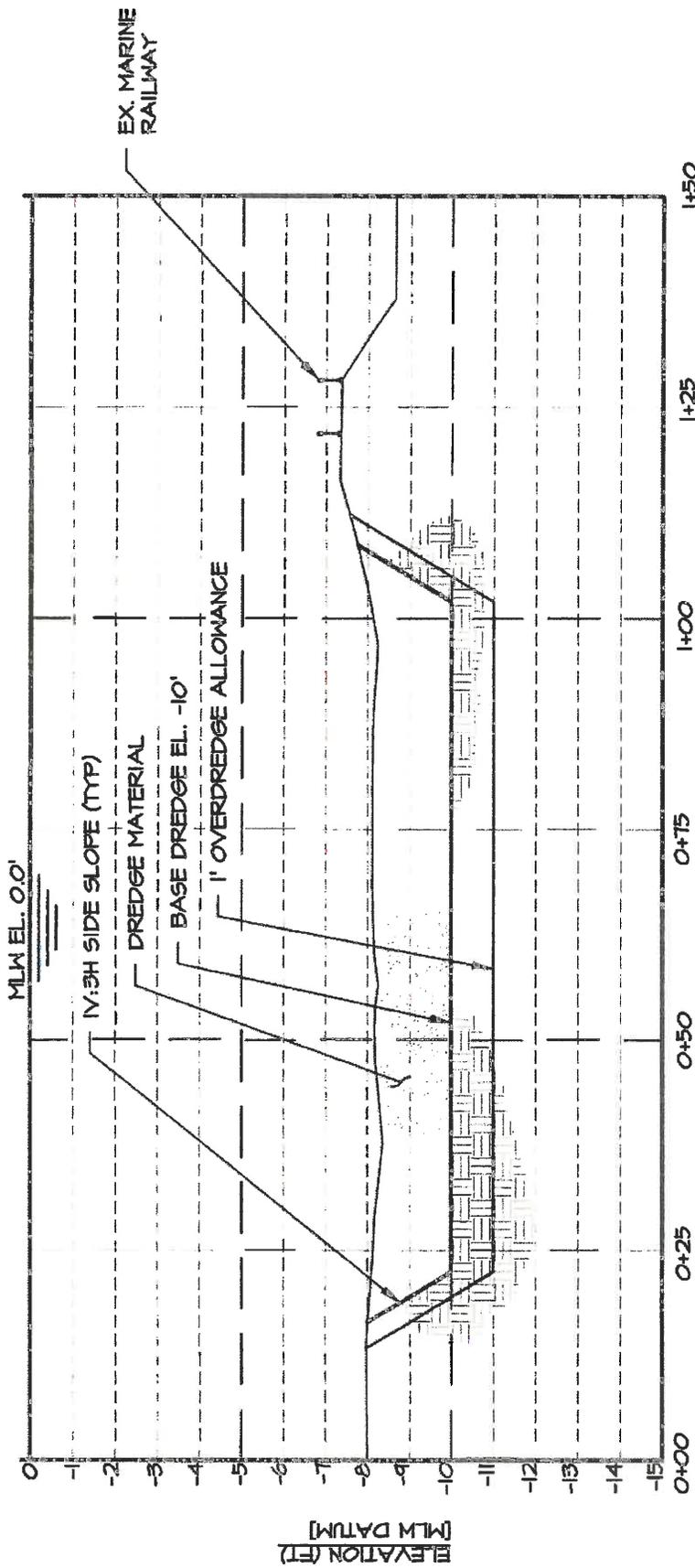
VERTICAL:



1" = 4'

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MHW EL. +3.47'



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Tel: 203-377-0663 www.racecoastal.com

DRAWING NO. 8 of 8

SECTION B-B

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DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	MLW
SCALE:	N/A
DATE:	3/26/2019
REV. 3	2/9/2020
PROJECT #20180066	

SEAL

PROJECT: MARINE FACILITY IMPROVEMENT
SAFE HARBOR
JAMESTOWN BOATYARD
JAMESTOWN, RI 02835

APPLICANT: SAFE HARBOR
JAMESTOWN BOATYARD
60 DUMPLING DRIVE
JAMESTOWN, RI 02835

No. 18

REGISTERED PROFESSIONAL ENGINEER
CIVIL

NOT VALID WITHOUT ENGINEER'S SEAL

GRAPHIC SCALES:





November 5, 2019

State of Rhode Island and Providence Plantations
Coastal Resources Management Council
Oliver H Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879-1900

Reference: Application #2019-06-014, RIDEM WQD 19-123 DP19-174
Jamestown Boat Yard
60 Dumpling Drive Jamestown, RI 02835
RACE Project No. 2018006

Dear Mr. Goulet:

RACE COASTAL ENGINEERING (“RACE”), on behalf of Jamestown Boat Yard (the “Applicant”), provides the following revisions to the CRMC Assent Application #2019-06-014 in response to your email dated October 15, 2019. The Applicant reserves the right to pursue the configuration as presented in the original submittal through a new application at a future date. In order to expedite the permitting of the proposed project and to minimize adverse impacts to their operations for the coming season, the Applicant is seeking to modify their Application as follows;

Marina Perimeter Limit:

The Applicant is seeking to maintain the current perimeter limit.

Marina Improvement:

The Applicant seeks to extend the existing docks to the marina perimeter limit. This will provide for some minor improvements to the docking facility to assist with servicing the vessels that are being moored in the mooring field.

Therefore, as depicted in the attached permit drawings, the Applicant seeks to extend the currently existing docks as follows;

- Northern Dock – 8’ x 25’
- Middle Dock - 8’ x 25’
- Southern Dock – 8’ x 90’

Marina Dredging

Due to the above modifications, the Applicant is seeking to dredge within the currently authorized marina perimeter limit as depicted in the attached drawings as well as dredge a fairway channel to allow access to and from the floating docks as well as provide a turning basin for the vessels entering and leaving the slips.

As noted previously, the Applicant is seeking to dredge the marina to allow for the 45' to 60' vessels which are mostly sailing vessels with drafts ranging from 8' to 10'. Over the years, the size and draft of vessels have been increasing resulting in facilities like JBY to evolve in order to accommodate the demands. These changes in vessel population have resulting in the need for marine facilities to dredge more frequently to maintain depths and / or increase the original dredge depths to accommodate vessel drafts.

Please do not hesitate to contact the undersigned with any questions or comments.

Very truly yours,

RACE COASTAL ENGINEERING



Matthew Rakowski
Project Manager

Copy: Jamestown Boat Yard
US Army Corps of Engineers New England District
CRMC
RI DEM

Enclosures: Revised Permit drawings





September 9, 2019

Save the Bay
100 Save the Bay Drive
Providence, RI 02905

Reference: Application #2019-06-014, RIDEM WQD 19-123 DP19-174
Jamestown Boat Yard
60 Dumpling Drive Jamestown, RI 02835
RACE Project No. 2018006

Dear Save the Bay:

RACE COASTAL ENGINEERING (“RACE”), on behalf of Jamestown Boat Yard (the “Applicant”), is pleased to provide the additional information that was requested in the August 27, 2019 Request of Additional Information for the permit application #2019-06-014. The information you requested is shown in italics below and our response follows:

Project Information:

- 1. The application is subject to Category B review (CRMP §1.1.5). Applicants for a Category B assent are required to “demonstrate the need for the proposed activity or alteration” (CRMP §1.3.1.A.1). The brief response in the application indicates that the improvements are required to “provide a safe and operational boatyard and marine repair facility.” It is unclear why the applicant cannot currently provide a safe and operational facility. If the issue is that depths are inadequate, the applicant should must indicate why dredging or reconfiguration within the current Marina Perimeter Limit (MPL) will not meet the facility’s needs, as required by CRMP §1.3.1.D.2.c.*

The marina improvement is proposed to allow for vessel maintenance of the moored vessels currently in the Jamestown Boat Yard (JBY) mooring area. These vessels, which are mostly sailing vessels, currently range from 45-60’ in LOA with drafts ranging from 8-10’. JBY is seeking to provide improved service to boats located within the mooring field. In order to provide such improved service dredging of the dock area and railway terminus is necessary. Furthermore, additional dock space will provide a safer and more efficient work area for JBY employees when compared to only accessing boats on moorings. Currently a significant amount of maintenance takes place at the vessels moored location due to the limited dock space and draft of vessels. This results in an emergency response risk that can be mitigated if the vessels were docked since there would be easy access to the upland facilities. Dredging with the dock improvements will allow a majority of the servicing to take place at the dock providing a safer facility for JBY employees and allowing vessels to be recommissioned quicker. In addition to improved safety for employees, there will be improved efficiency for such maintenance activities. This efficiency is critical for JBY to be competitive in the marine trades business that is so important to the economy of the State of Rhode Island.

Over the years the size and draft of vessels have been increasing resulting in facilities like JBY to evolve in order to accommodate the demands. These changes in vessel population have resulting in the need for marine facilities to dredge more frequently to maintain depths and / or increase the original dredge depths

to accommodate vessel drafts. In addition, with the increasing vessel length the docking configurations require modification to service the market demands.

Due to these factors, JBY is seeking to update and improve their facility to accommodate the vessels currently moored in their field or calling upon the expertise of JBY to maintain their vessels. JBY has been a fixture on the waterfront of Jamestown and within the Jamestown community since 1903 and employees 22 full skilled professionals and 6 part time help during the summer. The modifications proposed as part of this application are necessary for JBY to address the dynamic vessel populations in the region and remain a vibrant business within the Jamestown community.

2. *A significant expansion is defined as “any expansion greater than 25% of existing or previously authorized boat capacity, or an expansion of fifty (50) or more vessels (CRMP §1.1.2.A.144).*

The waterfront structures that include the existing floating docks and fixed pier structure is a total of 2,582 square feet. The proposed floating dock improvement will increase the waterfront structure footprint to approximately 3,200 square feet. This is an approximate 24% increase of the existing facility. The boating capacity shall remain the same, since the facility improvements is for the maintenance of vessels moored in the existing mooring field not for seasonal or transient dockage. Additionally, the Client has been in contact from the onset of this project with CRMC in regards to the proposed dredging and floating dock improvements. Numerous correspondences, including emails and telephone calls, have been conducted with CRMC resulting in the submitted application.

3. *The application was put out to public notice on June 25, 2019. At the time, neither a SAV survey nor a shellfish survey had been completed. The surveys are required by the CRMC and DEM Water Quality Certification process in order to allow the state and other concerned parties to understand the area proposed for disturbance. Save The Bay submitted a letter noting the incomplete application. The public comment period was subsequently extended to allow for proper public review. After review of the SAV survey, it is clear that the project will impact eelgrass beds in the area. The proposed MPL encompasses a portion of the SAV bed in the northwest corner of the project area, directly threatening a key Bay resource. There are fewer than 100 acres of SAV in Narragansett Bay, a small portion of the eelgrass beds that were once widespread. SAV provides critical habitat, spawning grounds, and food for many species in the Bay. It is the goal of CRMC to “preserve, protect and where possible, restore SAV habitat” (CRMP §1.3.1.R.1.a). The Jamestown HMP states, “probably the most important habitat found around the island are the lush eelgrass beds” and “every effort should be made to protect [them].” The SAV survey remains incomplete. While it is already clear that the project threatens valuable SAV, the survey is required to include “general sediment type and mean shoot length for each station” (CRMP§1.3.1.R.3.d(4)). This level of detail is absent in the survey, and hinders the ability of CRMC and DEM to fully characterize impacts to SAV. The applicant states in the Category B narrative, an SAV “survey is scheduled to be performed in early July... depending on the results of this effort, the dredge footprint may be modified to ensure that there will be no impact to any documented SAV.” The survey was completed on July 12, fewer than three weeks after the application went to public notice. Despite the clear presence of SAV in the proposed dredge area, the applicant had made no effort to modify the application at the time of Save The Bay’s file review. Even if the applicant adjusts the footprint to exclude the SAV area, Save The Bay remains concerned about negative impacts due to increased boat traffic in and around existing SAV.*

The SAV survey was completed on July 19, 2019 and has been attached to this letter for reference. The SAV survey was not included with the initial submittal as it was outside the recommended time of year recommendation for the performance of such work. This was understood by CRMC and JBY performed the SAV survey promptly upon appropriate time of year conditions.



Following receipt of the SAV survey, RACE modified the dredge footprint to eliminate the potential impact to SAV as identified in survey. The revised drawing has also been attached for reference.

An amendment to the SAV survey has been provided to RACE which provides the shoot lengths and general sediment type at each station. The amendment has been attached for your reference.

The existing marina currently has floating docks located south of the SAV area as depicted on the existing site plans. Therefore, vessels currently maneuver to and from the dock within this area. As noted above the proposed improvement is to service vessels within the existing mooring field therefore there is not an increase in vessel population proposed with this project. The docks will be extended to the northeast away from the SAV and be within the same alignment of the existing docks. Therefore, vessel traffic will remain the same as previously existing.

If there are any more questions and need further explanations please call us at 203-377-0663 and do not hesitate to ask.

Very truly yours,

RACE COASTAL ENGINEERING



Matthew Rakowski
Project Manager

Copy: Jamestown Boat Yard
US Army Corps of Engineers New England District
CRMC
RI DEM

Enclosures: Revised Permit drawings
SAV Survey
SAV Survey Revised-Charts on shoot length and Sedimentation of each transect





Natural Resource Services, Inc.

**Submerged Aquatic Vegetation Survey & Shellfish Survey
Jamestown Boat Yard
Dumpling Drive
Jamestown, Rhode Island**



Prepared for:
Matt Rakowski
RACE Coastal Engineering
611 Access Rd
Stratford, CT 06615

Report Prepared by:

A handwritten signature in black ink, appearing to read 'Scott P. Rabideau'.

Scott P. Rabideau, PWS

July 19, 2019

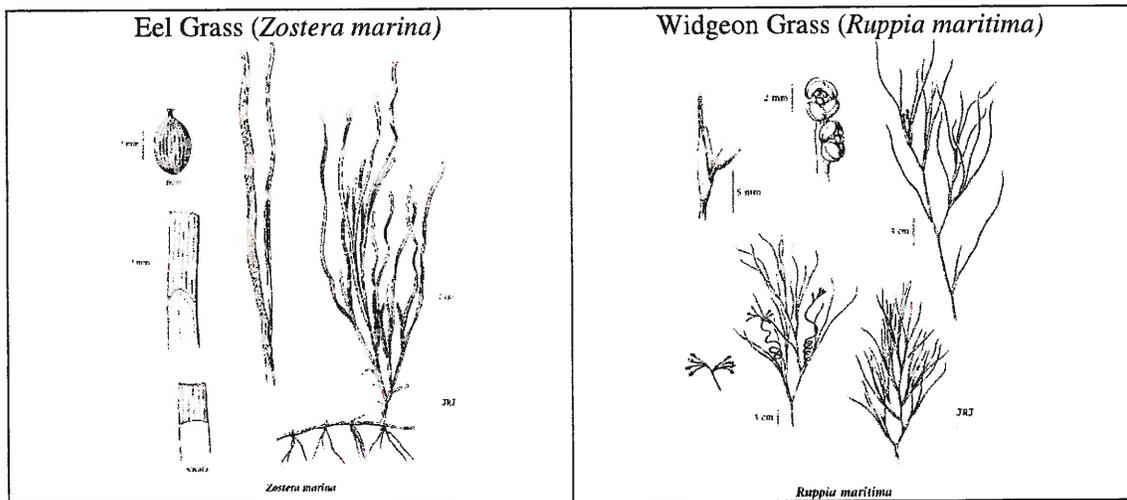
Introduction

Natural Resource Services, Inc. (NRS) has completed a Submerged Aquatic Vegetation (SAV) survey in the waters adjacent to the Jamestown Boat Yard off Dumping Drive in Jamestown, Rhode Island. The SAV study was conducted in the project area depicted on site plans dated March 11, 2019 prepared by RACE Coastal Engineering. The SAV study was also conducted in the area along the existing dock between the shoreline and the project area. NRS has also conducted a shellfish survey in the project area. This report provides information on both the SAV survey and shellfish survey conducted by NRS July 12, 2019.

SAV Survey Methods

The SAV study was performed in accordance with the standards established within Section 1.3.1(R)(4) (a-e) of the RI Coastal Resources Management Program (CRMP). This report and the enclosed graphic and data tables can be used for any submission to the Coastal Resources Management Council (CRMC) requiring proof of an SAV study. An SAV study is valid for up to three (3) years pursuant to 1.3.1(R)(4)(c).

The primary purpose of this SAV study is to identify and map existing eelgrass (*Zostera marina*) and/or widgeon grass (*Ruppia maritima*) beds, substrate within the study area, mean height of eelgrass or widgeon grass shoots, and depth of water (at time of sampling) at each quadrat location. Eelgrass and widgeon grass are perennial, rooted, submerged, aquatic plants that occupies shallow, estuarine waters in sheltered bays and coves. The following illustration depicts eelgrass and widgeon grass.



SAV beds provide habitat and cover for various shellfish and fin fish species, while subsequently providing food for waterfowl species. Eelgrass and widgeon grass also play an important role in protecting the shorelines from sedimentation and erosion by stabilizing bottom sediments. It is for these functions and values that the CRMC requires a study of SAV habitats.

The SAV Study was performed on July 12, 2019 by NRS staff biologist Carolyn Decker and Sabrina Charron, with all work occurring between 8:30 am – 2:30 p.m. in a portion of the East Passage (Waterbody ID: RI0007029E-01I) classified as CRMC Type 3 Waters. Type 3 Waters are defined as high-intensity boating use and docks are permissible in these waters.

NRS has established seventeen (17) transects (A – Q) to encompass the area along the shoreline nearest the project area. The transects were placed in relation to benchmarks including a utility light-post and the seaward corners of the existing dock/pier. The locations of the transects and the benchmarks are depicted on the enclosed GIS graphics. The first transect, transect A, was established approximately 157 feet from the light-post and 205 feet from the southern corner of the existing dock (“pier corner 2”). Transects B, C, D, and E are spaced at 30 foot intervals northwestwards from transect A. Transects E – Q are spaced at ten (10) foot intervals continuing northwestwards along the shoreline. Transect Q is 143 feet from the light post and 265 feet from pier corner 2.

All transects extend perpendicular to the shoreline and parallel to the existing dock into the water. The limit of the survey was approximately 485 feet seaward of the transect start points along the shoreline. The seaward limit of the survey was set in order to encompass the proposed project area. Sampling points were GPS located along the transects and other points throughout the surveyed area using a handheld Trimble Geo7X unit. While this GPS data should not be considered a survey plan, it can be helpful for preliminary planning purposes. At each of the established sampling stations, the water depth, substrate characteristics, percent cover of *Zostera marina* or *Ruppia maritima*, and mean shoot height were recorded.

Low tide was recorded to be at 10:52 a.m. on July 12, 2019 (Jamestown, RI (#8453742)). At the time of the survey, the water depth in the study area ranged approximately between 0 to 14 feet. The substrate consisted primarily of sand and mucky sand.

SAV Survey Findings

Upon completion of the NRS site investigation, it was determined that there are submerged aquatic vegetation (SAV) beds of eelgrass present in the surveyed area along the subject property. The eelgrass beds occupy two areas on the north and south sides of the existing dock. Eelgrass is absent from the majority of the proposed project area, except for an area in the northwest corner of the project area. Based on the bathymetry depicted on the RACE Coastal Engineering plan, the eelgrass bed lies between the -2 ft. and -7 ft. contours. No eelgrass was observed in waters deeper than seven feet in the surveyed area.

To the north of the existing dock, the eelgrass forms a bed of variable density (5-35%) that extends into the northwest corner of the proposed project area. This eelgrass bed starts approximately 82 – 104 feet along transects F-Q. The eelgrass bed ends approximately 99 – 278 seaward of transects F-Q. The eelgrass bed extends within the

project area along transects N-Q. The eelgrass bed is not present along transect E. The area immediately north of the dock displays extremely sparse eelgrass (1-2%). We did not include this extremely sparse area within the broader eelgrass bed. This eelgrass bed extends to the northwest beyond the surveyed area.

To the south of the dock, the eelgrass forms a slightly less dense (5-25%) bed. A narrow band of the eelgrass bed is present between the existing dock and the existing set of underwater rails. The broader portion of this eelgrass bed lies south beyond the underwater rails toward the off-site dock. The eelgrass bed south of the dock starts approximately 89 – 102 feet seaward of transects A – D. The eelgrass bed south of the dock ends approximately 176 – 207 feet seaward of transects A – D. This eelgrass bed extends beyond the surveyed area to the southeast, but is not present within the project area.

The following table summarizes the extent of the eelgrass bed along each transect.

Location of Eelgrass Bed along Transects Jamestown Boat Yard: July 19, 2019		
Transect	Distance to Start of Bed (ft.)	Distance to End of Bed (ft.)
A	102	198
B	94	206
C	89	207
D	93	176
E	n/a	n/a
F	95	99
G	82	112
H	85	178
I	89	184
J	92	187
K	89	189
L	88	195
M	94	200
N	100	261
O	101	266
P	103	278
Q	104	272

The enclosed geographic information systems (GIS) graphic illustrates the findings of the SAV survey. The field GPS locations of the SAV survey and reference points within the property were located using a handheld GPS unit (Trimble Geo7X). While this data is not survey grade, the information shall assist your design professional when their field work is performed.

Shellfish Survey Methods

The shellfish survey was conducted by Edward J. Avizinis, CPSS, PWS from a 15-foot-long shallow boat with the assistance of a local experienced fisherman. The survey was performed on July 12, 2019 between the hours of 8:30 am and 2:00 pm. Low tide was documented at 10:52 am July 12, 2019.

A typical commercial bull rake was used to drag transect lines randomly throughout the project area. The survey methods were chosen based on the DEM Division of Marine Fisheries (DMF) Guidance for Conducting Shellfish Surveys for Dredging Projects and a phone conversation with Dennis Erkan, Principal Marine Biologist (June 6, 2019). Because the proposed project, and this SAV / shellfish survey, is within a shellfishing restricted area, DEM Division of Law Enforcement was notified of the activity prior to starting.

The bull rake used measured 19 inches wide with two-inch-long teeth. The handle was extendable out to twenty feet. The layout of the project area was overlaid onto a hand-held GPS unit (Trimble GeoXT) and survey drags were GPS located. After each drag, contents of the rake were deposited on a central sorting area where contents were organized and documented.

Data was entered into Microsoft Excel to create a formulaic spreadsheet to calculate quahogs per square yard for each transect. A value of total number of quahogs per square yard as averaged throughout the entire project site was also given. The purpose of this calculation was to determine if the area exceeds the state required limit for relocation of one quahog per square yard. The spreadsheet is attached with this report.

Shellfish Survey Findings

Shellfish species observed include quahogs (*Mercenaria mercenaria*), blue mussels (*Mytilus edulis*), and bay scallops (*Argopecten irradians*) as well as numerous slipper limpets (*Crepidula fornicata*). Twenty-four drags were conducted in total ranging from two to 30 feet depending on difficulty of the pull. These are labeled as D1 – D24 on the accompanying datasheet and graphic.

The greatest concentration of shellfish by far was located in and around the identified eelgrass bed in the northwest corner of the project area. This area is represented by sample locations (D1 – D6) where concentrations ranged from 3.79 to 22.74 quahogs per square yard. The remainder of the site had little to no shellfish besides numerous limpets. However, sample drags D8, D11, D12, and D22 all had values greater than 1 quahog per square yard. The number of quahogs per square yard as averaged throughout the entire survey area is 1.20 quahogs/sq. yd. This value exceeds the state's threshold thus requiring relocation of shellfish prior to dredging.

Conclusion

The purpose of this work was to determine the extent of submerged aquatic vegetation and shellfish, specifically eelgrass (*Zostera marina*) and quahogs (*Mercenaria mercenaria*) that are within the proposed dredge area. The State of Rhode Island regulates certain activities that may impact eelgrass and quahogs including dredging. Specifically, should the proposed dredge project propose to alter an eelgrass bed, mitigation will likely be required via planting a new area. Likewise, if dredging is proposed within an area that contains a density of greater than one quahog per square yard, relocation of all shellfish is required prior to the commencement of dredging.

There appears to be a fairly dense eelgrass bed in the northwest most corner of the project area. There is also a high concentration of quahogs and other shellfish in this area as well. No eelgrass was observed in the remainder of the project area and only few shellfish were found aside from limpets.

The number of quahogs per square yard as averaged throughout the entire survey area is 1.20 quahogs/sq. yd. This value exceeds the state's threshold thus requiring relocation of shellfish prior to dredging. As currently proposed, it appears that mitigation will be required for the impacts to eelgrass and shellfish.

It should also be noted that if the proposed dredge limit were to be changed to exclude the area of eelgrass, west of approximately the seven-foot contour as depicted on the provided site plan, no mitigation for eelgrass would be required. Similarly, this would then exclude shellfish survey sample locations D1 – D6 and bring the project area quahog average down to 0.65 shellfish per square yard. Thus, shellfish relocation may also be avoided. However, the Coastal Resources Management Council and DEM make that determination. Please do not hesitate to contact NRS if you require additional information.

Appendix

Natural Resource Services, Inc. - Shellfish Survey Data Table

Jamestown Boatyard

Dumpling Drive - Jamestown, Rhode Island

Transect	Rake Width (feet)	Transect Length (feet)	Sample Area (square feet)	Number of Quahogs	Quahogs per square yard	Relocation Required? (Yes/No)	Comments
D1	1.58	6	9.50	5	4.74	Yes	1 Scallop, 1 mussel. Substrate: sandy with high organic
D2	1.58	6	9.50	4	3.79	Yes	1 mussel. Substrate: sandy with high organic
D3	1.58	6	9.50	7	6.63	Yes	Substrate: sandy with high organic
D4	1.58	3	4.75	3	5.68	Yes	Substrate: sandy with high organic
D5	1.58	2	3.17	8	22.74	Yes	Substrate: sandy with high organic
D6	1.58	2	3.17	2	5.68	Yes	1 Scallop. Substrate: Sandy
D7	1.58	6	9.50	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D8	1.58	10	15.83	3	1.71	Yes	2 Scallops. Substrate: Sandy muck with numerous Limpets
D9	1.58	6	9.50	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D10	1.58	6	9.50	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D11	1.58	12	19.00	7	3.32	Yes	Substrate: Sandy muck with numerous Limpets
D12	1.58	6	9.50	3	2.84	Yes	Substrate: Sandy muck with numerous Limpets
D13	1.58	10	15.83	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D14	1.58	25	39.58	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D15	1.58	30	47.50	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D16	1.58	20	31.67	3	0.85	No	2 Scallops. Substrate: Sandy muck with numerous Limpets
D17	1.58	12	19.00	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D18	1.58	10	15.83	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D19	1.58	10	15.83	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D20	1.58	10	15.83	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D21	1.58	6	9.50	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D22	1.58	8	12.67	2	1.42	Yes	Substrate: Sandy muck with numerous Limpets
D23	1.58	8	12.67	1	0.71	No	Substrate: Sandy muck with numerous Limpets
D24	1.58	8	12.67	0	0.00	No	Substrate: Sandy muck with numerous Limpets

Total number of Quahogs per square yard throughout entire sampling area = 1.20 (relocation required)

JAMESTOWN BOATYARD MARINA IMPROVEMENTS

DRAWING LIST	
DRAWING No.	DRAWING TITLE
1	TITLE SHEET & GENERAL NOTES
2	VICINITY MAP
3	AERIAL IMAGE
4	EXISTING SITE PLAN
5	PROPOSED PLAN
6	DREDGE COORDINATES & VOLUMES
7	SECTION A-A
8	SECTION B-B

GENERAL NOTES:

1. THE PURPOSE OF THESE DRAWINGS ARE FOR REGULATORY REVIEW ONLY.
2. VICINITY MAP TAKEN FROM USGS QUADRANGLE SAKONNET POINT .
3. ELEVATIONS REFERENCE MEAN LOW WATER, UNLESS NOTED OTHERWISE.
4. THIS SITE INFORMATION HAS BEEN TAKEN FROM A DRAWING TITLED "JAMESTOWN BOAT YARD, INC.", PREPARED FOR JAMESTOWN BOAT YARD, BY DARVEAU LAND SURVEYING, INC., DATED 3/12/2019.
5. TIDAL ELEVATION DATA HAS BEEN TAKEN FROM BENCH MARK SHEET FOR NEWPORT, RI 8452660 FROM THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION TIDES AND CURRENTS WEBSITE.

PROJECT TIDAL ELEVATIONS:

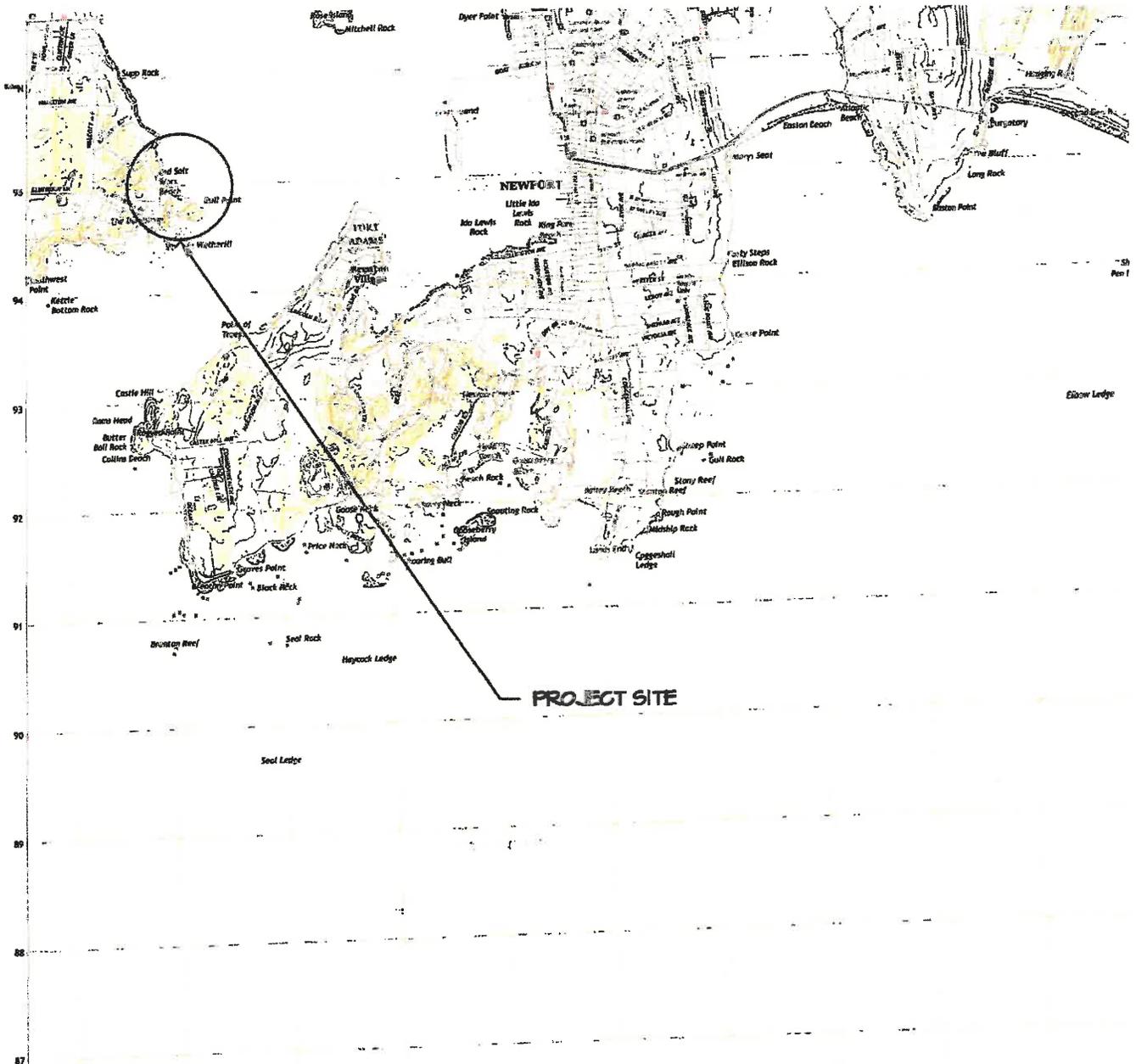
DATUM	NAVD 88 (FT)	NGVD 29 (FT)	MLW (FT)
MEAN HIGH WATER	-0.21	0.83	+1.70
NAVD 88	0.0	+0.87	+1.91
NGVD 29	+1.04	0.0	+1.04
MEAN LOW WATER	-1.91	-1.04	0.0

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NOT FOR CONSTRUCTION
FOR REGULATORY REVIEW ONLY

DRAWN BY: CBK CHECKED BY: MRR DATUM: N/A SCALE: N/A DATE: 10/31/2019 REV: 2 11/1/2019 PROJECT #: 2018006	SEAL: LEVIN JON SANTA  NOT VALID WITHOUT ENGINEER'S SEAL	PROJECT: MARINE FACILITY IMPROVEMENT JAMESTOWN BOAT YARD JAMESTOWN, RI 02835 APPLICANT: JAMESTOWN BOAT YARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835	 RACE COASTAL ENGINEERING 611 Access Road Stratford, CT 06615 Tel: 203-377-0863 www.racecoastal.com
			DRAWING NO. 1 of 8



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VICINITY MAP

NOT FOR CONSTRUCTION
FOR REGULATORY REVIEW ONLY

DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	N/A
SCALE:	N/A
DATE:	3/26/2019
REV: 2	11/1/2019
PROJECT #:	2018006

SEAL: **DEVIN JON SANTA**

No. 118

REGISTERED PROFESSIONAL ENGINEER

NOT VALID WITHOUT ENGINEER'S SEAL

PROJECT:	MARINE FACILITY IMPROVEMENT JAMESTOWN BOAT YARD JAMESTOWN, RI 02835
APPLICANT:	JAMESTOWN BOAT YARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835

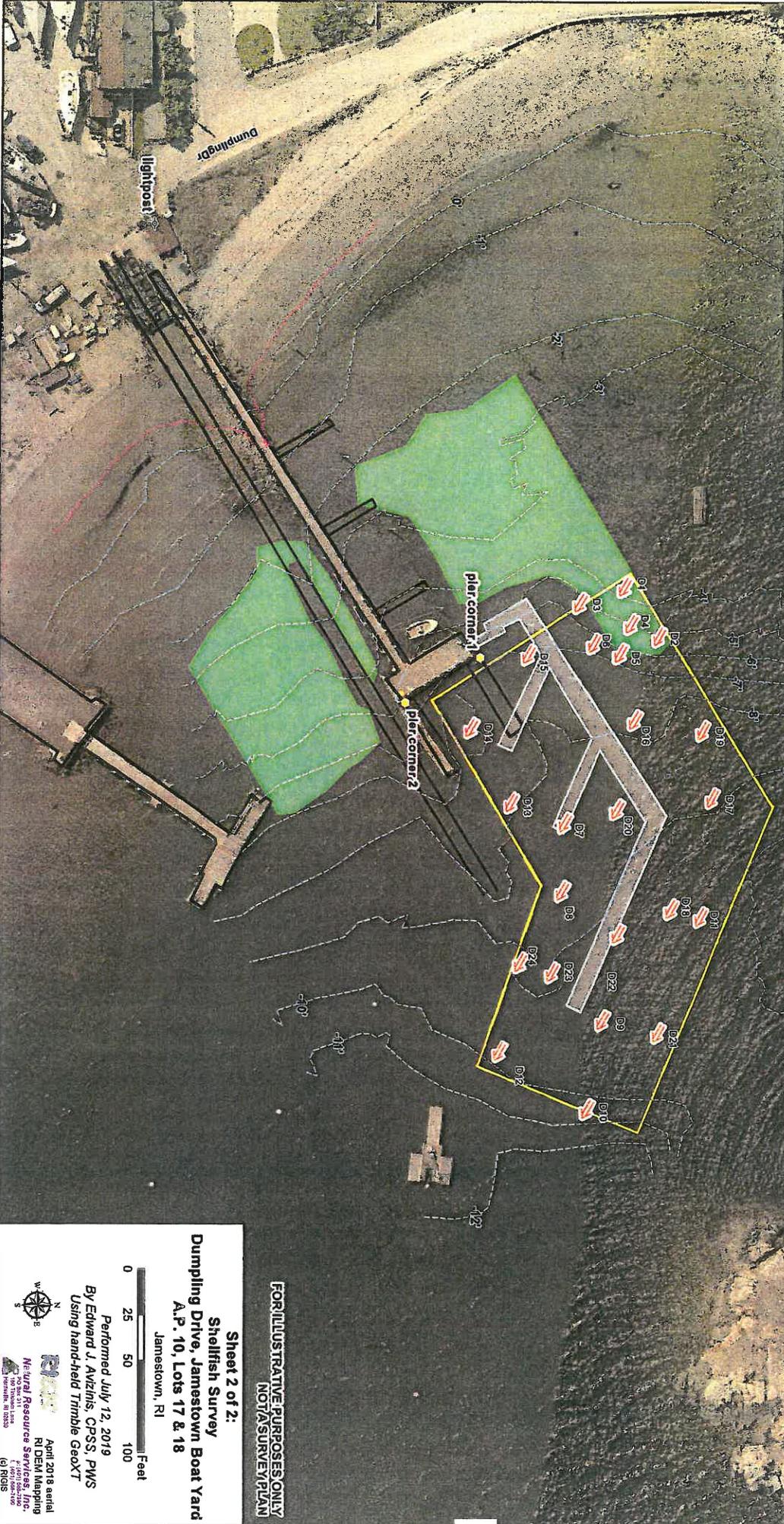
RACE
COASTAL ENGINEERING

611 Access Road Stratford, CT 06615
Tel: 203-377-0663 www.racecoastal.com

DRAWING NO. 2 of 8

Handwritten signature or mark.

- Legend**
- Approx. Project Location* (limit of proposed dredging)
 - Approx. Shellfish Transect Locations (see data tables)
 - Approx. Limits of Observed SAV Bed (see Sheet 1)
 - Approx. Low Tide Shoreline (10:52am 7/12/19)
 - Approx. Bathymetric Contours*
 - Approx. Existing Docks, Piers, Rails*
 - Approx. Proposed Dock Location*
- *Locations referenced from plans by Race Coastal Engineering "Marine Facility Improvement Jamestown Boatyard" 3/11/19



**FOR ILLUSTRATIVE PURPOSES ONLY
NOT A SURVEY PLAN**

Sheet 2 of 2:
Shellfish Survey
 Dumpling Drive, Jamestown Boat Yard
 A.P. 10, Lots 17 & 18
 Jamestown, RI

Performed July 12, 2019
 By Edward J. Avetis, CPSS, PWS
 Using hand-held Trimble GeoXT

April 2018 aerial
 RI DEM Mapping
 Neutral Resource Services, Inc.
 1000 Main Street
 Pawtucket, RI 02860
 (6) 783-5155

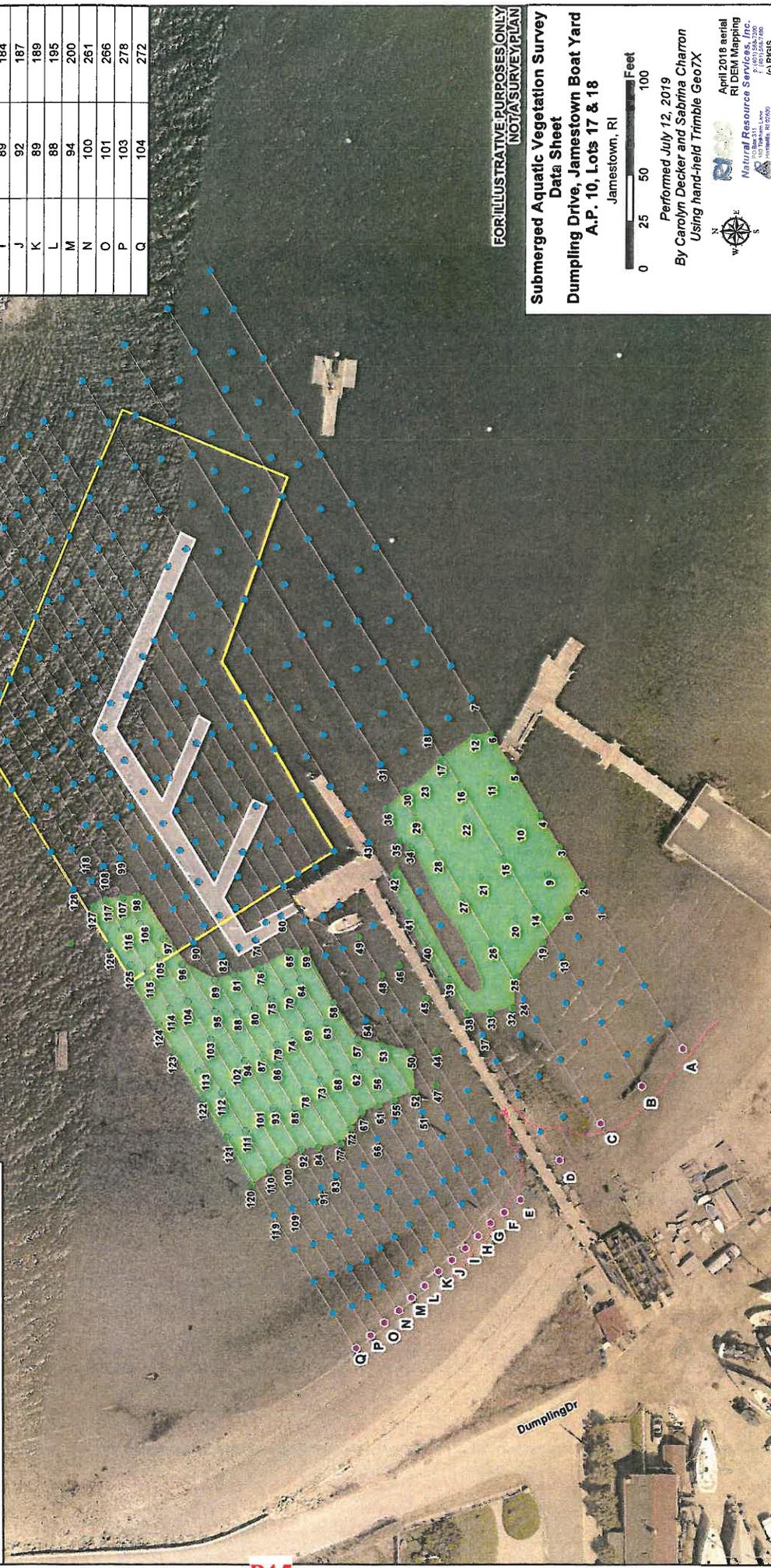
Location of Eelgrass Bed along Transects

Transect	Distance to Start of Bed (ft)	Distance to End of Bed (ft)
A	102	198
B	94	206
C	89	207
D	93	176
E	n/a	n/a
F	95	99
G	82	112
H	85	178
I	89	184
J	92	187
K	89	189
L	88	195
M	94	200
N	100	261
O	101	266
P	103	278
Q	104	272

Legend

- Approx. Project Location*
- Approx. Transect Location
- Approx. Sample Location: No SAV Observed (0% cover)
- Approx. Sample Location: SAV Observed
- Approx. Limits of Observed SAV Bed
- Approx. Low Tide Shoreline (10:52am 7/12/19)
- Approx. Proposed Dock Location*

SAV = Submerged Aquatic Vegetation (Eelgrass: *Zostera marina*)
 *Locations referenced from plans by Race Coastal Engineering
 "Marine Facility Improvement Jamestown Boatyard" 3/1/19



FOR ILLUSTRATIVE PURPOSES ONLY
 NOT A SURVEY PLAN

Submerged Aquatic Vegetation Survey
 Data Sheet
 Dumping Drive, Jamestown Boat Yard
 A.P. 10, Lots 17 & 18
 Jamestown, RI



Performed July 12, 2019
 By Carolyn Decker and Sabrina Charron
 Using hand-held Trimble Geo7X



April 2018 aerial
 RIDEM Mapping
 Natural Resource Services, Inc.
 100 Main St., 2nd Floor
 Pawtucket, RI 02860
 (401) 724-1000
 (C) RIGHTS

Submerged Aquatic Vegetation Survey Data

Jamestown Boat Yard

Prepared by: Carolyn Decker

and Sabrina Charron, July 12, 2019, 8:30-2:30

ID #	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)	ID #	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
1	Sand	0	-	65	Mucky Sand	5	1.5
2	Mucky Sand	5	1	66	Sand	0	-
3	Mucky Sand	5	1	67	Mucky Sand	5	1
4	Mucky Sand	5	1	68	Mucky Sand	10	1.5
5	Mucky Sand	5	1.5	69	Mucky Sand	10	1.5
6	Mucky Sand	5	1.5	70	Mucky Sand	5	1.5
7	Mucky Sand/Shell	0	-	71	Mucky Sand/Shell	0	-
8	Mucky Sand	5	1	72	Mucky Sand	5	1
9	Mucky Sand	10	1	73	Mucky Sand	15	1
10	Mucky Sand	20	1	74	Mucky Sand	10	1.5
11	Mucky Sand	15	1	75	Mucky Sand	10	1.5
12	Mucky Sand	5	1.5	76	Mucky Sand	5	1.5
13	Sand	0	-	77	Mucky Sand	5	1
14	Mucky Sand	10	1	78	Mucky Sand	15	1.5
15	Mucky Sand	20	1	79	Mucky Sand	15	1.5
16	Mucky Sand	10	1	80	Mucky Sand	10	1.5
17	Mucky Sand	5	1.5	81	Mucky Sand	5	1.5
18	Mucky Sand/Shell	0	-	82	Mucky Sand/Shell	0	-
19	Mucky Sand	5	1	83	Sand	0	-
20	Mucky Sand	25	1.5	84	Mucky Sand	5	1
21	Mucky Sand	5	2	85	Mucky Sand	10	1
22	Mucky Sand	25	2	86	Mucky Sand	10	1.5
23	Mucky Sand	5	2	87	Mucky Sand	15	1.5
24	Sand	0	-	88	Mucky Sand	15	1.5
25	Mucky Sand	5	1	89	Mucky Sand	5	1.5
26	Mucky Sand	5	1	90	Mucky Sand/Shell	0	-
27	Mucky Sand	15	1.5	91	Sand	0	-
28	Mucky Sand	15	1.5	92	Mucky Sand	5	1
29	Mucky Sand	10	1.5	93	Mucky Sand	10	1
30	Mucky Sand	5	1.5	94	Mucky Sand	25	1.5
31	Mucky Sand/Shell	0	-	95	Mucky Sand	15	1.5
32	Mucky Sand	15	1.5	96	Mucky Sand	5	1.5
33	Mucky Sand	15	1.5	97	Mucky Sand	5	1.5
34	Mucky Sand	5	1.5	98	Mucky Sand	5	1.5
35	Mucky Sand	10	1.5	99	Mucky Sand/Shell	0	-
36	Mucky Sand	5	1.5	100	Mucky Sand	5	1
37	Sand	0	-	101	Mucky Sand	10	1
38	Mucky Sand	5	1.5	102	Mucky Sand	10	1
39	Mucky Sand	5	1.5	103	Mucky Sand	25	1.5
40	Mucky Sand	5	1.5	104	Mucky Sand	15	1.5
41	Mucky Sand	15	1.5	105	Mucky Sand	15	1.5
42	Mucky Sand	15	1.5	106	Mucky Sand	10	1.5
43	Mucky Sand/Shell	0	-	107	Mucky Sand	10	1.5
44	Mucky Sand	2	1.5	108	Mucky Sand/Shell	0	-
45	Mucky Sand	1	1.5	109	Sand	0	-
46	Mucky Sand	1	1.5	110	Mucky Sand	10	1
47	Mucky Sand	1	1.5	111	Mucky Sand	10	1
48	Mucky Sand	1	1.5	112	Mucky Sand	10	1.5
49	Mucky Sand	1	1.5	113	Mucky Sand	10	1.5
50	Mucky Sand	5	1.5	114	Mucky Sand	25	1.5
51	Sand	0	-	115	Mucky Sand	25	2
52	Mucky Sand	5	1.5	116	Mucky Sand	15	1.5
53	Mucky Sand	5	1.5	117	Mucky Sand	10	2
54	Mucky Sand/Shell	0	-	118	Mucky Sand/Shell	0	-
55	Mucky Sand	5	1	119	Sand	0	-
56	Mucky Sand	5	1	120	Mucky Sand	10	1
57	Mucky Sand	5	1.5	121	Mucky Sand	10	1
58	Mucky Sand	5	1.5	122	Mucky Sand	10	1.5
59	Mucky Sand	5	1.5	123	Mucky Sand	25	1.5
60	Mucky Sand/Shell	0	-	124	Mucky Sand	35	1.5
61	Mucky Sand	5	1	125	Mucky Sand	30	2
62	Mucky Sand	5	1	126	Mucky Sand	15	2
63	Mucky Sand	5	1.5	127	Mucky Sand	5	1.5
64	Mucky Sand	5	1.5	128	Mucky Sand/Shell	0	-



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
HISTORICAL PRESERVATION & HERITAGE COMMISSION

Old State House • 150 Benefit Street • Providence, R.I. 02903-1209

TEL (401) 222-2678 FAX (401) 222-2968

TTY / Relay 711 Website www.preservation.ri.gov

Jennifer R. Cervenka, Chair
Coastal Resources Management Council
Stedman Government Center, 4808 Tower Hill Road
Wakefield, RI 02879

CRMC File Number: 2019-06-014
Applicant: Geneston Boat Yard
Town: Geneston
Response Date: 6/19/19

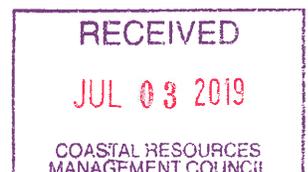
Dear Ms. Cervenka,

The Rhode Island Historical Preservation & Heritage Commission has reviewed the above-referenced project. It is our conclusion that this project will have no effect on any significant cultural resources (those listed on or eligible for listing on the National Register of Historic Places).

These comments are provided in accordance with Section 220 of the Coastal Resources Management Plan. If you have any questions, please contact Jeff Emidy, Project Review Coordinator, or Charlotte Taylor, Senior Archaeologist, at this office.

Very truly yours,


J. Paul Loether
Executive Director, RIHPHC
State Historic Preservation Officer





TOWN OF JAMESTOWN

93 NARRAGANSETT AVENUE

P.O. Box 377

JAMESTOWN, RHODE ISLAND 02835

February 5, 2020

Coastal Resources Management Council
Oliver Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879

RE: CRMC Application File Number: 2019-06-014

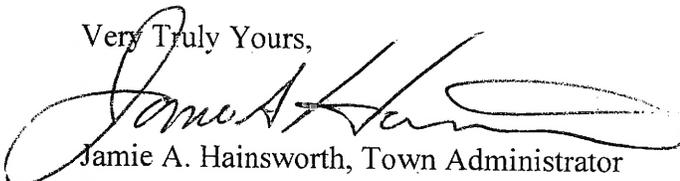
Dear Coastal Resources Management Council,

The Town of Jamestown hereby submits two attached letters, approved and submitted by the Town's Conservation Commission, regarding the above-referenced matter. At the February 3, 2020 Town Council meeting the Council voted unanimously to endorse the concerns of the Conservation Commission and bring them to your Commissions attention. The Town respectfully requests that the CRMC afford the Conservation Commission's letters the highest level of consideration during the course of its application review.

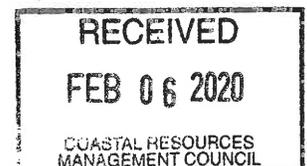
The Town's Conservation Commission is trusted to promote and develop natural resources, protect watershed resources, and preserve natural aesthetic areas of the Town. This scope of authority is not dissimilar from that of the CRMC. However, the Conservation Commission has particular and localized knowledge that the CRMC may rely on and give deference to in the subject matter.

Thank you for your anticipated consideration in this regard. Please do not hesitate to contact me if you have questions.

Very Truly Yours,


Jamie A. Hainsworth, Town Administrator
Town of Jamestown

attachments: 2
cc: Town Council
Town Solicitor



sediment are well known and established: direct risks/impacts include the inadvertent physical removal of vegetation along with dredged material; indirect risks/impacts in adjacent un-dredged areas include increased turbidity and/or siltation associated with dredging activities (Sabol et al. 2005). Other potential risks associated with marina expansion operations include mooring chains, propeller damage, shallow-water boating, and habitat shading from docks or piers.

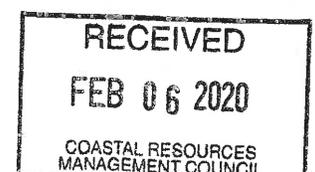
Considering these known risks and potential impacts to eelgrass health, and the results of the SAV & Shellfish Survey (conducted by Natural Resource Services, Inc.), the JCC strongly recommends that the CRMC and RIDEM request that the applicant revise the proposed perimeter dredging area to avoid and exclude the observed SAV and greatest concentration of shellfish located in the northwest corner (transects N-Q for SAV, transects D1-D6 for shellfish; as identified in Natural Resource Services, Inc. report) of the proposed dredging area. In addition to the findings of SAV and the greatest concentration of shellfish in this northwest corner of the proposed dredging project, the sediment substrate in this area is described as 'sandy with high organic'. Organic matter in marine surface sediments is principally from detrital material of plants and animals, and many chemical contaminants have an affinity for fine-grained sediment particles with high organic content and a propensity to bind metal ions and sorption of organic compounds.

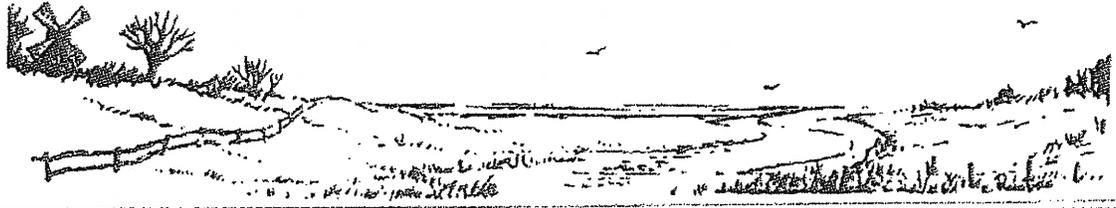
Given these concerns about dredging adjacent to healthy eelgrass beds and the risks and impacts associated with increased turbidity and potential issues with the release of sediment contaminants during the dredging process, the JCC also recommends that "best management practice" methods such as silt/turbidity curtains be considered for deployment to prevent impacts to sensitive adjacent eelgrass beds and shellfish areas.

Thank you for your consideration of our concerns.

Respectfully,

Anne Kuhn-Hines, Chair Jamestown Conservation Commission





JAMESTOWN CONSERVATION COMMISSION

MEMO

To: Jamestown Town Council, Jamie Hainsworth, Jamestown Town Administrator

From: Jamestown Conservation Commission, Anne Kuhn-Hines, Chair

cc: Jamestown Harbor Management Commission

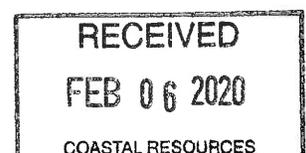
Date: January 28, 2020

Subject: Jamestown Boatyard, Inc. CRMC Application File Number: 2019-06-014;
RIDEM Water Quality Certification Number: WQC 19-123 DP 19-174

The Jamestown Conservation Commission has reviewed the original (submitted June 5, 2019) and revised (submitted November 5, 2019) CRMC Applications for State Assent submitted by the Jamestown Boatyard, Inc (JBY). The JCC has also reviewed the supporting documents provided by the applicant (Submerged Aquatic Vegetation (SAV) & Shellfish Survey-completed 7/19/19; Sediment Dredge Analysis completed 5/15/19) and identified several environmental concerns. The JCC expressed and detailed these concerns about the JBY application in a letter to CRMC and RIDEM submitted on August 26, 2019 (attached).

One of our primary concerns is that the area for the proposed dredging plan (in the original and revised application submitted to CRMC on November 5, 2019) to establish a fairway channel while extending the existing docks to the marina perimeter limit, is immediately adjacent to very large, contiguous, dense and productive eelgrass beds (*Zostera marina*). In reviewing and assessing the potential for adverse impacts of dredging on nearby eelgrass beds there are several types of impacts to consider: **direct** impacts (from dredging equipment, including anchoring impacts, thruster or propeller wash impacts, etc.); **indirect** impacts (increases in suspended sediments and turbidity levels from dredging may have adverse effects on marine animals and plants by reducing light penetration into the water column and by physical disturbance such as significant sediment deposition over the adjacent areas which support eelgrass); and **operational** impacts (increased turbidity from boating activities, decreased sunlight penetration from turbidity, oil, and habitat shading from docks and piers, etc.).

Eelgrass beds are one of the most productive ecosystems in the world and provide



essential habitat for many commercially important and iconic estuarine/marine organisms (e.g. bay scallops, quahogs, blue crabs, lobsters and juvenile shellfish and estuarine fishes), while maintaining the physical, chemical, and biological integrity of the ecosystem. Eelgrass habitat also buffers coastlines from storm surge and waves, filters water, and removes carbon from the atmosphere. An eelgrass monitoring survey conducted in 2016 by researchers from URI and CRMC staff, demonstrates that more than half of Rhode Island's eelgrass occurs in waters surrounding Jamestown. This report (Bradley et al. 2017) also describes how the eelgrass around Jamestown experienced a 19% decline in eelgrass acreage from 2012-2016.

Given these concerns about dredging adjacent to healthy eelgrass beds and the risks and impacts associated with increased turbidity and potential issues with the release of sediment contaminants during the dredging process, along with probable future maintenance dredging activities, the JCC is opposed to the JBY (now Safe Harbor Jamestown Boatyard) marina expansion and dredging application. Jamestown has an important role in prioritizing the protection of this important eelgrass habitat surrounding our island, especially since we know that this public aquatic resource is already experiencing environmental stress.

In accordance with the Jamestown Conservation Commission's charge to promote the preservation of "open areas, streams, shores, wooded areas, roadsides, swamps, marshlands, and natural esthetic areas", the JCC is also concerned with the increased industrialization and commercialization in this area. This is a unique, environmentally sensitive area with many competing uses within a confined space. The Commission has concerns in line with those expressed by the neighbors that the JBY expansion would negatively impact the utilization, preservation and natural aesthetics of the area.

The JCC respectfully requests that the Jamestown Town Council communicate these environmental concerns, along with other concerns expressed by many Jamestown residents regarding the JBY dock expansion and dredging application.

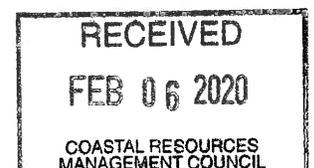
Respectfully,

Anne Kuhn-Hines

Anne Kuhn-Hines, Chair Jamestown Conservation Commission

References:

Bradley, M., C. Chaffee, and K. Raposa. 2017. *2016 Tier 1 Mapping of Submerged Aquatic Vegetation (SAV) in Rhode Island and 20-year Change Analysis*





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SOUTH COAST
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phone/fax: 401.315.02891

Via electronic mail

July 12, 2019

Grover Fugate, Executive Director
Rhode Island Coastal Resources Management Council
Stedman Government Center - Suite 3
4808 Tower Hill Road
Wakefield, RI 02879

Janet Coit, Director
Rhode Island Department of Environmental Management
235 Promenade Street
Providence, RI 02908

Re: Jamestown Boat Yard, CRMC File No. 2019-06-2019, RIDEM WQC 19-123 DP19-174

Dear Directors Fugate and Coit,

Save The Bay, on behalf of its members and supporters, believes the above-referenced application to be incomplete. In accordance with the Rhode Island Coastal Resources Management Program (CRMP), a Submerged Aquatic Vegetation (SAV) survey shall be completed for marina and dredging projects in areas where there is evidence of SAV habitats (RICRMP §1.3.1.R.3.b). SAV survey maps available on the Coastal Resources Management Council (CRMC) website show eelgrass to be abundantly present to the north and south of the project site. Similarly, Rhode Island Department of Environmental Management (DEM) regulations require a characterization of shellfish beds in the area to be dredged (250-RICR-150-05-2). Save The Bay has confirmed that eelgrass and shellfish surveys have not been completed as of July 11, 2019.

Current, accurate surveys of SAV and shellfish presence are critical in order for the public to provide informed comment on this project. Save The Bay requests that public comment be postponed or extended to a date thirty days after the availability of completed SAV and shellfish surveys.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "MJ", with a long horizontal flourish extending to the right.

Michael Jarbeau
Narragansett Baykeeper

Save The Bay (sāv the bā) **noun.** advocate, watchdog, steward, educator, voice for Narragansett Bay. **verb.** defend, lead, protect, improve, teach. **adj.** nimble, passionate, steadfast, inspiring, effective.



CAMERON & MITTLEMAN ^{LLP}
Attorneys-at-Law



VIA FEDERAL EXPRESS:

STATE OF RHODE ISLAND
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VIA MESSENGER:

STATE OF RHODE ISLAND
DEPARTMENT OF ENVIRONMENT
MANAGEMENT
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235 Promenade Street
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July 23, 2019

**RE: Application of Assent of Jamestown Boatyard, Inc.
(hereinafter "JBY")**

CRMC File No.: 2019-06-014

RIDEM Water Quality Certification Number: WQC 10-123-DP19-174

Notice of Protest and Request for Hearing

Ladies and Gentlemen:

We represent David H. Laurie ("Mr. Laurie") of Boston, Massachusetts, and The Dumplings Association, Inc. ("DAI"), a Rhode Island non-profit corporation of Jamestown, Rhode Island. Mr. Laurie is the owner of real estate in Jamestown known as Lot 16 on Jamestown Assessor's Plat 10 (the "Laurie Property"). DAI is the owner of real estate in Jamestown known as Lot 88 on Jamestown Assessor's Plat 10 (the "DAI Property"). Mr. Laurie is a direct abutter and riparian owner to the northwest of JBY. DAI is a direct abutter and riparian owner to the southeast of JBY. Mr. Laurie is also a member of DAI.

DAI has been operating and maintaining the DAI Property since 1928 and gained title to it as a successor trustee in 1952. DAI is a neighborhood association



Notice of Protest and Request for Hearing
July 23, 2019

with a membership of 125 families who are residents in the Town of Jamestown. The DAI Property is dedicated to the recreational use of its members who utilize the property, pier and dock for swimming, kayaking, small dinghy sailing, paddle boarding, and the launching of skiffs and inflatables. Adults and children utilize the facility and are protected by lifeguards during the summer season. Recreational uses at the site extend well back into the 19th Century.

Mr. Laurie obtained his present interest in the Laurie Property in 1996 from the estate of Duncan Selfridge, son of the original owner.

DAI and Mr. Laurie have thoroughly reviewed JBY's Application of Assent and are extremely distressed with the effects of marina perimeter expansion, dredging, and the relocation of the floating portion of the marina requested therein as to their respective properties, the surrounding environment and the health and wellbeing of the numerous individuals who have utilized these recreational waters for generations.

1. Environmental Concerns.

R.I.G.L. § 46-23-18.1(c)-(e).

650- *R.I.C.R.-20-00-1 § 1.3.1(A)(1)(d), (e), (f), (h), (j).*

A. Potential Toxic Exposure to Humans. The 3,500 cubic yards of dredging over a 30,000 square foot area necessarily involves disturbing heavy metals imbedded and submerged in the sediment. JBY's sediment analysis shows the presence of chromium, copper, lead, nickel, and zinc above detectible limits. DAI and Mr. Laurie are concerned that these contaminants will become unbound from the sediment during



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the dredging process and released into the water column in the area off the DAI dock where its members access the water and swim. There is no guaranty that these metals will dissipate entirely before the bathers and boaters, including children, are exposed to and injured by their contact or ingestion of these elements. Even one such injury would result in a senseless tragedy which cannot be reversed but which was at all times wholly preventable. Remarkably, the Application of Assent fails to include an estimate of the time it will take to dissipate these materials.

B. Potential Contamination of Freshwater Wetlands. Additionally, to the southeast of the DAI Property lies a freshwater wetland located behind Salt Works Beach within CRMC jurisdiction which is subject to overwash from the bay during northerly storms which are frequent during the winter, the time when dredging is anticipated to take place. Some heavy metals otherwise bound to the seafloor sediment are at risk of being released, enter the water column and be washed into the wetland by these storms thereby expanding and increasing contamination to a coastal freshwater wetland.

C. Destruction of Eelgrass Beds. To date JBY has yet to submit its Submerged Aquatic Vegetation (SAV) survey so the Application of Assent remains incomplete. However, based upon personal observation over many years by DAI members, there are substantial eelgrass beds to the northeast of the DAI Property which will be damaged or destroyed due to the planned dredging. A further concern is the effect of water made turbid with sediment containing heavy metals on the eelgrass

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itself and the aquatic life existent therein. It is incontrovertible that eelgrass beds have suffered drastic diminution over recent years and the resulting decline of the health of our marine-life areas must not be ignored. Further destruction simply for the expansion of a commercial enterprise cannot be condoned in this area.

2. Failure to Address Town/Neighborhood Requirements and Concerns.

650- R.I.C.R.-20-00-1 § 1.3.1(A)(1)(b).

650- R.I.C.R.-20-00-1 § 1.3.1(D)(9)(I).

Jamestown, Rhode Island Code of Ordinances § 26-3.

Jamestown, Rhode Island Code of Ordinances § 82-1203.

N.F.P.A. 303 § 4.4.

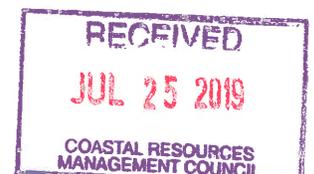
N.F.P.A. 303 § 4.2.3.

N.F.P.A. 25 § 5.

N.F.P.A. 25 § 9.

N.F.P.A. 291 § 4.

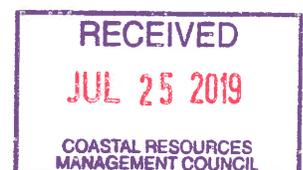
A. Fire Protection. JBY's Application of Assent fails to address an established fire protection plan. Fires on boats docked at marinas present a unique hazard because of the special difficulties in fighting them and the risk of fire spreading from one boat to another. In this case, there would also be a risk of fire spreading to DAI's wooden dock if the wind were out of the northwest or to the Laurie Property if the wind blew out of the southeast.



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Why a JBY fire-protection plan is particularly problematic but necessary is that the fire hydrants in the vicinity of JBY have insufficient water pressure to be usable for fire-fighting. Several years ago, JBY constructed a new boat-storage building, and it was required to install a large tank of water (about 40,000 gallons) to feed the required sprinkler system. It is questionable whether the same water supply could be shared for fighting fires on the expanded docks. Apparently, no fire protection plan has been formulated to protect this heavily used area from fire damage.

B. Parking. The submitted application does not include a plan for meeting either Town or CRMC parking requirements given the number of moorings and slips JBY would have if the marina expansion were approved. The Town ordinance mandates one parking spot per 1.5 boats or slips. CRMC mandates the same, or 300 square feet for each 1.5 boats. Although the gross land area minus the square footage of buildings would appear to be sufficient to meet the CRMC requirement, this calculation is misleading. The resulting net land area still has boats and yard equipment stored on it during the summer, leaving much less space available for customer parking. It would also appear that square footage should be subtracted for the roughly 60' x 20' boat-washing platform in the yard, as well as for boatyard access to buildings, often with large trailers. It is also significant that even with JBY's current number of moorings and slips, no parking plan is on file with the Town let alone an adequate one.





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Adequate, lawful and convenient parking is also central to public safety in this area. Access by police, fire and other first responders to this area is paramount to ensure public safety. Presently, during the busy summer season, the Dumplings area is heavily congested by parked vehicles.

3. Riparian Encroachment.

650- R.I.C.R.-20-00-1 § 1.3.1(A)(1)(c).

In 1993, JBY received a marina perimeter expansion assent from CRMC. JBY's most recent survey shows that the site plan it submitted in 1993 was significantly in error with respect to how much land JBY owned on its northwest side abutting the Laurie Property. Per CRMC's cautionary note, this inaccurate information may render null and void the 1993 assent. If so, JBY's right to install even more docks in what are now shown to be its neighbor's riparian waters is certainly impermissible.

DAI also objects to JBY's proposed intrusion into its riparian waters on the northeast side of its property. According to DAI's surveyor, the proposed expanded dock would encroach approximately 12 feet into its riparian waters, the new marina perimeter 23 feet, and the dredging area 65 feet even using the land-based property line set by JBY's own surveyor, the position of which DAI disputes.

With respect to category B requirement #3 of the Application of Assent, there is no description of the boundaries of the coastal waters to be affected. Consequently, there is no statement regarding the extent to which neighboring riparian waters would be encroached upon. The proposed encroachments on both sides of the proposed



Notice of Protest and Request for Hearing
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marina expansion are summarized above. The dredging area's encroachment is particularly large and highly objectionable to both DAI and Mr. Laurie.

4. Historical Implications.

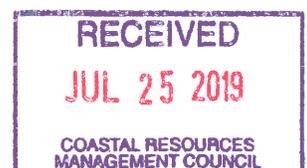
650- R.I.C.R.-20-00-1 § 1.3.1(A)(1)(i).

With respect to category B requirement #9 of the Application of Assent, DAI and Mr. Laurie dispute that the area of proposed marina expansion has no historic significance. The Dumplings area is unquestionably considered an historic neighborhood in Jamestown, dating back to the Victorian period. The DAI's stone pier and attached dock were first constructed in the 1880s for use by neighborhood residents. Flanking the proposed marina development site are several homes very likely eligible for inclusion in the state Register of Historic Places:

(a) On the rocky headland to the development site's northwest, is a house known as The Barnacle designed by renowned Jamestown architect Charles Bevins. It is a striking example of 19th century shingle-style architecture that was built in 1886 for Admiral Thomas O. Selfridge, Jr.

(https://en.wikipedia.org/wiki/Thomas_Oliver_Selfridge_Jr.) and is today owned by Mr. Laurie and directly abuts JBY.

(b) To the development site's southeast, adjacent to DAI's stone pier, is another shingle-style design by Charles Bevins known originally as Lovering House. It was built in 1889 for Mary Lovering, the Lovering family being related by marriage to the industrialist Joseph Warton



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(https://en.wikipedia.org/wiki/Joseph_Wharton) who built the nearby National-Register-listed house called Marbella (later known as Horsehead).

(c) To the development site's northeast, the house known as Clingstone was built for Joseph Wharton's nephew Joseph Samuel Lovering Wharton on a large outcropping of rock in Narragansett Bay. This home, which is quite famous in the Newport area because of its unusual location, was completed in 1905. It is credited to the architect J.D. Johnston with input from the well-known 19th century seascape artist William Trost Richards, another nearby resident and friend of Joseph S. L. Wharton.

(d) Also of historical significance near JBY's proposed marina expansion site is Salt Works Beach, extending southeastward of DAI's stone pier. This was a salt-harvesting location in colonial times and is believed to have been so in Native American times as well. Today it is one of the most scenic beaches in Jamestown.

5. Conflict with Other Uses

JBY's Application of Assent fails to address the category B requirement that the applicant demonstrate the proposed alteration will not result in significant conflict with other water-dependent uses of the area. Both DAI and Mr. Laurie strongly maintain that this marina expansion would impair the ability to continue using these waters for traditional neighborhood activities, including swimming, fishing, kayaking, paddle boarding, and small dinghy sailing. Even beyond the issues related to dredging, an



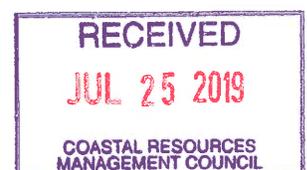
Notice of Protest and Request for Hearing
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increased dominance of these waters by marina infrastructure and the resulting increase in large-boat congestion would impinge even more than they currently do on these other recreational uses enjoyed by a large number of families for decades. This proposed marina expansion would therefore serve to further intensify an already existing clash between these family-oriented recreational uses and the area's growing and increasingly dense commercialization.

Increased boating congestion will also unnecessarily increase the chances for injury or even accidental death to swimmers and small craft users in the waters around the DIA Property. Increased use of power boats is a particular concern. Personal safety for those in or on the water is of paramount importance and the planned expansion will unnecessarily multiply danger to individuals.

6. Adverse Scenic Impact

JBY's Application of Assent also fails to address the category B requirement that the applicant demonstrate that measures have been taken to minimize any adverse scenic impact. In the case of this proposed marina expansion, an adverse scenic impact seems inevitable. The Dumplings area, in which the expansion would occur, has a truly unique scenic beauty with its large outcroppings of glacial rock jutting out of the bay, breeding grounds for both cormorants and gulls. Imposing even more commercial docks and slips on these waters would increasingly detract from this striking seascape, which is found virtually nowhere else in Rhode Island. Maintaining



Notice of Protest and Request for Hearing
July 23, 2019

the traditional natural beauty of this area is a crucial part of the non-commercial enjoyment of it.

Conclusion

The marina expansion and dredging project proposed by JBY will carry with it severe environmental effects in the area including the disturbance of heavy metals embedded in submerged sediment, potential harm to a valuable freshwater wetland and destruction of increasingly declining eelgrass beds. The DAI property, an age-old aquatic recreational facility utilized by 125 Jamestown families, would be directly impacted, putting the health and safety of its members, including children, at risk.

Fire safety and parking availability, already severely stressed under current conditions, have not been adequately addressed by JBY. Additionally, the proposed expansion and dredging intrude on DAI's and Mr. Laurie's riparian rights, exacerbating a prior intrusion on Mr. Laurie's rights which was based upon a previous error.

The proposed project will also mar and increasingly dominate and commercialize a scenic and historical area which remains an environmental and recreational treasure to the people of Jamestown and for all Rhode Islanders.

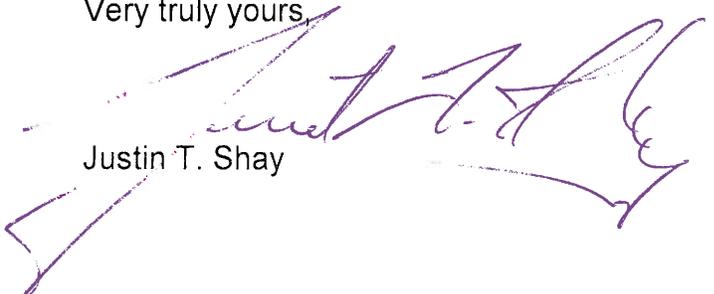


Notice of Protest and Request for Hearing
July 23, 2019

Request for Hearing

DAI and Mr. Laurie hereby request a hearing on this Application of Assent.

Very truly yours,


Justin T. Shay

cc: Chief, Jamestown Police Department
Jamestown Planning Department
Race Coastal Engineering

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August 30, 2019

Grover Fugate, Executive Director
Rhode Island Coastal Resources Management Council
Stedman Government Center - Suite 3
4808 Tower Hill Road
Wakefield, RI 02879

Janet Coit, Director
Rhode Island Department of Environmental Management
235 Promenade Street
Providence, RI 02908



Re: Jamestown Boat Yard, CRMC File No. 2019-06-014, RIDEM WQC 19-123 DP19-174

Dear Directors Fugate and Coit,

Save The Bay, on behalf of its members and supporters, objects to Jamestown Boat Yard's proposed marina expansion project. The applicant has failed to submit a complete application package or demonstrate a need for the expansion. As such, it is not possible for the Coastal Resources Management Council (CRMC) or Department of Environmental Management (DEM) to evaluate the application. Further, the project threatens submerged aquatic vegetation (SAV) beds, directly counter to the goals and policies of the Rhode Island Coastal Resources Management Program (CRMP), Rhode Island Water Quality Regulations, and the Jamestown Harbor Management Plan (HMP).

The application is subject to Category B review (CRMP §1.1.5). Applicants for a Category B assent are required to "demonstrate the need for the proposed activity or alteration" (CRMP §1.3.1.A.1). The brief response in the application indicates that the improvements are required to "provide a safe and operational boatyard and marine repair facility." It is unclear why the applicant cannot currently provide a safe and operational facility. If the issue is that depths are inadequate, the applicant should must indicate why dredging or reconfiguration within the current Marina Perimeter Limit (MPL) will not meet the facility's needs, as required by CRMP §1.3.1.D.2.c.

Based on the information available, a preliminary determination (PD) process should have preceded the application. Marina applications are subject to a PD if they are characterized as new or significantly expanded (CRMP §1.3.1.D.5.a). A significant expansion is defined as "any expansion greater than 25% of existing or previously authorized boat capacity, or an expansion of fifty (50) or more vessels (CRMP §1.1.2.A.144). Based on the information provided in the application, it is not clear whether the project meets the standards of a significant marina expansion. However, the applicant proposes to remove 1,200 square feet of docks and install 3,200 square feet of new docks. By more than doubling the available dock

Save The Bay (sāv the bā) **noun**, advocate, watchdog, steward, educator, voice for Narragansett Bay. **verb**, defend, lead, protect, improve, teach. **adj**, nimble, passionate, steadfast, inspiring, effective.

space, expanding the MPL, and dredging the project area, it is very likely that the applicant will increase capacity by more than 25%, triggering the PD requirement. The PD process allows for a comprehensive analysis of alternatives, the project's effect on public trust resources, and environmental impacts, including the impact on Class SB waters currently supporting SAV habitat. Without further information or detail, it appears clear that a PD should have been completed.

The application was put out to public notice on June 25, 2019. At the time, neither a SAV survey nor a shellfish survey had been completed. The surveys are required by the CRMP and DEM Water Quality Certification process in order to allow the state and other concerned parties to understand the area proposed for disturbance. Save The Bay submitted a letter noting the incomplete application. The public comment period was subsequently extended to allow for proper public review.

After review of the SAV survey, it is clear that the project will impact eelgrass beds in the area. The proposed MPL encompasses a portion of the SAV bed in the northwest corner of the project area, directly threatening a key Bay resource. There are fewer than 100 acres of SAV in Narragansett Bay, a small portion of the eelgrass beds that were once widespread. SAV provides critical habitat, spawning grounds, and food for many species in the Bay. It is the goal of CRMC to "preserve, protect and where possible, restore SAV habitat" (CRMP §1.3.1.R.1.a). The Jamestown HMP states, "probably the most important habitat found around the island are the lush eelgrass beds" and "every effort should be made to protect [them]."

The SAV survey remains incomplete. While it is already clear that the project threatens valuable SAV, the survey is required to include "general sediment type and mean shoot length for each station" (CRMP §1.3.1.R.3.d(4)). This level of detail is absent in the survey, and hinders the ability of CRMC and DEM to fully characterize impacts to SAV. The applicant states in the Category B narrative, an SAV "survey is scheduled to be performed in early July... depending on the results of this effort, the dredge footprint may be modified to ensure that there will be no impact to any documented SAV." The survey was completed on July 12, fewer than three weeks after the application went to public notice. Despite the clear presence of SAV in the proposed dredge area, the applicant had made no effort to modify the application at the time of Save The Bay's file review. Even if the applicant adjusts the footprint to exclude the SAV area, Save The Bay remains concerned about negative impacts due to increased boat traffic in and around existing SAV.

Save The Bay submits that the project, as currently proposed, unnecessarily threatens Bay resources including SAV and shellfish beds. If this is a significant expansion, the impacts to these SB waters must also be evaluated. The size and scope of the project indicates requirement for a PD process, which was not completed. Finally, the applicant has not provided a clear need, nor any analysis of alternatives that were considered. The application must be denied and, if the applicant desires, resubmitted beginning with a PD.

Thank you for your consideration.

Sincerely,



Michael Jarbeau
Narragansett Baykeeper



September 10, 2019

**State of Rhode Island
Coastal Resources Management Council
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879**

Re: CRMC File No. 2019-06-014

Gentlemen:

I write as a homeowner in The Dumplings area of Jamestown. I am strongly opposed to the expansion of Jamestown Boat Yard's dock as proposed in the above referenced file number.

I am opposed for several reasons, but most glaring of all is the reason and therefore the justification of purpose in their request.

JB Y has requested to add an addition of approximately 700 linear feet of dock space to "allow the Applicant to perform maintenance on vessels in a safe and efficient manner."

700 linear feet of extra dock space to perform maintenance? They already have at their disposal 6 berthing spaces to perform maintenance. These spaces are routinely "rented" to overnight guests, and, are hardly ever fully occupied, and are therefore available for any and all types of maintenance.

The only obvious reason to request the expansion is to increase rental income and increase the number of saleable berthing prospects, thereby increasing the amount of boat traffic in an already heavily trafficked area.

The Dumplings water area has historically been used by a diverse crowd of boaters. Children learning to sail in protected waters. Boats launched from the beach. Kayakers hugging the shore, coming from the town, exploring the

beautiful scenery. And recently, SUP boarders, also hugging the shore, within the confines of The Dumplings.

These waters are used by all, and should not be used solely for large boats in need of dredging the waters.

Asking for 700' of additional dock space to perform maintenance is deceitful.

Granting the boat yard's approval, which will increase the amount of boat traffic in the area, will put the safety of all boaters and others who use the area at great risk.

I sincerely request that you deny the proposed expansion.

Sincerely,



**Jeffrey W. Gravidahl
28 Newport Street
Jamestown, RI 02835**



CAMERON & MITTLEMAN ^{LLP}
Attorneys-at-Law



VIA FEDERAL EXPRESS:

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VIA MESSENGER:

STATE OF RHODE ISLAND
DEPARTMENT OF ENVIRONMENT
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CUSTOMER ASST.
235 Promenade Street
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(401) 222-6822

September 16, 2019

**RE: Application of Assent of Jamestown Boatyard, Inc.
(hereinafter "JBY")**

CRMC File No.: 2019-06-014

RIDEM Water Quality Certification Number: WQC 10-123-DP19-174

Supplemental Notice of Protest and Request for Hearing

Ladies and Gentlemen:

We represent David H. Laurie ("Mr. Laurie") of Boston, Massachusetts, and The Dumplings Association, Inc. ("DAI"), a Rhode Island non-profit corporation of Jamestown, Rhode Island. We write in supplement to our clients' Notice of Protest and Request for Hearing dated July 23, 2019.

1. Our clients are in agreement with Save the Bay that this marina expansion fits CRMC's definition of a "significant expansion," which is one greater than 25% of existing or previously authorized boat capacity as set forth in Save the Bay's August 30, 2019 written statement [1.1.2(A)144]. The attached photo of the JBY docks shows that there are currently 10 slips for customer boats, not counting dinghy and tender storage as well as the JBY launch and workboat that appear

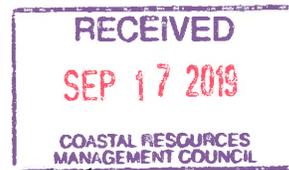




Supplemental Notice of Protest and Request for Hearing
September 16, 2019

in the lower part of the field. The new dock configuration does not specify how many customer boats beyond dinghy/tender size will be accommodated. However, even conservatively estimating that all the boats at the expanded facility will be 50 feet in length and berthed parallel to the new docks, the count appears to come to 17, which would be a 70% increase in capacity. This seems well within any margin of error to meet the CRMC definition of greater than 25%. Save the Bay has calculated the increase in boat capacity by increased square footage of dock and has arrived at what amounts to a 66% increase, very similar to the one arrived at by comparing the old and new number of berths.

2. For a marina expansion of this size, as Save the Bay also points out, JBY was required to have first submitted a Preliminary Determination application so that the suitability of the project could have been assessed [1.3.1(D)2.b]. Many of the objections to the current proposal would likely have come to light in the Preliminary Determination process, including its potential effects on the aquatic environment, on navigational matters, on scenic considerations, on the increased density of commercial boating facilities that potentially monopolize areas of public trust, on the extent to which the proposed plan affects other very-long established recreational uses of these waters, and on the degree to which the public at large would benefit or be harmed [1.3.1(D)2.b(1)-(9)]. The attached rendering helps to show the extent to which this proposed marina



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- expansion would increasingly dominate the public trust waters in what Jamestown classifies as a non-commercial, rural residential zone.
3. A Preliminary Determination would also have considered reasonable alternative plans to meet the applicant's stated needs, helping to ensure that the area JBY requested was the minimum required [1.3.1(D)2.c,e,&f]. As the Category B application currently stands, no attempt appears to have been made to demonstrate that this expansion is essential for JBY's stated purpose, which is to continue providing a safe and operational facility for performing maintenance on vessels so that such work does not need to be performed at existing moorings. As the attached, very typical photo of the JBY docks shows, there are usually vacant slips available to bring boats in from moorings in order to perform maintenance tasks on them. The scope of the proposed marina expansion therefore seems far greater than the stated need for it, which appears capable of being met even by the current dock configuration.
 4. Even within the present Category B Assent application, various CRMC Red Book requirements are not being met, some of which were not mentioned in our clients' earlier Notice of Protest. Regarding the proposed dredging, for example, JBY is not fulfilling all of its obligations to assess the outcome of this activity and its impact on the marine environment. It should have described, on the basis of competent professional analysis, anticipated siltation rates, sediment sources,



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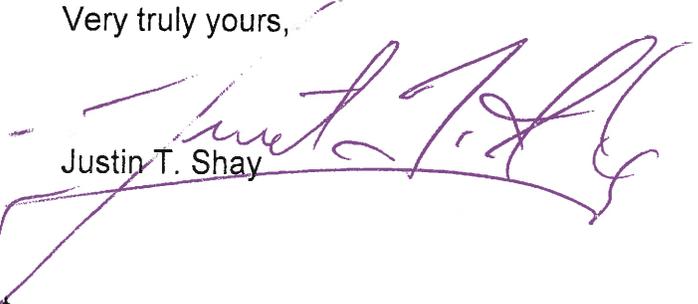
and maintenance dredging needs [1.3.1(l)4.e]. This requirement seems particularly critical in a location so closely adjacent to major eelgrass beds, which could potentially be put at continued future risk due to frequent re-dredging if the initially dredged area quickly refills with nearby sediment. The applicant has also failed to demonstrate, again through competent professional analysis, that any pollutants present in and released from the dredged sediment will not cause significant environmental degradation [1.3.1(l)4.f]. This is especially important given that lab analysis has shown heavy metals to be bound to the sediment in the dredging zone.

In summary, the current application has numerous deficiencies, and the many potential impacts of this proposed marina expansion have not been adequately assessed, as they would have been had a Preliminary Determination been applied for. Equally important, the applicant's request for control over a significantly extended area of the Bay appears to far exceed the stated need for this request, much to the detriment of the public's long-established use of these waters for other recreational purposes. Our clients' therefore urge that this application, in its current form, should be rejected. In the event that it proceeds forward, we believe that, at a minimum, a public hearing on the proposal is essential, and our clients hereby reiterate their request for a hearing.

Supplemental Notice of Protest and Request for Hearing
September 16, 2019

Our clients greatly appreciate your consideration of these additional comments regarding JBY's Application of Assent.

Very truly yours,

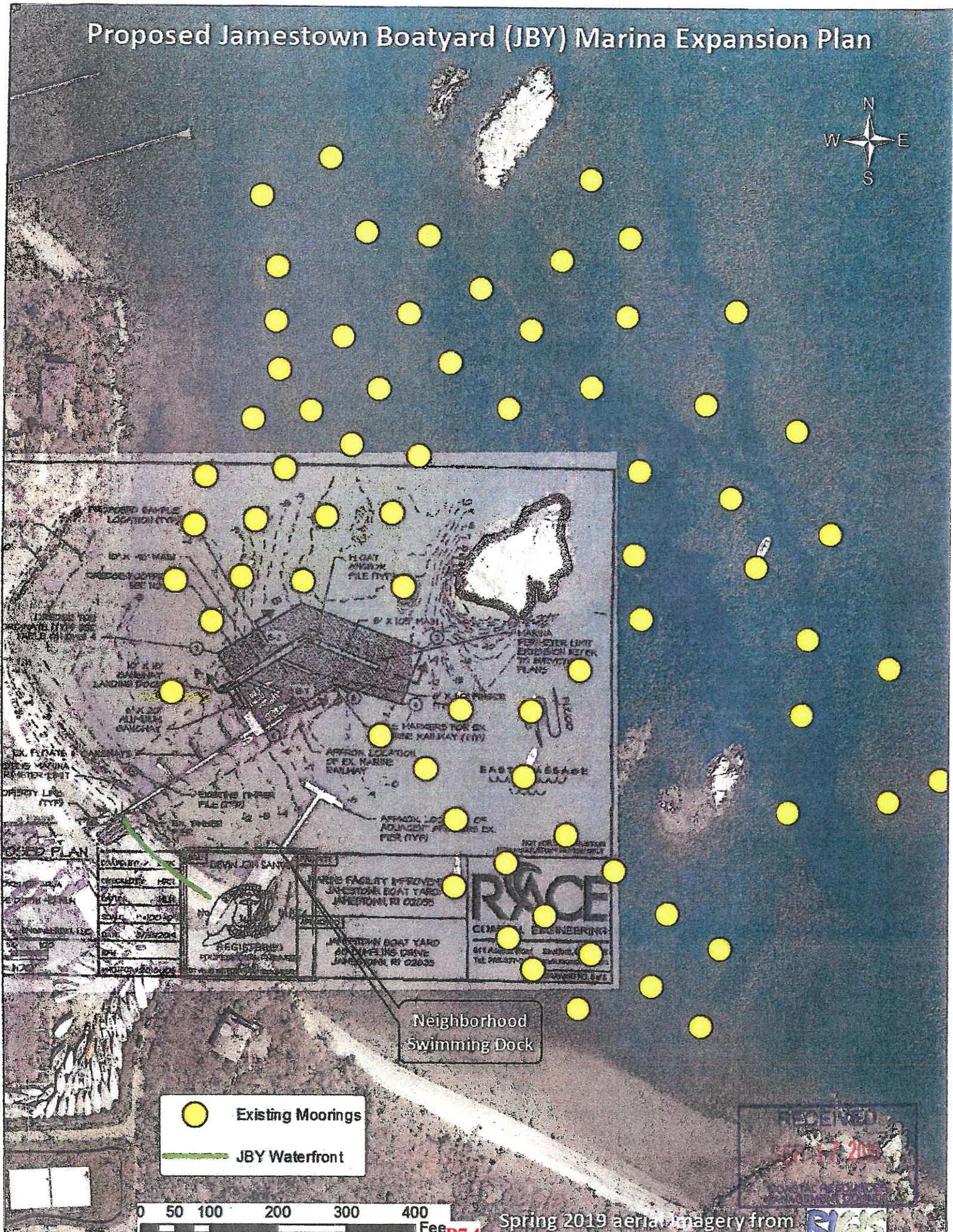

Justin T. Shay

cc: Chief, Jamestown Police Department
Jamestown Planning Department
Race Coastal Engineering

P:\DOCS\DUMPA\44194\LETTERS\29K6457.DOCX



Proposed Jamestown Boatyard (JBY) Marina Expansion Plan



<p>REGISTERED Professional Engineer No. 10000 JAMES R. RACE 10000</p>	<p>RACE CORPORATION ENGINEERING</p> <p>501 ALBANY ROAD JAMESTOWN, RI 02835 Tel: 402-771-1111</p>
--	---

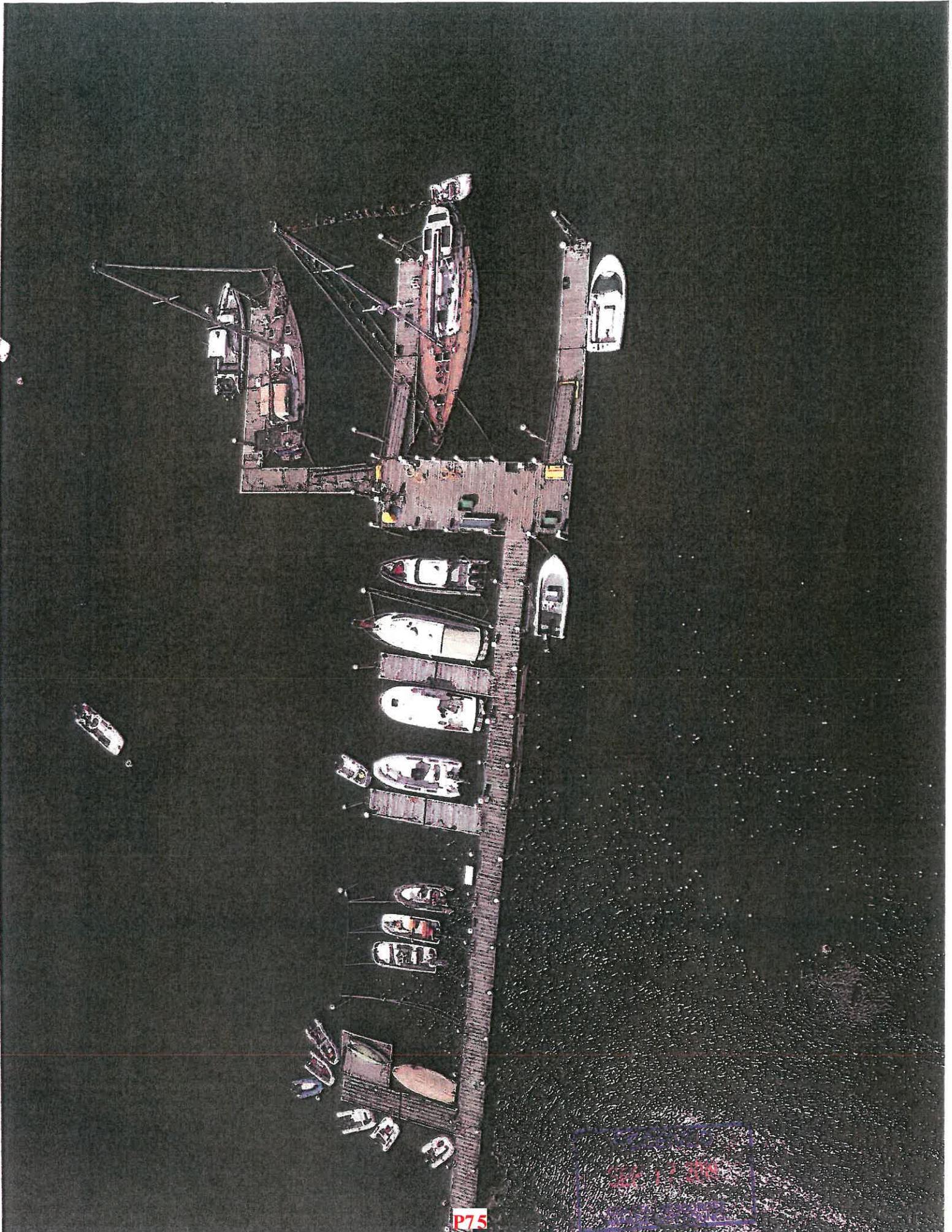
 Existing Moorings
 JBY Waterfront

0 50 100 200 300 400 Feet

Spring 2019 aerial imagery from 

Neighborhood Swimming Dock

RECEIVED
5/17/2019



P75

Lisa Turner

From: Meg Kerr <mkerr@asri.org>
Sent: Tuesday, November 05, 2019 9:55 AM
To: Lisa Turner
Cc: Danni Goulet; Scott Ruhren; Lawrence Taft
Subject: Concerns re Jamestown Boat Yard

Lisa and Danni-

These comments are for **CRMC project 2019-06-014**. We thank you for considering them even though the comment period has expired.

The Audubon Society of RI owns "The Dumplings" (rocks just off the marina area) and property on Racquet Rd. Our concerns about this proposed project are:

- 1) we are concerned about impacts to oyster catchers on The Dumplings with the expansion of the docks
- 2) We are concerned about impacts to the eelgrass beds adjacent to the existing marina. We do not think that the map provided with the application adequately and accurately mapped the eelgrass beds.

Thank you for considering these comments. We would be happy to answer any questions you and other CRMC staff might have.

- Meg Kerr

Meg Kerr
Sr. Director, Policy
Audubon Society of Rhode Island
12 Sanderson Road, Smithfield, RI 02917
Tel: 401-949-5454 ext. 3003
Fax: 401-949-5788
Cell: 401.714.2313
mkerr@asri.org



Connecting People With Nature

On Nov 5, 2019, at 8:48 AM, Lisa Turner <lturner@crmc.ri.gov> wrote:

Good Morning Meg:

Thank you for your inquiry. Please have your member send comments/concerns as soon as possible. Staff will take the comments into consideration. Thank you!

Lisa A. Turner

Office Manager
Coastal Resources Management Council
O S Government Center
4808 Tower Hill Road, Rm 116
Wakefield, RI 02879

(401)783-3370



This email is sent on 100% Unused Paper
Help promote Green Business practices by not printing this email

From: Meg Kerr [<mailto:mkerr@asri.org>]
Sent: Monday, November 04, 2019 4:11 PM
To: turner@crmc.ri.gov
Subject: Can you help?

Lisa-

One of our board members has become concerned about this project.

<http://www.crmc.ri.gov/applicationnotices/2019-06-014.pdf>

The time for comments has passed. Do you know whether there is opportunity for additional comments on this project? Or can you direct me to whomever is the correct person to talk with?

Thanks!

- Meg

Meg Kerr
Sr. Director, Policy
Audubon Society of Rhode Island
12 Sanderson Road, Smithfield, RI 02917
Tel: 401-949-5454 ext. 3003
Fax: 401-949-5788
Cell: 401.714.2313
mkerr@asri.org

<image001.png>

Connecting People With Nature



Virus-free. www.avg.com

2019-06-014

Box 456

Jamestown, RI 02835

CRMC

4808 Tower Hill Road

Wakefield, RI 02879

All members of CRMC

I object to lengthening the docks at Jamestown Boat Yard necessitating dredging in the midst of a residential area on property that exists as commercial only because of special exception. The citizens of Jamestown have repeatedly voted in favor of preserving the rural character of the island. To turn what is really an iconic image, the Dumplings and Clingstone, into a larger commercial marina is not in accord with the wishes of residents. Dredging, longer docks, accommodating larger boats, is to the detriment of the natural beauty of the area, an area used for typical summer activities - swimming, messing about in small boats, playing on the beach. Too many boats will endanger young and old alike. And where, where will cars be parked? More large boats means more people and people arrive in cars!

Dredging will disturb the environment. Who knows what toxins will be released contaminating the bay.

Please do not allow this expansion.

Sincerely,

Martha Milot

Martha Milot

January 25-2020



cstaff1

From: Paula Shevlin <psshevlin@gmail.com>
Sent: Monday, February 3, 2020 11:06 PM
To: cstaff1@crmc.ri.gov
Subject: Fwd: Opposition to JBY Expansion



Please consider these objections re: The Jamestown Boat Yard Application for Expansion.
Paula & Tom Shevlin
24 Hamilton Road Jamestown, RI

Sent from my iPhone

Begin forwarded message:

From: Paula Shevlin <psshevlin@gmail.com>
Date: February 3, 2020 at 5:29:46 PM EST
To: eliese@jamestownri.net
Subject: **Opposition to JBY Expansion**



Town Council Members,

I am writing on behalf of my husband and five adult children to again strongly oppose any expansion by the Jamestown Boat Yard.

In light of their sale to Safe Harbors, the very legitimate concerns regarding future negative impacts that JBY expansion will bring to both land and sea, are greatly intensified.

We need to ensure whomever owns and manages the JBY operation are trustworthy stewards to this very special neighborhood which includes both land and water.

The recent expansion by JBY has already been documented as creating harmful and dangerous consequences - again both on land and water. Blocking of Racquet Road by enormous boat trailers and equipment, illegally parking as far up as Greens Pier, leaving vehicles for weeks on end creating an even narrower roadway where emergency vehicles certainly would not be able to pass, along with reports of reckless JBY launch boats speeding in no wake zones putting swimmers, kayakers and other boaters at risk. In addition, I along with others, witnessed surging runoff of waste of some kind directly from JBY pipes into the water.

We also know that their new structures were not built to compliance, reaching several feet higher than what was permitted. The structures were approved and erected on the basis that they would not be used for work and repairs, which has certainly not been the case for anyone who can hear drilling, sawing, etc. reverberate a hundred yards away.

Clearly JBY has not worked within the already special exceptions grandfathered to them in their recent expansion. The idea that JBY would now, under new out-of-state corporate ownership, would begin to do so, seems highly unlikely.

JBY has already demonstrated an enormous lack of concern for their surrounding environment

and neighbors. It seems as though people wanted to give them the benefit of the doubt and be amicable neighbors by not raising too many concerns to Jamestown police and members of local government. There are many instances I myself can think of where I considered contacting authorities but simply did not.

The history of JBY as I understand it was that it came to be only by an exception granted to the original owner and his family who continued the business. The fact that they were able to already expand as they have needs to be questioned. It is clear they are operating beyond their current location using every inch and literally spilling out onto streets and waterways. Having seen their plans at the last Town Council Meeting, I am not certain how logistically they can fit more workers, boats, buildings, etc. without taking over and certainly further harming their surroundings.

Moreover, the revised plan by JBY only slightly reduces their new docks but still calls for the same amount of dredging as their previous proposal. Any and all dredging should be prohibited given the valued eelgrass beds and ecosystem they help preserve.

JBY would like to alter its surroundings for monetary gain to the detriment of the natural environment and kind neighborhood in which it has the special privilege to operate.

Hopefully we can implore Town Council to oppose any expansion by this enterprise, setting a precedent to ensure responsible stewardship of our precious island.

The Jamestown Press has done a fantastic job covering the closing of the Beavertail loop and shining a light on the Jamestown Art Center's purple gutter initiative to raise awareness about water safety and quality. These are only 2 examples of ways in which our island is in need of preservation and protection in this ever changing environment.

Hopefully we can further these efforts by putting the ecological and human concerns above monetary gain in the instance of JBY.

Apologies in advance for typos and thank you for your time and consideration in this matter.

Sincerely,

Paula S. Shevlin and Family

Sent from my iPhone



From: Louise Potter <weeziepotter@gmail.com>
Sent: Wednesday, February 5, 2020 1:11 PM
To: cstaff1@crmc.ri.gov
Subject: Opposition to the Jamestown Boat Yard proposal 2019-06-014



Coastal Resources Management Council
Stedman Government Center, Suite 3
4808 Tower Hill Road
Wakefield, RI 02879-1900

Feb 5, 2020

File 2019-06-014

Dear CRMC,

I am writing in opposition to the Jamestown Boatyard Revised Expansion Proposal dated 11.5.2019. JBY stated at the Jamestown Town Council meeting on Feb 3, 2020 that they were cutting back their dock size to 18', 18' and 20' on the north, middle and southern side of the dock respectively. I don't see that proposal in the file but I trust that it will be submitted.

I own a 22' Ensign sail boat which I have sailed from the JBY mooring field for over 20 years. Over that time it has become more and more difficult to operate the boat under sail because of the increase in the number of moorings, the size of the boats and the proximity of one boat to another. Kayaks, paddleboards, motor boats and small sail boats maneuver around the beaches and docks for recreation and fun, viewing Clingstone and birds nesting on the rocks and walking the beach. This area is rich in birds, shellfish, eelgrass, rocks, a beach and a fresh water wetland.

I am concerned about the significant dredging around the docks which will be required if 45' to 60' vessels that draw 8' to 10' are docked there. The current depth of the water is 8' to 10' (assuming the drawings are at high tide). Dredging would be necessary to get these large boats to stay at the dock at low tide. The dredging of this area will release heavy metals and other pollutants into the swimming and small boating areas. I am also concerned about the frequency of dredging given the currents that run through the area.

I expect Save the Bay, RIDEM, and the Audubon Society have more definitive scientific knowledge on the impact of this expansion, but these are substantial concerns to me.

Thank you.

Sincerely,

Louise Potter

9 Plymouth Road
Jamestown, RI

From: Paula Shevlin <psshevlin@gmail.com>
Sent: Thursday, February 6, 2020 5:42 PM
To: cstaff1
Subject: Fwd: Eelgrass Protection

Sent from my iPhone

Begin forwarded message:

From: Paula Shevlin <psshevlin@gmail.com>
Date: January 12, 2020 at 9:58:35 AM EST
To: paula shevlin <psshevlin@gmail.com>
Subject: Eelgrass Protection

Sent from my iPhone

Begin forwarded message:

From: paula shevlin <psshevlin@gmail.com>
Date: January 12, 2020 at 9:02:52 AM EST
To: Thomas Shevlin <tdshevlin@gmail.com>
Cc: Maria Shevlin <mcshevlin@gmail.com>
Subject: Eelgrass Protection

Letter to the Editor

While walking along the beautifully restored sea wall in town with my children and grandchildren, we enjoyed the informative, illustrated placard on Eelgrass; its benefits, health and viability. Thank you to all who collaborated to make this important display available to the public: CRMC, DEM, Town of Jamestown, etc. It prompted all three generations to go home and read more on the importance of Eelgrass to the food chain, and health and quality of the Bay!

As stated on edc.uri.edu, "...Increased water pollution, shoreline development, boat traffic, wasting disease, and hurricane damage have significantly affected fish and wildlife populations and have virtually eliminated commercial scalloping on Narragansett Bay. Historically, Eelgrass beds flourished in many areas of Rhode Island and helped support a thriving commercial scallop industry...."

During January 6th's standing-room-only Town meeting, the Dumplings Association gave a comprehensive power point presentation with specifics of the high quality Eelgrass beds now growing and flourishing in the Dumplings area waters, which are some of the very best in the state. It also brought to the forefront the negative impact further commercial development, which would include deep dredging and redredging of the sandy bottom, to accommodate a larger and more significant mooring field and additional dockage space, might have upon the rare and valuable Eelgrass beds now existing in that area.

Our town should be proud that we have some Eelgrass beds but that the beds have decreased 19% in recent years. Rhode Island has lost the major portion of their beds through short-sided development and over commercialization of our waterfronts. Please use forward thinking and try to protect the Bay for our generation and for the future.

Gratefully,
Paula Scotti

Shevlin Hamilton Avenue

Cstaff1

From: Susan Maffei Plowden <suma3@mac.com>
Sent: Monday, February 10, 2020 1:22 PM
To: cstaff1@crmc.ri.gov
Subject: File# 2019-06-014: comment letter
Attachments: JBY File #2019-06-014_Plowden.doc; Untitled attachment 00057.htm

Dear CRMC staff - Attached please find my letter in response to Jamestown Boat Yard's application (File #2019-06-014). I realize the official comment period is over, I'd appreciate if you would add my letter to the file.

Susan Maffei Plowden

February 1, 2020
Coastal Resources Management Council
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879

To CRMC -

I am writing with concern about the proposed plans for expansion submitted by Jamestown Boat Yard (File# 2019-06-014)for dredging in the area of their existing docks, and relocation and expansion of the floating portion of the marina.

I was the service manager at Jamestown Boat Yard in the late 1980s, and currently a member of the adjacent Dumplings Association, so I am very familiar with the area, usage, traffic, etc – and truly understand both sides of the issue.

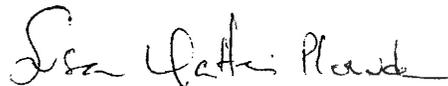
I frequently sail in the Dumplings area on a small boat, and so am very familiar with the recreational and commercial activity there. On a typical summer day, this area is extremely popular – and it's easy to see why, as it's one of the most scenic and pristine waterways on the Bay.

Along with small power and sail boats transiting the area, there are kayakers and SUPs paddling around, as well as regular 'visits' from smaller charter boats which tour through this area -- and there is also JBY's launch which operates non-stop, servicing their customers' boats on area moorings, as well as the launching/hauling of boats on JBY's railway. It is a very busy waterway; all of this activity currently manages to co-exist fairly seamlessly, but the proposed dock extension, seems to be out of scale, and character, for an already congested area.

Safe Harbor Marina's recent expansion into R.I. has been significant. As the "largest owner and operator of marinas in the world", some of their recent acquisitions make sense (ie, Newport Shipyard, N.E. Boatworks), as these properties have existing viable marinas, and in the case of NEB, room to expand; Jamestown Boat Yard has always been a service yard with limited dockage. While I am a supporter of the Rhode Island marine industry, JBY's expansion proposal is ill suited given this particular location.

JBY has existed in a residential area, somewhat harmoniously with the surrounding neighbors, for over 100 years. While JBY sees an opportunity to expand to meet future demand, CRMC should seriously consider the negative environmental effects on the adjacent eelgrass beds, a more crowded and busier waterway, and a diminished recreational experience for everyone.

Sincerely,



Susan Maffei Plowden



45 Calvert Place, Jamestown, Rhode Island 02835
401.855.0234 cell / suma3@mac.com

cstaff1

From: Julie Gaither <jggaither@gmail.com>
Sent: Sunday, June 7, 2020 11:00 AM
To: cstaff1@crmc.ri.gov
Subject: Jamestown Boat Yard 2019-06-014 - support for hearing postponement

Hello,

I am emailing to support the Dumplings Association's request for a continuance for the Jamestown Boat Yard 2019-06-014 public hearing currently scheduled for Tuesday at 6pm via zoom. Not only was the public given little notice for this hearing, but the fact that it is being held via zoom will likely severely limit attendance as there are many people who are unfamiliar or confused about how to use the platform. Additionally, in regard to potential contaminants that could result from dredging, there are lab results still pending. Results of these tests should be known to the public. As someone who swims at the dumplings daily during the summer and frequents the beach I would very much like to have this information. Please postpone this hearing!

Thank you in advance for your attention to this matter,

Julie Gaither
93 Clarke Street
Jamestown RI 02835

cstaff1

From: Elisa Shevlin Rizzo <esrizzo@optonline.net>
Sent: Sunday, June 7, 2020 10:28 AM .
To: cstaff1@crmc.ri.gov
Cc: Paula Shevlin
Subject: Notice of hearing - Jamestown Boat Yard 2019-06-014

Good morning,

I am writing to request a continuance of the proposed "Zoom" hearing on the Jamestown Boat Yard matter no 2019-06-014 which has reportedly been scheduled for this Tuesday, June 9.

My reasons for requesting a continuance are two-fold. First, I understand that notice of the hearing was only provided to the Dumplings Assn on Friday afternoon - less than 2 full business days before the hearing date. A search of the Public Notices file on the CRMC website gives no indication that this hearing is on the calendar and no notice was published in the local Jamestown Press newspaper. I am also unable to find any published notice in the Newport press. Suffice it to say, sufficient notice has not given to the community.

Second, I object to the format of the hearing which presumes access to technology and resources that not all community members have. This is a very important matter and it is imperative that all interested parties have an opportunity to respond and that the hearing be conducted in a manner that allows for broad participation. Using a Zoom format discriminates against those in the community whose access to technology may be limited by a variety of circumstances including financial resources, age, handicap, etc.

Kind regards,

Elisa Shevlin Rizzo
46 Forest Lane
Bronxville, NY 10708

24 Hamilton Ave
Jamestown, RI 02835

914-953-5377

Sent from my iPhone

cstaff1

From: George Hutchinson <1gmhutch@gmail.com>
Sent: Sunday, June 7, 2020 10:29 AM
To: cstaff1@crmc.ri.gov
Cc: Dumplings Association; William Hutchinson; Sarah Hutchinson
Subject: Jamestown Boat Yard 2019-06-014

I'm writing this message to request that the CRMC postpone the hearing date that was recently announced as June 9, 2020 at 6:00 pm. As this hearing is proposed to be conducted via electronic technology (Zoom) the potential audience for the hearing will be limited to those who are familiar with the technology platform and have the capability to connect with the hearing event. Not all the impacted property owners have this capability therefore this proposed meeting and the manner of it's conduct do not satisfy requirements for public access.

Furthermore the timing of this proposed hearing is premature. There is a study underway to assess the impacts of proposed dredging in the project area. The results of this study are not yet available. Since the potential contamination of public waters is a consideration in the permitting process the study is an important piece of evidence that must be considered by the CRMC.

Finally this proposed hearing was announced with very short public notice. It is incumbent on the CRMC to provide adequate and timely notice to allow interested parties to prepare and participate in these hearings. This abrupt announcement does not allow enough time to prepare for the hearing.

Please consider a postponement of this hearing.

--

George Hutchinson
4 Ft. Wetheirlll Rd.
Jamestown, RI 02834

cstaff1

From: Chad George <cgeorge@whrise.com>
Sent: Sunday, June 7, 2020 12:16 PM
To: cstaff1@crmc.ri.gov
Subject: Jamestown Boat Yard 2019-06-014

Dear CRMC,

As a homeowner in the Dumplings neighborhood, I would respectfully request that the hearing scheduled via Zoom for this coming Tuesday be postponed given its short notice.

Thank you for your consideration of this request,

Chad George
215 Walcott Avenue
Jamestown, RI 02835

cstaff1

From: Dave Chew <dchew@nyc.rr.com>
Sent: Sunday, June 7, 2020 2:49 PM
To: cstaff1@crmc.ri.gov
Subject: Jamestown Boat Yard 2019-06-014

Good day,

I agree with the Dumplings Association board that a continuance for Tuesday's public hearing should be granted due to the short notice given and the eventuality that all concerned voices might not be heard. Thank you,

William D Chew
Sent from my iPad

cstaff1

From: ✓ Jeffrey Gravidahl <jffgrv54@msn.com>
Sent: Sunday, June 7, 2020 10:15 PM
To: cstaff1@crmc.ri.gov
Subject: Jamestown Boat Yard 2019-06-014

Greetings,

I am opposed to the expansion and dredging that the Safe Harbor Jamestown Yard has requested to your board.

I am also requesting a postponement of the scheduled Zoom meeting on Tuesday to review this matter. The council has not allowed sufficient notice of this meetings. The mailing dated June 2nd for a meeting dated June 9th is not allowing ample notice of the meeting. It is allowing 2 days working days, considering the time it takes for snail mail delivery.

The original proposal requested an enormous increase in dock space to perform safe maintenance at their dock. The original proposal was then drastically modified, but still claimed to be for safe maintenance of deep drafted yachts. The claim for yacht maintenance must surely be seen as a sham. It must only be seen as a ploy to allow larger boats access to a confined and congested cove.

I believe you as a protective council must protect this cove, and not allow its commercial exploitation.

I sincerely request a postponement of the scheduled meeting.

Sincerely,

Jeffrey W. Gravidahl
28 Newport Street, Jamestown
19 Seafarer Court, Jamestown

From: Maria Shevlin <mcshevlin@gmail.com>
Sent: Monday, June 8, 2020 12:20 PM
To: cstaff1@crmc.ri.gov
Subject: Notice of Hearing - Jamestown Boat Yard 2019-06-014

Good Morning,

I am writing to request a continuance of the scheduled "Zoom" hearing on Jamestown Boat Yard 2019-06-014 scheduled for tomorrow Tuesday June 9th.

As I'm sure you are aware, this has been a heavily involved issue with many members of the public having attended previous open Town Hall meetings - often standing room only.

It seems wrong to schedule a meeting with less than 2 business days notice, alerting people on a Friday afternoon for an issue as important as this to the public. This does not give ample time for people to prepare or attend - even under normal circumstances.

Given that it would be a "Zoom" hearing, it is even more egregious to announce it with such short notice. This technology is not readily available to all members of the public for numerous reasons - financial resources, disability, age, etc. Holding this hearing on such a platform without ample notice is clearly discriminatory against those whose access is limited.

Moreover, this hearing is to discuss the effects of dredging that would result in JBY's proposed expansion. Conveniently for JBY, if the hearing is held tomorrow on June 9th, it will be before obtaining the results of additional laboratory tests being conducted by the Dumplings Association. Said tests are being done to more thoroughly check for probable contaminants in dredging area sediment caused by JBY's expansion.

Moreover, dredging cannot take place until the winter and be scheduled at earliest in the late fall. So there is absolutely no urgency for this meeting. Except it seems, so that it can be held with less preparation, information and participation by those who oppose JBY's expansion. This of course would unfairly benefit JBY in its quest to secure rights for expansion.

From the very start of their proposal, JBY has not followed protocol or procedure in terms of filings, approvals, etc. They were forced to re-file properly but it seems that was not the first nor last time they will attempt to take advantage of the situation and system.

Their previous expansion visibly violates what was approved, having built structures higher than approvals - that are clearly, visibly and audibly using the structures for work - when they had been approved for storage only. The owner also denied JBY's position of potentially being sold to Safe Harbor Marinas, which of course, did in fact happen, as a driving factor in expanding.

JBY clearly violates laws with parking all along Dumplings Drive, Racquet Road and up Newport Street almost on a daily basis. Boat trailers block any vehicles, pedestrians, bikers etc. from passing by in the Summer - even during the past few months when the state was supposed to be quarantined, which seems impossible - but did happen on multiple occasions.

Given past and ongoing actions, it is not unreasonable to question the motives behind JBY scheduling this meeting via "Zoom" which is a convenient hindrance to public participation, unnecessarily early - and prior to the opposing party being able to obtain results from ongoing testing regarding negative results of the proposed dredging by JBY.

I do hope the hearing will be scheduled for a later, more appropriate date, with ample notice provided to the public.

Thank You,

Maria Shevlin

CStaff

From: Paula Shevlin <psshevlin@gmail.com>
Sent: Monday, June 8, 2020 2:04 PM
To: cstaff1
Subject: Jamestown Boat Yard 2019-06-014

I need to request that the Zoom meeting scheduled for Tuesday @ 6 pm be postponed until a later date with adequate notice given so that interested person are able to participate!

This is an unusually stressful time for everyone and due diligence must be given to allow planning for such meetings. Many people are working remotely and have Zoom meetings scheduled weeks ahead; this timing conflicts to prior commitments!

At least 4-5 business days are needed to make plans to attend meetings! Many of us are working long hours while taking care of children, grandchildren, and informed elderly. Dinner time is the most confusing time in many households! What kind of consideration have you given?

Town meetings do not begin at 6 pm and public notice is in the newspaper & web; this meeting was not publicly advertised.

Please reschedule in consideration of the hard working public!

Paula S Shevlin, RN

Sent from my iPhone=

cstaff1

From: Thomas Shevlin <tfshevlin@gmail.com>
Sent: Monday, June 8, 2020 3:31 PM
To: cstaff1@crmc.ri.gov
Subject: Jamestown Boat Yard 2019-06-014

I strongly object to the format of the very important Town meeting scheduled at dinner time on Tuesday at 6 pm!

Insufficient notice was provided and no printed public notice was given. The townspeople of Jamestown living today, as well as future generations will be impacted by another expansion by JBY.

All Jamestown residents have a right to participate in this proposal and not all Jamestown residents have the ability to join a Zoom meeting given such short notice. Not all town residents are able to attend such a technologically format at all!

Please hold a public hearing in our town hall when we can once again come together as a thoughtful community!

The present format appears to be rushed with little consideration for Jamestown residents; and tarnishes the independent reputation of the CRMC.

Thomas F Shevlin
24 Hamilton Ave, Jamestown, RI 02835

CStaff

From: William Hutchinson <whutch@cox.net>
Sent: Monday, June 8, 2020 3:54 PM
To: cstaff1@crmc.ri.gov
Cc: Mary Marshall
Subject: Jamestown Boat Yard

Good Afternoon,

In respect to the meeting scheduled for tomorrow for Jamestown Boat Yard dredging and expansion permit, PLEASE postpone this meeting. As an adjacent landowner including immediate waterfront I have concerns and was fully anticipating attending this meeting. Not only is this extremely short notice but my experience with zoom makes me wonder how we can all actually attend this meeting.

In addition, I know that there is a sediment study pending whose results may speak critically to the potential impact of this dredging. As the organization and expense of this study are being born by our local association and dredging cannot be done until next year it seems procedurally inappropriate to hold this meeting now.

Thank you for your attention to this matter.

William Hutchinson
79 Hamilton Ave &
4 Ft Wetherill Rd
Jamestown, RI

Sent from my iPhone

CStaff

From: stephanie stevens <sstevens50@cox.net>
Sent: Tuesday, June 9, 2020 11:47 AM
To: cstaff1@crmc.ri.gov
Subject: Jamestown Boat Yard 2019_06-024

Requesting a delay in meeting due to Pandemic.

Stephanie and Led Stevens

A Citizens' Petition to Janet L. Coit, Director of the RI Department of Environmental Management; and to Jennifer R. Cervenka, Chair; Grover Fugate, Executive Director; and Dan Goulet, Marine Infrastructure, RI Coastal Resource Management Council regarding CRMC Application #2019-06-014, RIDEM WQD 19-123 DP19-174



SAVE DUMPLINGS COVE



The Facts

For many years before 1984, a small private boatyard operated in Dumplings Cove. In 1984, The Jamestown Boat Yard (JBY) was established, operating as a nonconforming use in this rural residential (RR80) district, and has continually expanded its commercial operations ever since. In 2019, JBY applied to CRMC to request an expansion into the harbor by extending their floating docks and dredging the dock and channel areas to serve larger, deeper draft boats up to 70 feet (<https://shmarinas.com/locations/>).

Based in part upon local objections and strong concerns from the Jamestown Conservation Commission, Save The Bay, the Audubon Society of RI and CRMC itself, Jamestown Boat Yard revised its CRMC application #2019-06-14. In 2020, JBY was bought by Safe Harbor Marinas, the largest owner and operator of marinas in the world including 9 marinas in Narragansett Bay, and submitted a revised application seeking approval to place an additional 56' of floating docks and to dredge 19,710 square feet of the cove bottom.

Even with a reduced expansion, as residents of Jamestown, we strongly oppose this proposal for the following three reasons:

1. PUBLIC SAFETY: INCREASED CONFLICT WITH LOW-INTENSITY RECREATIONAL USES

The application strives to increase high intensity boating use of these waters. It will significantly exacerbate existing conflicts with swimming, kayaking, snorkeling, scuba diving, small dinghy sailing, paddle-boarding and fishing by adults as well as young children in Dumplings Cove. As large boats thread their way through an already crowded mooring field in The Dumplings, the safety of those who utilize these public waters to participate in many low-intensity recreational activities will be jeopardized and their ability to share this resource dangerously compromised

2. ENDANGERMENT OF EELGRASS BEDS LYING NEAR THE DREDGING AREA

Jamestown's waters are home to 50% of the state's eelgrass beds, which provide fragile, essential habitat for many marine species. Eelgrass beds also provide a critical buffer from storm surges and waves, filter water and remove carbon from the atmosphere. Safe Harbor Jamestown Boat Yard's expansion by dredging and additional docks threatens this important environmental resource, acres of which lie in very close proximity to the dredging site, some beds being directly adjacent to the dredging.

3. IMPACT ON THIS UNIQUELY SCENIC AND HISTORIC VIEWSCAPE

This iconic locale – a scenic cove with glacial dumpling rocks and Clingstone in the background - is featured in books, film, television and numerous ads promoting Rhode Island. Further expansion of commercial operations will irreparably change the natural beauty of this site. More unsightly degradation will occur year-round, not just on the water with an influx of larger boats, but especially on land with additional cars, trucks, trailers and parking; boat, tool and dock storage; and air and noise pollution in an area zoned to be a sparsely developed, rural residential district.

FOR THESE REASONS, WE REQUEST THAT CRMC REJECT SAFE HARBOR JAMESTOWN BOAT YARD'S APPLICATION #2019-06-014 and RIDEM WQD 19-123 DP19-174 TO EXPAND ITS OPERATIONS ANY FURTHER IN THIS TREASURED NATURAL RESOURCE.

**A Citizens' Petition to Janet L. Coit, Director of the RI Department of Environmental Management;
and to Jennifer R. Cervenka, Chair; Jeffrey M. Willis, Acting Executive Director;
and Dan Goulet, Marine Infrastructure, RI Coastal Resource Management Council
regarding CRMC Application #2019-06-014, RIDEM WQD 19-123 DP19-174**

SAVE DUMPLINGS COVE



The Facts

For many years before 1984, a small private boatyard operated in Dumplings Cove. In 1984, The Jamestown Boat Yard (JBY) was established, operating as a nonconforming use in this rural residential (RR80) district, and has continually expanded its commercial operations ever since. In 2019, JBY applied to CRMC to request an expansion into the harbor by extending their floating docks and dredging the dock and channel areas to serve larger, deeper draft boats up to 70 feet (<https://shmarinas.com/locations/>).

Based upon local objections and strong concerns from the Jamestown Conservation Commission, Save The Bay, the Audubon Society of RI, The Conservation Agency and CRMC itself, Jamestown Boat Yard revised its CRMC application #2019-06-14. In 2020, JBY was bought by Safe Harbor Marinas, the largest owner / operator of marinas in the world including 9 full service marinas in Narragansett Bay. It submitted a revised application seeking approval for an additional 56' of floating docks and to dredge 19,710 cubic feet of cove bottom.

Even with a reduced expansion, as residents of Jamestown, we strongly oppose Safe Harbor Jamestown Boat Yard's (JBY) proposal for the following three reasons:

1. PUBLIC SAFETY: INCREASED CONFLICT WITH LOW-INTENSITY RECREATIONAL USES

The application strives to increase high intensity boating use of these waters. It will significantly exacerbate existing conflicts with swimming, kayaking, snorkeling, scuba diving, small dinghy sailing, paddle-boarding and fishing by adults as well as young children in Dumplings Cove. With Safe Harbor JBY's proposal to accommodate boats up to 70', boat operators must thread their way through an already crowded mooring field adjacent to The Dumpling glacial outcroppings, including submerged, shallow-depth rocks. The safety of those who utilize these public waters to participate in many low-intensity recreational activities will be further jeopardized and the public's ability to share this resource dangerously compromised.

2. ENDANGERMENT OF EELGRASS BEDS NEAR THE DREDGING AREA

Jamestown's waters are home to 50% of the state's eelgrass beds, which provide fragile, essential habitat for many marine species. Eelgrass beds also provide a critical buffer from storm surges and waves, filter water and remove carbon from the atmosphere. Safe Harbor JBY's expansion by dredging and placement of additional docks threatens this important environmental resource, acres of which lie in very close proximity to the dredging site, some beds being directly adjacent to the dredging. Dredging itself coupled with turbidity and silting generated by dredging, even with turbidity curtains, as well as prop wash and direct damage from boats are detrimental to aquatic plant and animal life. Moorings in the area already have an adverse impact on eelgrass through chain scaring or haloing.

3. IMPACT ON THIS UNIQUELY SCENIC AND HISTORIC VIEWSCAPE

This iconic locale – a scenic cove with glacial dumpling rocks and "Clingstone" in the background - is featured in books, film, television and ads promoting Rhode Island. No other area in Narragansett Bay has this unique coastal environment. The glacial dumpling rocks, owned by the Audubon Society of RI, provide roosting and nesting habitat for many species, including American oystercatchers, terns, gulls and cormorants. Any expansion of commercial operations will irreparably change the natural beauty of this site. More unsightly degradation will occur year-round, not just on the water with an influx of large sail and power boats, but also on land with additional cars, trucks, trailers, traffic and parking; boat, tool and dock storage; and air and noise pollution in an area zoned to be a sparsely developed, rural residential district.

FOR THESE REASONS, WE REQUEST THAT CRMC REJECT SAFE HARBOR JAMESTOWN BOAT YARD'S APPLICATION #2019-06-014 and RIDEM WQD 19-123 DP19-174 TO EXPAND ITS OPERATIONS ANY FURTHER IN THIS TREASURED NATURAL RESOURCE.

SAVE DUMPLINGS COVE

**A Citizens' Petition to Janet L. Coit, Director of the RI Department of Environmental Management; and to
Jennifer R. Cervenka, Chair; Jeffrey M. Willis, Acting Executive Director; and
Dan Goulet, Marine Infrastructure, RI Coastal Resource Management Council
regarding CRMC Application #2019-06-014, RIDEM WQD 19-123 DP19-174**

WE - THE 512 UNDERSIGNED - STRENUOUSLY OBJECT.

CITIZEN'S PETITION SIGNERS	ADDRESS	CITY	STATE	ZIP	JAMESTOWN, RI RESIDENCY
Pamela Allen	483 Ten Rod Road	N. Kingstown	RI	02852	seasonal
Victoria "Tori" Allen	483 Ten Rod Road	N. Kingstown	RI	02852	seasonal
Michael de Angeli, Esq.	34 Court Street	Jamestown	RI	02835	year round
Fritz Attaway	13 Decatur Avenue	Jamestown	RI	02835	year round
Pem Attaway	13 Decatur Avenue	Jamestown	RI	02835	year round
Suzy Ayvazian	76 Howland Avenue	Jamestown	RI	02835	year round
Ani Ayvazian-Hancock	76 Howland Avenue	Jamestown	RI	02835	year round
Samara Ayvazian-Hancock	76 Howland Avenue	Jamestown	RI	02835	year round
Isabel Babcock	35 Knowles Court, Unit 204	Jamestown	RI	02835	seasonal
Anne Baker	139 Beavertail Road	Jamestown	RI	02835	seasonal
William Baker	139 Beavertail Road	Jamestown	RI	02835	seasonal
Jillian Barber	228 Narragansett Avenue	Jamestown	RI	02835	seasonal
Jane Allen Barrett	75 Walcott Avenue	Jamestown	RI	02835	seasonal
John T. Barrett, Jr.	75 Walcott Avenue	Jamestown	RI	02835	seasonal
Lisa Barsumian	41 Walcott Avenue	Jamestown	RI	02835	year round
Shirley Bell	1035 East Shore Road	Jamestown	RI	02835	year round
Nancy W. Bennett	434 Beavertail Road	Jamestown	RI	02835	year round
Margaret Berenson	325 East 79th Street, Apt. 16C	New York	NY	10075	seasonal
Richard J. Berenson	325 East 79th Street, Apt. 16C	New York	NY	10075	seasonal
Ann Biddle	8 Meadow Lane	Jamestown	RI	02835	year round
Chris Biddle	121 Racquet Road	Jamestown	RI	02835	seasonal
Mary Biddle	121 Racquet Road	Jamestown	RI	02835	seasonal
Nancy Biddle	121 Racquet Road	Jamestown	RI	02835	seasonal
Nicholas Biddle	50 Green Lane	Jamestown	RI	02835	seasonal
Peter Biddle	121 Racquet Road	Jamestown	RI	02835	seasonal
Quincy Biddle	50 Green Lane	Jamestown	RI	02835	seasonal
Scott Biddle	121 Racquet Road	Jamestown	RI	02835	seasonal
Sophie Biddle	50 Green Lane	Jamestown	RI	02835	seasonal
Tabby Biddle	121 Racquet Road	Jamestown	RI	02835	seasonal
Wharton Biddle	8 Meadow Lane	Jamestown	RI	02835	year round
Abby Boal	994 Fort Getty Road	Jamestown	RI	02835	year round
Jeff Boal	994 Fort Getty Road	Jamestown	RI	02835	year round
Clay Boden	71 Howland Avenue	Jamestown	RI	02835	seasonal
Evan Boden	71 Howland Avenue	Jamestown	RI	02835	seasonal
Jeff Boden	71 Howland Avenue	Jamestown	RI	02835	seasonal
James Boden	71 Howland Avenue	Jamestown	RI	02835	seasonal
Brett Bodnar	9 Conanicus Avenue	Jamestown	RI	02835	year round
Chris Bodnar	9 Conanicus Avenue	Jamestown	RI	02835	year round
Anne W. Boenning	300 Highland Drive	Jamestown	RI	02835	seasonal
David E. Boenning	300 Highland Drive	Jamestown	RI	02835	year round
Dick Boenning	29 Marine Avenue	Jamestown	RI	02835	year round
Emily Boenning	29 Marine Avenue	Jamestown	RI	02835	year round
Evan Boenning	300 Highland Drive	Jamestown	RI	02835	seasonal
Nancy Boenning	300 Highland Drive	Jamestown	RI	02835	seasonal
Mark Brookes	47 Longfellow Road	Jamestown	RI	02835	year round
Perry Heath Brown	86 High Street	Jamestown	RI	02835	seasonal
Prim Bullock	129 Walcott Avenue	Jamestown	RI	02835	year round
Fred Burditt	70 Howland Avenue	Jamestown	RI	02835	year round

CITIZEN'S PETITION SIGNERS	ADDRESS	CITY	STATE	ZIP	JAMESTOWN, RI RESIDENCY
Jeannie Burditt	70 Howland Avenue	Jamestown	RI	02835	year round
Eleanor S. Burgess	29 Longfellow Road	Jamestown	RI	02835	seasonal
Jim Burgess	29 Longfellow Road	Jamestown	RI	02835	seasonal
David Ely Cain, Jr.	67 High Street	Jamestown	RI	02835	year round
Barbara W. Carton	153 Longfellow Road	Jamestown	RI	02835	year round
Allison Carton	70 Ledge Road	Jamestown	RI	02835	seasonal
Jim Carton	70 Ledge Road	Jamestown	RI	02835	seasonal
Nicole Chew	53 Cole Street	Jamestown	RI	02835	seasonal
William Chew	53 Cole Street	Jamestown	RI	02835	seasonal
Carol Chew-Weigel	53 Cole Street	Jamestown	RI	02835	seasonal
Richard Chew-Weigel	53 Cole Street	Jamestown	RI	02835	seasonal
George Christopher	9 Bryer Avenue	Jamestown	RI	02835	seasonal
Louis G. Christopher	9 Bryer Avenue	Jamestown	RI	02835	seasonal
Liza Christopher	9 Bryer Avenue	Jamestown	RI	02835	seasonal
Riley Christopher	9 Bryer Avenue	Jamestown	RI	02835	seasonal
Stacie Christopher	9 Bryer Avenue	Jamestown	RI	02835	seasonal
deLancey Converse	162 Narragansett Avenue	Jamestown	RI	02835	seasonal
Peter Converse	162 Narragansett Avenue	Jamestown	RI	02835	year round
Caroline Conway	605 Beavertail Road	Jamestown	RI	02835	seasonal
Jack Conway	605 Beavertail Road	Jamestown	RI	02835	seasonal
Jessica Conway	605 Beavertail Road	Jamestown	RI	02835	seasonal
Katherine Conway	605 Beavertail Road	Jamestown	RI	02835	seasonal
Timothy Conway	605 Beavertail Road	Jamestown	RI	02835	seasonal
Lydia Biddle Cotter	17 Walnut Street	Jamestown	RI	02835	seasonal
Joe Cotter	17 Walnut Street	Jamestown	RI	02835	seasonal
Trudy Coxe	10 Old Walcott Avenue	Jamestown	RI	02835	year round
Isabel Coyle	33 Clarke Street	Jamestown	RI	02835	year round
Lisca Coyle	356 Beacon Avenue	Jamestown	RI	02835	year round
Jemma Craig	265 Highland Drive	Jamestown	RI	02835	year round
Ryann L. Cretney	34 Columbia Avenue	Jamestown	RI	02835	seasonal
Kitty Grimes Cunkelman	13 Whittier Road	Jamestown	RI	02835	seasonal
Robert P. Cunkelman	13 Whittier Road	Jamestown	RI	02835	seasonal
LeighDenny	113 Cottrell Road	Saunderstown	RI	02835	seasonal
Greg DiGasper	19 Prudence Road	Jamestown	RI	02835	year round
Anza DiGasper	19 Prudence Road	Jamestown	RI	02835	year round
Milo DiGasper	19 Prudence Road	Jamestown	RI	02835	year round
Sam DiGasper	19 Prudence Road	Jamestown	RI	02835	year round
Gibson Dintersmith	24 Emerson Road	Jamestown	RI	02835	seasonal
Sterling Dintersmith	24 Emerson Road	Jamestown	RI	02835	seasonal
Ted Dintersmith	24 Emerson Road	Jamestown	RI	02835	seasonal
Darby Drake	49 Whittier Road	Jamestown	RI	02835	year round
Jed Ryan Drake	49 Whittier Road	Jamestown	RI	02835	year round
Ned Drake	49 Whittier Road	Jamestown	RI	02835	year round
Nicole Drake	49 Whittier Road	Jamestown	RI	02835	year round
Noreen Drexel	90 Blueberry Lane	Jamestown	RI	02835	year round
Patrick Driscoll	265 Highland Drive	Jamestown	RI	02835	year round
Carlton Dunn	14 Racquet Road	Jamestown	RI	02835	seasonal
Sarah Dunn	14 Racquet Road	Jamestown	RI	02835	seasonal
Catherine Biddle Dunning	11 Avenue B	Jamestown	RI	02835	seasonal
William S. Dunning	11 Avenue B	Jamestown	RI	02835	seasonal
Art Dutton	6 Calvert Place	Jamestown	RI	02835	year round
Wooley Dutton	6 Calvert Place	Jamestown	RI	02835	year round
Betsy Edie	2 Bryer Avenue	Jamestown	RI	02835	seasonal
Hadley Edie	2 Bryer Avenue	Jamestown	RI	02835	seasonal
Melinda Edie	2 Bryer Avenue	Jamestown	RI	02835	seasonal
Rick Edie	2 Bryer Avenue	Jamestown	RI	02835	seasonal
Schuyler Edie	2 Bryer Avenue	Jamestown	RI	02835	seasonal
Nathaniel F. Emmons	140 Walcott Avenue	Jamestown	RI	02835	seasonal
Mary W. Engelhard	98 Cole Street	Jamestown	RI	02835	year round
Karen Estes	PO Box 508	Jamestown	RI	02835	year round

CITIZEN'S PETITION SIGNERS	ADDRESS	CITY	STATE	ZIP	JAMESTOWN, RI RESIDENCY
Cary Euwer III	216 W Monument Street, apt 3F	Baltimore	MD	21201	seasonal
Aidan Farrel	41 Walcott Avenue	Jamestown	RI	02835	year round
James Farrell	41 Walcott Avenue	Jamestown	RI	02835	year round
Tom Farrell	41 Walcott Avenue	Jamestown	RI	02835	year round
Ellie Ferguson	36 Newport Street	Jamestown	RI	02835	seasonal
Kim Ferguson	12 Florida Avenue	Jamestown	RI	02835	year round
Ned Ferguson	36 Newport Street	Jamestown	RI	02835	seasonal
Susan Ferguson	36 Newport Street	Jamestown	RI	02835	seasonal
Scott Ferguson	12 Florida Avenue	Jamestown	RI	02835	year round
Will Ferguson	36 Newport Street	Jamestown	RI	02835	seasonal
Henry Fisher	34 Dumpling Drive	Jamestown	RI	02835	seasonal
Allison Fleitas	827 East Shore Road	Jamestown	RI	02835	year round
Jeannine Fleitas	827 East Shore Road	Jamestown	RI	02835	seasonal
Anna Flickinger	115 Melrose Avenue	Jamestown	RI	02835	seasonal
Geoff Flickinger	115 Melrose Aveue	Jamestown	RI	02835	seasonal
Grace Flickinger	115 Melrose Avenue	Jamestown	RI	02835	seasonal
Louise Flickinger	115 Melrose Avenue	Jamestown	RI	02835	seasonal
Mariel Flickinger	115 Melrose Aveue	Jamestown	RI	02835	seasonal
Smith Flickinger	115 Melrose Aveue	Jamestown	RI	02835	seasonal
Tom Flickinger	115 Melrose Avenue	Jamestown	RI	02835	seasonal
Tommy Flickinger	115 Melrose Aveue	Jamestown	RI	02835	seasonal
Eliza Flood	157 Beavertail Road	Jamestown	RI	02835	seasonal
Sam Flood	157 Beavertail Road	Jamestown	RI	02835	seasonal
Charlie Flood	18 Ocean Avenue	Jamestown	RI	02835	seasonal
Dick Flood	18 Ocean Avenue	Jamestown	RI	02835	seasonal
Haley Flood	18 Ocean Avenue	Jamestown	RI	02835	seasonal
Hugh Flood	18 Ocean Avenue	Jamestown	RI	02835	seasonal
Jane Flood	157 Beavertail Road	Jamestown	RI	02835	seasonal
Jody Flood	18 Ocean Avenue	Jamestown	RI	02835	seasonal
Sam Flood, Jr.	157 Beavertail Road	Jamestown	RI	02835	seasonal
Patricia Formant	113 Kirk Crossing	Decatur	GA	30030	seasonal
Cassie Flood Fritz	93 Blueberry Lane	Jamestown	RI	02835	seasonal
Tom Fritz	93 Blueberry Lane	Jamestown	RI	02835	seasonal
James P. Gaffney	10 Old Walcott Avenue	Jamestown	RI	02835	year round
Charlotte Gaither	34 Emerson Road	Jamestown	RI	02835	seasonal
Julie Gaither	93 Clarke Street	Jamestown	RI	02835	seasonal
Natasha Gaither	34 Emerson Road	Jamestown	RI	02835	seasonal
Natalia Gaither	34 Emerson Road	Jamestown	RI	02835	seasonal
H. Rowan Gaither IV	34 Emerson Road	Jamestown	RI	02835	seasonal
Dick Gallagher	53 Conanicus Avenue	Jamestown	RI	02835	seasonal
Julie Gallagher	53 Conanicus Avenue	Jamestown	RI	02835	seasonal
Stephen H. Garnett	36 Newport Street	Jamestown	RI	02835	year round
Anne W. Garnett	46 Cole Street	Jamestown	RI	02835	year round
Jane Garnett	333 Beavertail Road	Jamestown	RI	02835	seasonal
Sally Garnett	126 Longfellow Road	Jamestown	RI	02835	year round
Alexander George	215 Walcott Avenue	Jamestown	RI	02835	seasonal
Beibhinn George	215 Walcott Avenue	Jamestown	RI	02835	seasonal
Charlton George	215 Walcott Avenue	Jamestown	RI	02835	year round
Caroline George	215 Walcott Avenue	Jamestown	RI	02835	seasonal
Edward George	215 Walcott Avenue	Jamestown	RI	02835	seasonal
Katherine George	215 Walcott Avenue	Jamestown	RI	02835	seasonal
Lauren George	215 Walcott Avenue	Jamestown	RI	02835	seasonal
Nancy George	215 Walcott Avenue	Jamestown	RI	02835	year round
Mary Gooding	209 Narragansett Avenue	Jamestown	RI	02835	year round
Amanda Graham	65 Clinton Avenue	Jamestown	RI	02835	seasonal
Ephraim Graham	65 Clinton Avenue	Jamestown	RI	02835	seasonal
Jessica Graham	65 Clinton Avenue	Jamestown	RI	02835	seasonal
Janet Grant	12 Pardon Tucker Place	Jamestown	RI	02835	year round
John R. Grant	12 Pardon Tucker Place	Jamestown	RI	02835	year round
Jeffrey Gravidahl	28 Newport Street	Jamestown	RI	02835	year round

CITIZEN'S PETITION SIGNERS	ADDRESS	CITY	STATE	ZIP	JAMESTOWN, RI RESIDENCY
Christina Gravdahl	28 Newport Street	Jamestown	RI	02835	year round
Susan Gravdahl - Parsons	8 Pratt Street, Apt. 2-R	Providence	RI	02906	seasonal
Daniel S. Gregory	1 Meadow Lane	Jamestown	RI	02835	seasonal
Mary Gregory	1 Meadow Lane	Jamestown	RI	02835	seasonal
Mandy Griffith	36 Newport Street	Jamestown	RI	02835	year round
Mrs. Katherine Grimes	227 Highland Drive	Jamestown	RI	02835	year round
Kim Grimes	62 Benjamin Drive	Portsmouth	RI	02835	year round
Paul Grimes	227 Highland Drive	Jamestown	RI	02835	year round
Paul J. Grimes, III	62 Benjamin Drive	Portsmouth	RI	02835	year round
Bailey Haas	158 Highland Drive	Jamestown	RI	02835	seasonal
Galan Haas	158 Highland Drive	Jamestown	RI	02835	seasonal
Galen Haas	158 Highland Drive	Jamestown	RI	02835	seasonal
Jim Haas	158 Highland Drive	Jamestown	RI	02835	seasonal
Regan Haas	158 Highland Drive	Jamestown	RI	02835	seasonal
Regan Haas	158 Highland Drive	Jamestown	RI	02835	seasonal
Dylan Hakim	50 Green Lane	Jamestown	RI	02835	seasonal
Gabriel Hakim	50 Green Lane	Jamestown	RI	02835	seasonal
Boze Hancock	76 Howland Avenue	Jamestown	RI	02835	year round
Sarah "Sally" Harding	76 Clinton Avenue	Jamestown	RI	02835	year round
Leslie J. Harkins	10 Narragansett Avenue, #8	Jamestown	RI	02835	year round
Brien C. Harrison	1545 NW Buttonbush Circle	Palm City	FL	34990	seasonal
William W. Harrison, Jr.	1545 NW Buttonbush Circle	Palm City	FL	34990	seasonal
J. William W. Harsch	20 Westwood Road	Jamestown	RI	02835	year round
Tina Harsch	20 Westwood Road	Jamestown	RI	02835	year round
Anne Hay	725 Indian Avenue	Middletown	RI	02842	year round
Bob Hay	725 Indian Avenue	Middletown	RI	02842	year round
Liz Hay	725 Indian Avenue	Middletown	RI	02842	year round
Elizabeth Hazard	24 Emerson Road	Jamestown	RI	02835	seasonal
Akira Heath	8 Meadow Lane	Jamestown	RI	02835	seasonal
Devon Heath	86 High Street	Jamestown	RI	02835	seasonal
Eloise Heath	87 Columbia Avenue	Jamestown	RI	02835	seasonal
Jeff Heath	86 High Street	Jamestown	RI	02835	year round
Jeffrey Heath	86 High Street	Jamestown	RI	02835	seasonal
Keira Heath	86 High Street	Jamestown	RI	02835	seasonal
Mary Heath	87 Columbia Avenue	Jamestown	RI	02835	year round
Owen Heath	87 Columbia Avenue	Jamestown	RI	02835	seasonal
Sara Heath	8 Meadow Lane	Jamestown	RI	02835	seasonal
Scott Heath	86 High Street	Jamestown	RI	02835	seasonal
Steve Heath	87 Columbia Avenue	Jamestown	RI	02835	year round
Tim Heath	8 Meadow Lane	Jamestown	RI	02835	seasonal
Tobin Heath	86 High Street	Jamestown	RI	02835	seasonal
Christine Heenan	63 Howland Avenue	Jamestown	RI	02835	year round
David Hehman	14 Holmes Court	Jamestown	RI	02835	seasonal
George Hehman	14 Holmes Court	Jamestown	RI	02835	seasonal
Oliver Hehman	14 Holmes Court	Jamestown	RI	02835	seasonal
Sarah S. Hehman	14 Holmes Court	Jamestown	RI	02835	seasonal
Catherine C. Hemp	153 Longfellow Road	Jamestown	RI	02835	seasonal
Elizabeth K. Hemp	153 Longfellow Road	Jamestown	RI	02835	year round
Margaret M. Hemp	153 Longfellow Road	Jamestown	RI	02835	year round
Cindy Hirsch	630 W Lodge Cottage Drive	Jackson	WY	83001	seasonal
Matt Hirsch	630 W Lodge Cottage Drive	Jackson	WY	83001	seasonal
Sarah Hirsch	630 W Lodge Cottage Drive	Jackson	WY	83001	seasonal
Tom Hirsch	630 W Lodge Cottage Drive	Jackson	WY	83001	seasonal
Alex Hively	63 Howland Avenue	Jamestown	RI	02835	year round
Colin Hively	63 Howland Avenue	Jamestown	RI	02835	year round
Betty Hubbard	27 Pennsylvania Avenue	Jamestown	RI	02835	year round
Jack Hubbard	27 Pennsylvania Avenue	Jamestown	RI	02835	year round
Holly Huffine Komar	53 Conanicus Avenue, Apt. 5A	Jamestown	RI	02835	year round
Adele Huffine	53 Conanicus Avenue, Apt. 5A	Jamestown	RI	02835	year round
Jean o'Neill Huntington	34 Dumpling Drive	Jamestown	RI	02835	seasonal

CITIZEN'S PETITION SIGNERS	ADDRESS	CITY	STATE	ZIP	JAMESTOWN, RI RESIDENCY
Ben Hutchinson	75 Hamilton Avenue	Jamestown	RI	02835	year round
Ella Hutchinson	75 Hamilton Avenue	Jamestown	RI	02835	year round
George Hutchinson	75 Hamilton Avenue	Jamestown	RI	02835	seasonal
Mary Hutchinson	21 Hamilton Avenue	Jamestown	RI	02835	year round
Sarah Hutchinson	75 Hamilton Avenue	Jamestown	RI	02835	seasonal
William Hutchinson	75 Hamilton Avenue	Jamestown	RI	02835	year round
Polly Hutcheson	75 Bay View Drive	Jamestown	RI	02835	seasonal
Alan Hwang	34 Columbia Avenue	Jamestown	RI	02835	seasonal
Annie Kane	22 Cole Street	Jamestown	RI	02835	seasonal
Emmy Kane	22 Cole Street	Jamestown	RI	02835	seasonal
Mandy Kane	22 Cole Street	Jamestown	RI	02835	year round
Martin Keen	112 Walcott Avenue	Jamestown	RI	02835	year round
Mary Keen	112 Walcott Avenue	Jamestown	RI	02835	year round
Annice Kenan	305 Beavertail Road	Jamestown	RI	02835	seasonal
Rolf Knudsen	1035 East Shore Road	Jamestown	RI	02835	year round
Alexandra de Koranyi	55 Longfellow Road	Jamestown	RI	02835	year round
Charlotte Kreutz	19 Conanicus Avenue	Jamestown	RI	02835	seasonal
Libby Kreutz	19 Conanicus Avenue	Jamestown	RI	02835	seasonal
Shane Kriegel	24 Bryer Avenue	Jamestown	RI	20835	seasonal
Elizabeth Kruger	4 Fort Wetherill Road	Jamestown	RI	02835	year round
David Kruger	4 Fort Wetherill Road	Jamestown	RI	02835	year round
Lisa Allen LeFort	75 Walcott Avenue	Jamestown	RI	02835	seasonal
Robert J. "Jack" LeFort, Jr.	75 Walcott Avenue	Jamestown	RI	02835	seasonal
Charlotte LeFort	75 Walcott Avenue	Jamestown	RI	02835	seasonal
Alec LeFort	75 Walcott Avenue	Jamestown	RI	02835	seasonal
Jenny Lathan	68 North Road	Jamestown	RI	02835	year round
Erika Laurie Forsyth	15 Dumpling Drive	Jamestown	RI	02385	seasonal
Amelia Laurie Kay	15 Dumpling Drive	Jamestown	RI	02835	seasonal
David Laurie	15 Dumpling Drive	Jamestown	RI	02835	seasonal
Duncan Laurie	4 Fort Wetherill Road	Jamestown	RI	02835	year round
Will Laurie	15 Dumpling Drive	Jamestown	RI	02835	seasonal
Suzy leech	49 Whittier Road	Jamestown	RI	02835	year round
Cara Liberati	2 Old Walcott Avenue	Jamestown	RI	02835	year round
Susan Licardi	95 Cole Street	Jamestown	RI	02835	year round
Marcie Lindsay	18 Constellation Court	Jamestown	RI	02835	year round
Bert Lippincott	10 Old Walcott Avenue	Jamestown	RI	02835	year round
Caroline Lippincott	10 Old Walcott Avenue	Jamestown	RI	02835	year round
Elizabeth Lippincott	216 Highland Drive	Jamestown	RI	02835	seasonal
Jane Lippincott	10 Old Walcott Avenue	Jamestown	RI	02835	year round
Deryck Livingston	30 Whittier Road	Jamestown	RI	02835	year round
Serena R. Livingston	30 Whittier Road	Jamestown	RI	02835	year round
Capt. Edward C. Long III	6 Grey Gull Road	Jamestown	RI	02835	year round
Candace Longley	3836 Clipper Cove Dr.	Naples	FL	34112	seasonal
Bill Longley	3836 Clipper Cove Dr.	Naples	FL	34112	seasonal
Emily Longley	377 Rector Place Apt. 8 B	New York	NY	10280	seasonal
Stuart Longley	377 Rector Place Apt. 8 B	New York	NY	10280	seasonal
James Longley	3836 Clipper Cove Dr.	Naples	FL	34112	seasonal
Stacey A. Lyon	138 Narragansett Avenue, Unit 15	Jamestown	RI	02835	year round
Colin McInnes	6147 Cilantro Drive	Alexandria	VA	22310	seasonal
Nicky MacInnes	19 Conanicus Avenue	Jamestown	RI	02835	seasonal
Ben Malcolm	45 Blueberry Land	Jamestown	RI	02835	seasonal
Judy Malcolm	45 Blueberry Land	Jamestown	RI	02835	seasonal
Lily Malcolm	45 Blueberry Land	Jamestown	RI	02835	seasonal
Jay Mayers	3 Meadow Lane	Jamestown	RI	02835	year round
Tim Mayers	3 Meadow Lane	Jamestown	RI	02835	year round
Bill Maynard	358 Highland Drive	Jamestown	RI	02835	year round
Janet Maynard	358 Highland Drive	Jamestown	RI	02835	year round
Katheryn Maynard	358 Highland Drive	Jamestown	RI	02835	year round
Will Maynard	358 Highland Drive	Jamestown	RI	02835	year round
Trish McElroy	34 Court Street	Jamestown	RI	02835	year round

CITIZEN'S PETITION SIGNERS	ADDRESS	CITY	STATE	ZIP	JAMESTOWN, RI RESIDENCY
Christina McIntyre	57 Newport Street	Jamestown	RI	02835	year round
Jerry McIntyre, Esq.	57 Newport Street	Jamestown	RI	02835	year round
Harrison Mielde	65 Clinton Avenue	Jamestown	RI	02835	seasonal
Jameson Mielde	65 Clinton Avenue	Jamestown	RI	02835	seasonal
Dr. Numi Mitchell	67 Howland Avenue	Jamestown	RI	02835	year round
Eli Mitchell	67 Howland Avenue	Jamestown	RI	02835	year round
Glenn Mitchell	67 Howland Avenue	Jamestown	RI	02835	year round
Donna Montgomery	20 Greenough Place, Apt. 1A	Newport	RI	02840	seasonal
Betsy Moody	9 Conanicus Avenue	Jamestown	RI	02835	year round
Brooke Moody	9 Conanicus Avenue	Jamestown	RI	02835	year round
Clarke Moody	9 Conanicus Avenue	Jamestown	RI	02835	year round
Kelsey Moody	9 Conanicus Avenue	Jamestown	RI	02835	year round
Linc Mossup	53 Conanicus Avenue	Jamestown	RI	02835	year round
Mrs. W.I. Mossup, Jr.	38 Dumpling Drive	Jamestown	RI	02835	seasonal
Cornelia Mueller	73 Cole Street	Jamestown	RI	02835	year round
Scott Murray	88 Bow Street	Jamestown	RI	02835	seasonal
Adrienne Nickol	101 Mt. Hope Avenue	Jamestown	RI	02835	seasonal
Jeff Nickol	101 Mt. Hope Avenue	Jamestown	RI	02835	seasonal
Ellen Noble	53 Conanicus Avenue, Apt. 5A	Jamestown	RI	02835	year round
Mrs. Norman Noble	53 Conanicus Avenue, Apt. 5A	Jamestown	RI	02835	year round
Dan O'Donnell	192 Racquet Road	Jamestown	RI	02835	year round
Suzanne O'Donnell	192 Racquet Road	Jamestown	RI	02835	year round
Annabel O'Donnell	192 Racquet Road	Jamestown	RI	02835	year round
Liam O'Donnell	192 Racquet Road	Jamestown	RI	02835	year round
Aidan O'Farrell	90 Blueberry Lane	Jamestown	RI	02835	year round
Fergus O'Farrell	90 Blueberry Lane	Jamestown	RI	02835	year round
Finn O'Farrell	90 Blueberry Lane	Jamestown	RI	02835	year round
Liam O'Farrell	90 Blueberry Lane	Jamestown	RI	02835	year round
Daniel J. O'Leary	578 East Shore Road	Jamestown	RI	02835	year round
Charles O'Neill	113 Kirk Crossing	Decatur	GA	30030	seasonal
Betsey Outerbridge	28 Hawthorne Road	Jamestown	RI	02835	year round
Ben Parsons	43 Pierce Avenue	Jamestown	RI	02835	year round
Matt Parsons	43 Pierce Avenue	Jamestown	RI	02835	year round
Sam Parsons	43 Pierce Avenue	Jamestown	RI	02835	year round
Alexander Perkins	75 Highland Drive	Jamestown	RI	02835	seasonal
Clay Perkins	75 Highland Drive	Jamestown	RI	02835	seasonal
Lynn Perkins	75 Highland Drive	Jamestown	RI	02835	seasonal
Nicholas Perkins	75 Highland Drive	Jamestown	RI	02835	seasonal
Richard Perkins	75 Highland Drive	Jamestown	RI	02835	seasonal
Aidan Petrie	1005 Fort Getty Road	Jamestown	RI	02835	year round
Ailsa Petrie	1005 Fort Getty Road	Jamestown	RI	02835	year round
Islay Petrie	1005 Fort Getty Road	Jamestown	RI	02835	year round
Kate Petrie	1005 Fort Getty Road	Jamestown	RI	02835	year round
Maey Petrie	1005 Fort Getty Road	Jamestown	RI	02835	year round
Elizabeth Congdon Pinto	39 Pierce Avenue	Newport	RI	02840	year round
John Plowden	45 Calvert Place	Jamestown	RI	02835	year round
Susan Maffei Plowden	45 Calvert Place	Jamestown	RI	02835	year round
Emily Potter	34 Columbia Avenue	Jamestown	RI	02835	seasonal
Caryl Potter Cox	88 Bow Street	Jamestown	RI	02835	seasonal
Ann Potter Murray	88 Bow Street	Jamestown	RI	02835	seasonal
Anne R. Potter	34 Columbia Avenue	Jamestown	RI	02835	seasonal
Andrew Potter	3 Laurel Lane	Jamestown	RI	02835	year round
Bella Potter	88 Bow Street	Jamestown	RI	02835	year round
Claire Potter	2 Westwood Road	Jamestown	RI	02835	seasonal
Cora Potter	216 W Monument Street, apt 3F	Baltimore	MD	21201	seasonal
Gordon D. Potter	34 Columbia Avenue	Jamestown	RI	02835	seasonal
Henry S. Potter	34 Columbia Avenue	Jamestown	RI	02835	seasonal
Karen Potter	88 Bow Street	Jamestown	RI	02835	year round
Louise Potter	9 Plymouth Road	Jamestown	RI	02835	year round
Phoebe Potter	2 Westwood Road	Jamestown	RI	02835	seasonal

CITIZEN'S PETITION SIGNERS	ADDRESS	CITY	STATE	ZIP	JAMESTOWN, RI RESIDENCY
Sam Potter	9 Plymouth Road	Jamestown	RI	02835	year round
Sophie Potter	2 Westwood Road	Jamestown	RI	02835	seasonal
Tom Potter	88 Bow Street	Jamestown	RI	02835	year round
Candace Powell	38 Mt. Hope Avenue	Jamestown	RI	02835	year round
Chris Powell	38 Mt. Hope Avenue	Jamestown	RI	02835	year round
Susan Pratt	101 Longfellow Road	Jamestown	RI	02835	year round
William Pratt	101 Longfellow Road	Jamestown	RI	02835	year round
Isabel Regine	356 Beacon Avenue	Jamestown	RI	02835	seasonal
Max Regine	356 Beacon Avenue	Jamestown	RI	02835	year round
Evelyn Rhodes	6 Grey Gull Road	Jamestown	RI	02835	year round
George Rice	75 Bay View Drive	Jamestown	RI	02835	seasonal
Craig Richardson	305 Beavertail Road	Jamestown	RI	02835	year round
Larry Richardson	28 Hawthorne Road	Jamestown	RI	02835	seasonal
Liz Richardson	28 Hawthorne Road	Jamestown	RI	02835	seasonal
Lydia Richardson	28 Hawthorne Road	Jamestown	RI	02835	seasonal
Philip Richardson	28 Hawthorne Road	Jamestown	RI	02835	seasonal
Sarah Richardson	305 Beavertail Road	Jamestown	RI	02835	year round
Barbara B. Ritter	30 Whittier Road	Jamestown	RI	02835	seasonal
David Robinson	55 Cole Street	Jamestown	RI	02835	year round
Hayley Robinson	55 Cole Street	Jamestown	RI	02835	year round
Joshua Robinson	55 Cole Street	Jamestown	RI	02835	year round
Michael Robinson	55 Cole Street	Jamestown	RI	02835	year round
Noah Robinson	55 Cole Street	Jamestown	RI	02835	year round
Bea Rosen	216 Highland Drive	Jamestown	RI	02835	seasonal
Josh Rosen	216 Highland Drive	Jamestown	RI	02835	seasonal
Lydia Rosen	216 Highland Drive	Jamestown	RI	02835	seasonal
Donald O. Ross	21 Clay Street	Newport	RI	02840	year round
Eliza C. Ross	1026 East Shore Road	Jamestown	RI	02835	seasonal
Nathaniel M. Ross	1026 East Shore Road	Jamestown	RI	02835	seasonal
Stuart Ross	1026 East Shore Road	Jamestown	RI	02835	year round
Susan Ross	21 Clay Street	Newport	RI	02840	year round
Wendy F. Ross	1026 East Shore Road	Jamestown	RI	02835	year round
William R. Ross	1026 East Shore Road	Jamestown	RI	02835	seasonal
Nancy Sall	28 Newport Street	Jamestown	RI	02835	year round
Bill Salmons	115 Melrose Avenue	Jamestown	RI	02835	year round
Mary Louise Sanborn	21 Bay View Drive	Jamestown	RI	02835	year round
Wesley Sanborn	21 Bay View Drive	Jamestown	RI	02835	year round
Alex Sawyer	300 Highland Drive	Jamestown	RI	02835	seasonal
Derek Sawyer	300 Highland Drive	Jamestown	RI	02835	seasonal
Evan Sawyer	300 Highland Drive	Jamestown	RI	02835	seasonal
Prim Sawyer	300 Highland Drive	Jamestown	RI	02835	seasonal
Barbara Schlubach	8 Washington Street	Jamestown	RI	02835	year round
Andrew Schmidt	21 Columbia Avenue	Jamestown	RI	02835	seasonal
Jerry Scott	129 Walcott Avenue	Jamestown	RI	02835	year round
Bob Sedgewick	144 Walcott Avenue	Jamestown	RI	02835	seasonal
Linda Sedgewick	144 Walcott Avenue	Jamestown	RI	02835	seasonal
Prudence C. Sellers	98 Clarke Street	Jamestown	RI	02835	seasonal
Judith Sernatinger	3 Laurel Lane	Jamestown	RI	02835	year round
Cornelia Sertl	34 Dumpling Drive	Jamestown	RI	02835	seasonal
Katja Sertl	34 Dumpling Drive	Jamestown	RI	02835	seasonal
Nick Sertl	34 Dumpling Drive	Jamestown	RI	02835	seasonal
Jack Sheehan	98 Clarke Street	Jamestown	RI	02835	year round
Patty Sheehan	98 Clarke Street	Jamestown	RI	02835	year round
Maria Shevlin	24 Hamilton Avenue	Jamestown	RI	02835	year round
Paula Scotti Shevlin	24 Hamilton Avenue	Jamestown	RI	02835	year round
Tom Shevlin	24 Hamilton Avenue	Jamestown	RI	02835	year round
Duval Slingluff	19 Prudence Road	Jamestown	RI	02835	year round
Patricia Slingluff	19 Prudence Rd., #2	Jamestown	RI	02835	year round
Christian Smith	1093 East Shore Road	Jamestown	RI	02835	seasonal
Jesse Smith	305 Beavertail Road	Jamestown	RI	02835	seasonal

CITIZEN'S PETITION SIGNERS	ADDRESS	CITY	STATE	ZIP	JAMESTOWN, RI RESIDENCY
Lydia Potter Snyder	191 Narragansett Avenue	Jamestown	RI	02835	seasonal
Christi Sperry	95 West Wind Drive	Jamestown	RI	02835	year round
Janie Sperry	95 West Wind Drive	Jamestown	RI	02835	year round
Sophie Sperry	95 West Wind Drive	Jamestown	RI	02835	year round
Tom Sperry	95 West Wind Drive	Jamestown	RI	02835	year round
Bradford Stanley, Esq.	23 Standish Road	Jamestown	RI	02835	seasonal
Harlan Stanley	23 Standish Road	Jamestown	RI	02835	seasonal
Peggy Stanley	23 Standish Road	Jamestown	RI	02835	seasonal
Robert Stanley	23 Standish Road	Jamestown	RI	02835	seasonal
Hannah Swett	47 Longfellow Road	Jamestown	RI	02835	year round
Holly McAllister Swett	45 Walcott Avenue	Jamestown	RI	02835	year round
Joan G. Swift	40 Emerson Road	Jamestown	RI	02835	seasonal
Thomas B. Swift	40 Emerson Road	Jamestown	RI	02835	seasonal
Barbara Szepatowski	80 Riptide Street	Jamestown	RI	02835	seasonal
Amy W. Taft	65 Clinton Avenue	Jamestown	RI	02835	seasonal
Henry Taylor	28 Dumpling Drive	Jamestown	RI	02835	seasonal
James Taylor	28 Dumpling Drive	Jamestown	RI	02835	seasonal
Caroline "Kim" Taylor	28 Dumpling Drive	Jamestown	RI	02835	seasonal
Rufus Taylor	28 Dumpling Drive	Jamestown	RI	02835	seasonal
Elijah de la Torre	76 Clinton Street	Jamestown	RI	02835	seasonal
Jesús de la Torre	76 Clinton Avenue	Jamestown	RI	02835	year round
Maya de la Torre	76 Clinton Street	Jamestown	RI	02835	seasonal
Carole Toselli	1052 East Shore Road	Jamestown	RI	02835	year round
Richard Toselli	1052 East Shore Road	Jamestown	RI	02835	year round
Cynthia Trask	304 Beavertail Road	Jamestown	RI	02835	year round
Dick Trask	304 Beavertail Road	Jamestown	RI	02835	year round
Barbara Lee Trout	28 Newport Street	Jamestown	RI	02835	year round
Robert Trout	14 Lawn Avenue	Jamestown	RI	02835	year round
Alexander Tuff	167 Walcott Avenue	Jamestown	RI	02835	seasonal
Ben Tuff	14 Racquet Road	Jamestown	RI	02835	seasonal
Chris Tuff	167 Walcott Avenue	Jamestown	RI	02835	seasonal
Elizabeth Tuff	167 Walcott Avenue	Jamestown	RI	02835	seasonal
Geoff Tuff	10 Racquet Road	Jamestown	RI	02835	seasonal
Gretchen Tuff	14 Racquet Road	Jamestown	RI	02835	seasonal
Hunter Tuff	10 Racquet Road	Jamestown	RI	02835	seasonal
Julie Tuff	167 Walcott Avenue	Jamestown	RI	02835	seasonal
Martha Tuff	10 Racquet Road	Jamestown	RI	02835	seasonal
Mason Tuff	10 Racquet Road	Jamestown	RI	02835	seasonal
Pat Tuff	14 Racquet Road	Jamestown	RI	02835	seasonal
Quinn Tuff	10 Racquet Road	Jamestown	RI	02835	seasonal
Rider Tuff	10 Racquet Road	Jamestown	RI	02835	seasonal
Tim Tuff	14 Racquet Road	Jamestown	RI	02835	seasonal
Victoria Valentine	75 Hamilton Avenue	Jamestown	RI	02835	year round
Onne van der Wal	2 Priscilla Road	Jamestown	RI	02835	year round
Tenley van der Wal	2 Priscilla Road	Jamestown	RI	02835	year round
Christa Vaughan	38 Pear Street	Portsmouth	RI	02871	year round
Chris Vaughan	38 Pear Street	Portsmouth	RI	02871	year round
Heidi Vaughan	242 Highland Street	Milton	MA	02186	seasonal
Lindsey Vaughan	242 Highland Street	Milton	MA	02186	seasonal
Pebbles Wadsworth	1093 East Shore Road	Jamestown	RI	02835	seasonal
Kate Wallace	60 Ocean Avenue	Jamestown	RI	02835	year round
Colin Walsh	183 Narragansett Avenue	Jamestown	RI	02835	year round
Eoin Walsh	24 Bow Street	Jamestown	RI	02835	year round
Jennifer Walsh	255 Beavertail Road	Jamestown	RI	02835	seasonal
Teri Pimley Walsh	24 Bow Street	Jamestown	RI	02835	year round
Emily Weigel	53 Cole Street	Jamestown	RI	02835	seasonal
Kenton Weigel	53 Cole Street	Jamestown	RI	02835	seasonal
Kristen Weigel	53 Cole Street	Jamestown	RI	02835	seasonal
Jeff Westcott	186 Racquet Road	Jamestown	RI	02835	seasonal
Kim Westcott	186 Racquet Road	Jamestown	RI	02835	seasonal

CITIZEN'S PETITION SIGNERS	ADDRESS	CITY	STATE	ZIP	JAMESTOWN, RI RESIDENCY
Bernard Wharton	255 Beavertail Road	Jamestown	RI	02835	seasonal
James D. Wharton	21 Hamilton Avenue	Jamestown	RI	02835	year round
Phoebe Wharton	30 Walnut Street	Jamestown	RI	02835	seasonal
Arthur K. Wheelock, Jr.	221 Narragansett Avenue	Jamestown	RI	02835	seasonal
Perry Wheelock	221 Narragansett Avenue	Jamestown	RI	02835	seasonal
Bradford Whitman	343 Beavertail Road	Jamestown	RI	02835	seasonal
Elaine Whitman	343 Beavertail Road	Jamestown	RI	02835	seasonal
Anna Williams	57 Walcott Avenue	Jamestown	RI	02835	seasonal
Basil Williams	57 Walcott Avenue	Jamestown	RI	02835	seasonal
Basil Williams, Jr.	57 Walcott Avenue	Jamestown	RI	02835	seasonal
Anna Williams	57 Walcott Avenue	Jamestown	RI	02835	seasonal
Ellie Williams	9 Bryer Avenue	Jamestown	RI	02835	seasonal
Michael Williams	9 Bryer Avenue	Jamestown	RI	02835	seasonal
Sisi Williams	9 Bryer Avenue	Jamestown	RI	02835	seasonal
Sophie Williams	9 Bryer Avenue	Jamestown	RI	02835	seasonal
Thomas Williams	57 Walcott Avenue	Jamestown	RI	02835	seasonal
Bambi Wood	24 Bryer Avenue	Jamestown	RI	02835	seasonal
Christopher L. Wood	24 Bryer Avenue	Jamestown	RI	02835	seasonal
Christina Wood	863 Park Avenue, Apt. 7W	New York	NY	10075	seasonal
Dan Wood	Clingstone, The Dumplings	Jamestown	RI	02835	seasonal
Meghan Wood	24 Bryer Avenue	Jamestown	RI	02835	seasonal
Edmund B. Wood	863 Park Avenue, Apt. 7W	New York	NY	10075	seasonal
Sandy Wood	24 Bryer Avenue	Jamestown	RI	02835	seasonal
Sarah Wood	24 Bryer Avenue	Jamestown	RI	02835	seasonal
Abby Wright	20 Whittier Road	Jamestown	RI	02835	seasonal
Catherine V. Wright	2 Meadow Lane	Jamestown	RI	02835	year round
Charlie Wright	2 Meadow Lane	Jamestown	RI	02835	seasonal
Catharine Wright	2 Meadow Lane	Jamestown	RI	02835	seasonal
Daniel Wright	206 Narragansett Avenue	Jamestown	RI	02835	year round
Eliza Wright	20 Whittier Road	Jamestown	RI	02835	seasonal
Georgia Wright	206 Narragansett Avenue	Jamestown	RI	02835	year round
James Wright	2 Meadow Lane	Jamestown	RI	02835	seasonal
Jane Wright	206 Narragansett Avenue	Jamestown	RI	02835	year round
Louise Wright	20 Whittier Road	Jamestown	RI	02835	seasonal
Mary Wright	286 Highland Drive	Jamestown	RI	02835	seasonal
Natalie Wright	20 Whittier Road	Jamestown	RI	02835	seasonal
Redwood Wright	2 Meadow Lane	Jamestown	RI	02835	seasonal
Ellicott Wright	286 Highland Drive	Jamestown	RI	02835	year round
Amanda Wynn	4 Clinton Avenue	Jamestown	RI	02835	seasonal
Georgie Wynn	4 Clinton Avenue	Jamestown	RI	02835	seasonal
Scott Wynn	4 Clinton Avenue	Jamestown	RI	02835	seasonal
Susan Wynn	4 Clinton Avenue	Jamestown	RI	02835	seasonal
Sarah Young	303 Valley Road	Middletown	RI	02842	seasonal
John Zimmermann	23 Conanicus Avenue	Jamestown	RI	02835	year round



CAMERON & MITTLEMAN^{LLP}
Attorneys-at-Law

VIA EMAIL AND FEDERAL EXPRESS:
STATE OF RHODE ISLAND COASTAL
RESOURCES MANAGEMENT COUNCIL
OLIVER H. STEDMAN GOVERNMENT
CENTER
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879
(401) 783-3370

VIA EMAIL AND FEDERAL EXPRESS:
STATE OF RHODE ISLAND DEPARTMENT
OF ENVIRONMENT MANAGEMENT
OFFICE OF TECHNICAL AND CUSTOMER
ASST.
235 Promenade Street
Providence, RI 02908-5767
(401) 222-6822

September 18, 2020

RE: Application of Assent of Jamestown Boatyard, Inc. (hereinafter "JBY")

CRMC File No.: 2019-06-014

RIDEM Water Quality Certification Number: WQC 10-123-DP19-174

MEETING SCHEDULED FOR SEPTEMBER 22, 2020 AT 6:00 PM

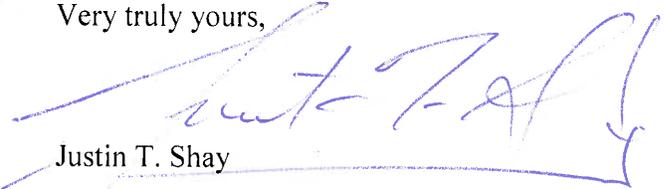
Ladies and Gentlemen:

We represent The Dumplings Association, Inc. ("DAI"), a Rhode Island non-profit corporation of Jamestown, Rhode Island and Ocean Highlands, LLC.

DAI and Ocean Highlands, LLC also anticipate presenting expert testimony from Joseph Klinger, PWS (Curriculum Vitae enclosed) and Marie-Helene Cormier (Curriculum Vitae enclosed). Mr. Klinger and Ms. Cormier are expected to present testimony with respect to previously filed reports and the effect of the findings therein on the site of this application and the effects of dredging.

Thank you for your consideration in this matter.

Very truly yours,


Justin T. Shay

Enclosures

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ECOTONES, INC.
ENVIRONMENTAL CONSULTANTS

PO BOX 1131
EAST GREENWICH, RI 02818
PHONE 401-256-5199
FAX 401-256-5191

JOSEPH KLINGER, PWS - PRINCIPAL ENVIRONMENTAL SCIENTIST

EDUCATION

MASTER OF SCIENCE: University of Rhode Island, Geology, 1996. Sedimentary Environments and Processes on the Shoreface of the Charlestown/ Greenhill Barrier/Headland Shoreface and Misquamicut Barrier/Headland Shoreface, South Coast of Rhode Island.

ADDITIONAL GRADUATE-LEVEL COURSEWORK: University of Rhode Island

- Applied Coastal Ecology, 1992
- Wetland Ecology & Field Investigations, 1999
- Field Botany and Taxonomy, 2002
- Coastal Marine Ecosystems, 2004
- Ecology of Fragmented Landscapes, 2005
- Soil Morphology and Mapping, 2006
- Soil Genesis & Classification, 2009

WETLAND DELINEATOR TRAINING: Institute for Wetland & Environmental Education & Research, 2002.

BACHELOR OF ARTS: Franklin and Marshall College, Geology, 1992

PROFESSIONAL DEVELOPMENT:

Institute for Wetland & Environmental Education:

- US ACOE Certified Wetland Delineator Training, 2002
- Coastal, 2000 & Winter Woody Plant Identification, 2002

American Society of Civil Engineers

- Wetlands and 404 Permitting, 1999
- Hydrologic Modeling Using HEC-HMS, 2008

RI Sea Grant & Coastal Resources Management Council

- Low Impact Development Design Certificate Workshop, 2007
- Certified Invasive Species Manager Training, 2005

Plymouth County, MA Conservation District

- Hydric Soil Identification Workshop, 2002

CT Assoc. of Wetland Scientists

- Hydrogeomorphic Wetland Classification & Assessment, 2000

REEF Env. Education Foundation; Stellwagen Bank Nat'l Sanctuary:

- Fish Identification, 2002
- Invertebrate Identification, 2008

Geological Society of America, NE Section

- Water Waves & Coastal Processes Short Course, 1999

University of Rhode Island Feinstein Providence Campus

- Determination of water levels on tidally affected coastlines, 2005

LICENSES, CERTIFICATIONS, REGISTRATIONS

USCG Licensed Captain #2765407 – Inland Master 50 Gross Tons - Commercial Towing Endorsement

The Maritime Consortium, Inc. (DOT/ USCG drug/alcohol compliance)

SCUBA Instructor: National Association of Underwater Instructors #47247

OSHA 40-Hour HAZWOPER Training

Society of Wetland Scientists: Certified Professional Wetland Scientist #1739

RI CRMC: Certified Invasive Species Manager #24 & Certified Low Impact Development Master Designer #0207011

RI DEM Fish & Wildlife: Scientific Collector's Permit (Shellfish)

PROFESSIONAL EXPERIENCE

Ecotones, Inc., North Kingstown, RI Vice President & Principal Environmental Scientist, 2002-present - Responsible for wetland and coastal zone delineation and permitting for residential, commercial, and industrial property in RI, MA, and CT. Also responsible for sub-aquatic habitat assessments (submerged aquatic vegetation, shellfish, and sediment type) in estuarine and marine environments. Responsible for GIS maintenance and services.

Bryant University, Smithfield, RI. Adjunct Professor, 2012 to present – Courses: Physical Geology, Geology Lab, and Human Impact on Life & the Environment.

University of RI Dept. of Geosciences, Kingston, RI. Lecturer/Per-course Instructor, 2010 to 2013 – Courses: Environmental Geology, Geology of the US National Parks, Structural Geology. Research Associate I & Teaching Assistant, 1992-1997

Pare Engineering Corporation, Lincoln, RI Project Environmental Scientist, 2002, Senior Environmental Scientist, 2001-2002, Environmental Scientist, 1999-2001 Wetland and coastal zone permitting and characterization in RI, MA, and CT.

RI Coastal Resources Management Council (CRMC), Wakefield, RI, Coastal Geologist, 1997-1999 - Responsible for policy and permitting related to coastal environments.

KLINGER – 1 of 2





JOSEPH KLINGER, PWS - PRINCIPAL ENVIRONMENTAL SCIENTIST

REPRESENTATIVE PROJECT EXPERIENCE

- Subtidal Habitat Assessments, RI, CT, MA, ME, 2001 to present.** Identification, characterization, and delineation areas of submerged aquatic vegetation (eelgrass/widgeon grass). More than 125 acres of bottom habitat evaluated since 2005. Survey of shellfish concentrations for proposed dredge projects and marina development. Sediment and shellfish sampling for environmental analysis and remediation projects.
- NRCS EQIP Oyster Reef Monitoring, 2016 to present.** Determined area, relief, and oyster metrics including density and size frequency and collected samples for disease analysis of two 1,089 ft² habitat-enhancement oyster reefs. Bissel Cove, North Kingstown and Potter Pond, South Kingstown, RI.
- Conanicut Yacht Club, Jamestown, RI, Narragansett Bay, 2016.** Approximately 9 acre evaluation of subtidal area in the vicinity of proposed moorings. Completed using side-scan sonar and GPS-overlay remote video observation. Approximately 7 acres of eelgrass delineated.
- Weaver Cove Submerged Aquatic Vegetation (SAV) Study, Portsmouth, RI, Narragansett Bay, 2014.** Approximately 87 acre SAV evaluation of subtidal habitat using GPS-overlay remote video observation. Identified substrate type and areas of biogenic hard substrate dominated by common slipper shell (*Crepidula fornicata*).
- Carr Point Sediment Sampling, Narragansett Bay, RI, 2009.** Collection of shallow sediment cores to determine lead shot concentrations offshore of a former shooting range.
- Portsmouth Naval Shipyard Sediment Sampling & Subtidal Investigations. Kittery, ME. 2007.** Collection of grab and core samples, mapping of eelgrass habitat, and underwater video documentation of bottom conditions.
- Tiverton Yacht Club Shellfish Survey, Narragansett Bay, RI, 2007.** Shellfish sampling to determine pre-dredge density.
- "New" Channel Coastal Feature Delineation & Habitat/Shellfish Study, Winnapaug Pond, Westerly, RI. 2009.** Coastal feature delineations and evaluation of bottom habitat type and shellfish density calculations.
- Gould Island Sub-tidal Habitat, Narragansett Bay, RI, 2005.** Documentation and sampling of subtidal habitat along the island. Included sediment and shellfish sampling, eelgrass mapping, and underwater video and photo documentation. (Pare Engineering and Ecotones, Inc.)
- McAllister Point Sediment and Shellfish Sampling, Narragansett Bay, RI, 2004.** Sediment & shellfish sampling.
- Coasters Harbor Habitat and Sampling, Narragansett Bay, RI, 2002.** Sediment sampling and habitat delineation (eelgrass). Created oyster density map in areas outside of eelgrass. (Pare Engineering and Ecotones, Inc.)

PUBLICATIONS/PRESENTATIONS:

- Oakley, B.A., Brenner, H., Dowling, M., Klinger, J., Zitello, M., Boothroyd, J.C. 2009. *Depositional environments and sediment transport on a microtidal, wave dominated shoreface*. Proceedings of Coastal Zone 09, Boston, MA.
- Klinger, J.P., 2006, *Management of Data Collection Offshore of a Former Torpedo Overhaul Shop, Gould Island, Narragansett Bay, RI*. 21st Annual NEARC Users Group Conference, Nov., 2003, Groton, CT.
- Klinger, J.P., 2003, *Wetlands, water tables, and wildlife: Using GIS methods and resources for site-specific evaluation of land management and development constraints*. 18th Annual NEARC Users Group Conference, November, 2003, Newport, RI.
- Klinger, J.P., 1998, *Coastal Mitigation Tools and Coastal Exercise, Community-based Hazard Mitigation Planning – Lowering the Risks and Costs of Disasters*, Massachusetts Department of Environmental Management, Massachusetts Emergency Management Agency and FEMA Region I, New England Training Workshop, August, 1998.
- Boothroyd, J.C., Klinger, J.P. and Galagan, C.G., 1998, *Coastal Geologic Hazards on the South Shore of Rhode Island*, Guidebook to field trips in Rhode Island and Adjacent Regions of Connecticut and Massachusetts, New England Intercollegiate Geological Conference, 90th Annual Meeting.
- Clancy, M, Cobb, J.S., Sylwester, R.E., Martin, A., Boothroyd, J.C., Klinger, J.P. and Tighe, S., 1997, *Estimating Impact from an Oil Spill on a Benthic Community Using Side-Scan Sonar*, Spatial Data & Remote Sensing in Invertebrate Fisheries, Habitat, Research & Management Workshop, 89th Annual Meeting of the Nat'l Shellfisheries Assoc.
- Shaw, C.E., Boothroyd, J.C., Klinger, J.P., and Rubinfoff, P., 1997, *Geología costera de la región de Xcalak*, Amigos de Sian Ka'an, Número Especial – Xcalak, Boletín 17, Julio 1997.



MARIE-HELENE (MILENE) CORMIER

70 Clinton Avenue,
Jamestown, RI 02835
Tel. (401) 284-8486
Email: milenecormier@gmail.com

*I have a strong expertise with marine geophysics
as well as with teaching, mentoring, and outreach in the broad field of oceanography.
My research interests are with the various processes that shape the seafloor and lake beds.
I apply a range of marine geophysical methods to investigate volcanic and earthquake events, the
deformation of the seafloor or lake beds, gas and fluid seepages, landslides, and anthropogenic impacts.*

EDUCATION

- 1994 PhD, *Geological Sciences (Marine Geophysics)*, University of California Santa Barbara.
1984 Doctorat de 3eme Cycle, *Physics of the Earth*, University Paris 7, France.
1983 MS, *Oceanography*, University of Rhode Island.
1980 Engineering degree, *Applied Geophysics*, E.N.S.E.M., Nancy, France.

APPOINTMENTS

- University of Rhode Island, Graduate School of Oceanography, Narragansett, RI 02882
Research Affiliate, October 2020 - .
Associate Marine Research Scientist, November 2016 – September 2020.
Research Affiliate, September 2013 – October 2016.
- University of Missouri, Department of Geological Sciences, Columbia, MO 65211
Assistant Professor, September 2006 – August 2013.
- Lamont-Doherty Earth Observatory, Columbia University, Palisades, NY 10964
Adjunct Research Scientist, July 2005 – June 2020
Doherty Associate Research Scientist, July 1998 – June 2005
Post-Doctoral Research Scientist, July 1996 -June 1998
Post-Doctoral Research Fellow, September 1994-June 1996
- Lehman College - City University of New York, Dept. Earth & Environmental Sciences, Bronx, NY 10468
Adjunct Associate Professor, January 2005 – May 2006
- University of California, Department of Geological Sciences, Santa Barbara, CA 93106
Research and Teaching Assistant. Taught labs for Oceanography, Introduction to Geology, and Plate Tectonics, January 1988-July 1994
- Royal Dutch/Shell Exploration & Production Laboratory, Rijswijk, The Netherlands
Research Geophysicist, worked on seismic-to-well correlations, November 1984-February 1987
- Schlumberger Wireline Services, Ravenna, Italy
Summer intern, wireline logging, August 1984
- University of Rhode Island, Graduate School of Oceanography, Narragansett, RI 02882
Research Assistant, worked on marine seismic refraction experiments, January 1981- February 1984
- French Petroleum Institute (IFP), Rueil-Malmaison, France
Student intern, May-December 1980

PROFESSIONAL SOCIETIES

American Geophysical Union

AWARDS AND FELLOWSHIPS

- 1994 Lamont-Doherty Earth Observatory Post-Doctoral Fellowship.
1994 Dissertation Fellowship, Graduate Division, U.C. Santa Barbara.
1994 G.K. Gilbert Award, Best student presentation, Geological Sciences, U.C. Santa Barbara
1989 Regents Fellowship of the University of California.
1981 Fellowship for MS studies, Société Nationale Elf-Aquitaine des Pétroles, France.



Marie-Helene Cormier

CLASSES TAUGHT

January 27-31, 2020, State University of Haiti, Port-au-Prince:

La Méthode de Sismique Réflexion (MO-I-1, Géophysique Appliquée et Instrumentation)

January 15-18, 2018, State University of Haiti, Port-au-Prince:

Application des Méthodes Acoustiques en Milieu Aquatique à l'Évaluation des Géorisques (MO-I-1)
Montage de Projets de Recherche (MD-I-1)

Fall 2006 – Spring 2013, University of Missouri – Columbia:

The World's Oceans (GEOL-1250)

Themes in Geology: The Mid-Ocean Ridge (GEOL 1400)

Seafloor Imaging (GEOL 4002)

Study Abroad - China: Geology, Geo-hazards, and Society (GEOL 4002),

co-taught with Profs. Liu, Gomez, and Sandvol, 7/13/2010-8/11/2010

Marine Geology (GEOL 4210)

Sequence and Seismic Stratigraphy (GEOL 4600-7600)

Plate Tectonics (GEOL 4650-7650), co-taught with Prof. Liu

Introduction to Geophysics (GEOL 4800-7800), co-taught with Prof. Sandvol

Field Course (GEOL 4992), co-taught section on geophysics with Prof. Sandvol, 6/26/2011-7/10/2011

Intraplate Tectonics of China (GEOL 7002), co-taught with Prof. Liu.

Fall 2005 and Spring 2006, Lehman College of the City University of New York:

Marine Sciences (GEO 100)

Physical Geology and Geological Processes (GEO 101 and GEO 501).

Spring 2006, Queens College of the City University of New York:

Our Changing Planet (ENSCI 112), a seminar class with special focus on estuaries and on Long Island Sound in particular, co-taught with Prof. C. McHugh.

2003, Columbia University, NY:

Seminar in Marine Geophysics (EESCG 9947) with a focus on mid-ocean ridges, co-taught with Prof. W.R. Buck.



Marie-Helene Cormier

STUDENTS ADVISED

Thesis Advisor:

Kori Newman, *M.Phil. 2006, Lamont-Doherty Earth Observatory, Columbia University.*
Outstanding Student Paper Award, 2005 Fall AGU meeting, San Francisco.
Gina Applebee, *M.S. 2010, University of Missouri – Columbia.*
Jonathan Bennett, *M.S. 2012, University of Missouri – Columbia (jointly with Prof. R. Bauer)*

Thesis Committee:

Nestor Charles, *2020, Master in Geohazards, Université d'Etat d'Haïti, Port-au-Prince, Haiti.*
Geoffroy Avard, *2010, PhD, University of Missouri-Columbia*
Frank Calixto-Maury, *PhD candidate, University of Missouri-Columbia*
Savas Ceylan, *PhD candidate, University of Missouri-Columbia*
Jessica Dutton, *2006, MS, Queens College of the City University of New York.*
Angelina Blais, *2003, Doctorat de 3ème Cycle, University of Brest, France.*
Anjana Shah, *2001, PhD, Lamont-Doherty Earth Observatory, Columbia University, NY.*
Olga Gomez, *2001, Doctorat de 3ème Cycle, University of Toulouse, France.*
Erwan Garel, *2001, Doctorat de 3ème Cycle, University of Brest, France.*
Karine Perot, *1998, Doctorat de 3ème Cycle, University of Brest, France.*
Fabrice LeLorec, *1997, "DEA" graduate degree (equivalent to MS), University of Brest, France.*

Undergraduate research projects:

Kamal James, *2019, URI "SURFO" undergraduate summer intern, Lehman College – City U. New York.*
Alysson Murray, *2018, URI "SURFO" undergraduate summer intern, Stockton University, NJ.*
Oliver Lucier, *2017, URI "SURFO" undergraduate summer intern, Rice University, TX.*
Wanda Vargas, *2006-2010, Lehman College - City University of New York*
Alexandrea Bowman, *2006-2010, Queens College - City University of New York*
Kori Newman, *2002, LDEO undergraduate summer intern, Smith College, MA.*
External advisor for Senior Thesis.
Ata Suanda, *2002, LDEO undergraduate summer intern, Wesleyan University, CT.*
Matt Hoek, *2000, LDEO undergraduate summer Intern, St Lawrence University, NY.*
Kathleen Gans, *1996, LDEO undergraduate summer intern, Boston College, MA*



Marie-Helene Cormier

RESEARCH CRUISES

*I participated in 25 research cruises using a diversity of platforms
I was lead scientist or co-chief scientist for 17 of these expeditions.*

- 2017 Multichannel seismic, CHIRP subbottom profiling, and coring on Lake Azuei, Haiti with a 30' boat (January 9-30)
- 2016 E/V NAUTILUS, cruise NA-075: Multibeam bathymetry, CHIRP subbottom profiling and *ROV Hercules* offshore southern California (July 24-August 13)
R/V SHANNA ROSE: CHIRP subbottom profiling in western Long Island Sound, NY (July 18-20)
- 2014 E/V NAUTILUS, cruise NA-050: Multibeam bathymetry, *ROV Hercules*, and water sampling, Caribbean Sea offshore Haiti (August 18-29)
- 2013 R/V PIRI REIS, cruise SOMAR: Multichannel seismic reflection, CHIRP subbottom profiler, multibeam bathymetry, Marmara Sea, Turkey, in collaboration with Turkish scientists at Doküz Eylül University in Izmir (August 16-30)
- 2011 R/V ATLANTIS, cruise AT18-12: Underwater geodetic survey and recovery of bottom pressure recorders deployed in 2007 along the East Pacific Rise with the *ROV JASON* (October)
- 2010 R/V ENDEAVOR, cruise EN-473: Investigating the offshore effect of the 2010 Haiti earthquake offshore Port-au-Prince with multibeam bathymetric sonar, sidescan sonar, CHIRP subbottom profiler, coring, and water column mapping (February-March)
- 2009 R/V ATLANTIS, cruise AT15-32: Seafloor geodetics at the East Pacific Rise using bottom pressure recorders and the manned submersible *ALVIN*, hydrothermal plume mapping (December)
Bohai Sea, China: I briefly participated in a shallow geophysical survey in Bohai Bay with the *State Oceanographic Administration* (September).
Mono Lake, CA: Sidescan survey of the hypersaline Mono Lake in collaboration with the U.S. Geological Survey (September).
R/V CAPE HATTERAS, cruise CH0809: Geophysical survey of a series of large pockmarks offshore NC with sidescan, CHIRP profiler, and water column sampling, in collaboration with scientists at the Naval Research Laboratory (August)
- 2007 R/V ATLANTIS, cruise AT15-16: Seafloor geodetics at the East Pacific Rise using bottom pressure recorders, hydrothermal plume mapping (February-March).
- 2006 R/V HUGH SHARP, cruise 060622CM: Exploring western Long Island Sound with multibeam bathymetric sonar, sidescan sonar, CHIRP subbottom profiler, gravity coring, and water column mapping (June).
- 2004 R/V CAPE HATTERAS, cruise CH0804: Geophysical and photographic survey with the autonomous underwater vehicle (AUV) *SeaBED* of a series of large pockmarks offshore NC (June-July).
- 2001 R/V URANIA, cruise MARMARA-2001: Geophysical and geological survey of the Marmara Sea, Turkey (May-June).
- 2000 R/V ODIN FINDER, cruise MARMARA-2000: Geophysical and geological survey of the Marmara Sea, Turkey (October-November).



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- 1999 R/V ATLANTIS, cruise AT3-31: Using the manned submersible *ALVIN*, the *AUV ABE*, dredging, and rock coring to investigate volcanic activity at the southern East Pacific Rise (January-February)
R/V WALFORD, cruise HRB-99: High-resolution geophysical survey of the Hudson River, NY (November-December)
- 1998 R/V WALFORD, cruise HRB-98: High-resolution geophysical survey of the Hudson River, NY (May-June)
- 1997 R/V MELVILLE, cruise PANR01MV: Geological / geophysical survey of the northern East Pacific Rise with dredging, rock coring, multibeam bathymetry, and water column mapping (October).
- 1996 R/V MELVILLE, cruise SOJN01MV: Geophysical survey of the southern East Pacific Rise with multibeam bathymetric sonar, magnetics, gravity (September-October).
- 1993 R/V LE NADIR, cruise NAUDUR: Using the manned submersible *NAUTILE* to investigate volcanic activity at the southern East Pacific Rise (December).
- 1992 R/V MELVILLE, cruise GLOR03MV: Geophysical survey of the southern East Pacific Rise with multibeam bathymetry, gravity, magnetics (December-January)
- 1987 R/V MOANA WAVE, cruise MW87-10: Geophysical survey of the southern East Pacific Rise with the SeaMARC II sidescan sonar, gravity, magnetics (September-October).
- 1982 R/V KNORR, cruise KN92-1: Seismic refraction survey of the Kane Transform Fault, Mid-Atlantic Ridge (January-February).



SERVICE

Committees

- 2017: U.S. representative to the Steering Committee of InterRidge (<https://www.interridge.org>)
2011-2012: Undergraduate Research Committee, Geology Department, U. Missouri - Columbia
2009 National Science Foundation, Arctic Natural Sci. & Arctic System Sci. proposal review panel
2008-2012: Member of the Steering Committee for the NSF-supported RIDGE 2000 initiative
2008: Salary Advisory Committee, Geology Department, University of Missouri – Columbia.
2008: National Science Foundation, Marine Geology & Geophysics proposal review panel
2004: Member of the Scientific Committee for the "Institut Européen de la Mer", Brest, France

Convener and co-convener of meetings and workshops

- 2010 - Co-convener, Ridge 2000 annual meeting, Portland OR, October 29-31 (NSF-funded; 110 participants).
- Co-convener, Fall AGU meeting, San Francisco CA, session on "Integrated studies at oceanic spreading centers: Linking spreading center processes across disciplinary boundaries", December 13 and 14 (59 presentations).
2006 Lead convener, International workshop on comparative studies of the North Anatolian Fault (northwest Turkey) and the San Andreas Fault (southern California), August 14-18, Istanbul Technical University (Turkey).
2004 - Co-convener, 32nd International Geological Congress (Florence, Italy, August 20-28), session T22.05 on "New Geophysical Techniques for Geological Applications: Seafloor Imaging".
2003 Co-convener, Joint European Geophysical Union/American Geophysical Union meeting (Nice, France, April), session TS6.01 on "Active Tectonics of Marmara Sea and Corinth Gulf".
1997 Co-convener, Fall AGU meeting, San Francisco, session on "Magmatic, tectonic and hydrothermal processes along the southern East Pacific Rise".

Teachers and educators workshops

- April 19, 2016: Presented at the Science Communication Workshop of the Ocean Exploration Trust about the scientific motivations for ocean exploration offshore California
March 10, 2014: Presented at the Science Communication Workshop of the Ocean Exploration Trust about the scientific motivations for ocean exploration offshore Haiti
July 12, 2011: Presented at an eight-day workshop for high school science teachers designed to help them develop a curriculum that integrates information on the dynamics of intraplate earthquakes.
<http://munews.missouri.edu/education/2011/0712-media-advisory-mu-seismic-experts-host-workshop-for-high-school-science-teachers>
July 24-26, 2005: Co-hosted a three-day workshop for high school science teachers designed to help them develop a curriculum that integrates material from recent research projects (<http://earth2class.org>)

Outreach

- Event Director for Oceanography at the Missouri Science Olympiad for middle school and high school students, April 28, University of Missouri – Columbia, 2007
Presentations on seafloor exploration to elementary school groups and open houses in NY and MO.
Met on several occasions with groups of students from the Univ. of Missouri - Columbia to discuss my research work, as part of "Meet the Scientists of MU".
Live interaction with the public via telepresence technology during exploration cruises NA050 and NA075 of the *E/V NAUTILUS*, a ship operated by the Ocean Exploration Trust.
Co-wrote a flyer in French and in Creole that explains to the Haitian public the objectives of a NSF-funded project in Lake Azuei (Haiti). As part of that project, I was also interviewed by two Haitian TV channels regarding our scientific objectives, and my colleagues and I hosted a field demonstration for the Provost and over 40 students from the State University of Haiti.



Peer-Reviewer, Research Proposals

Research Board, University of Missouri

National Science Foundation (NSF)

National Ocean and Atmospheric Administration (NOAA) - National Undersea Research Center (NURC)

National Ocean and Atmospheric Administration (NOAA) - Ocean Explorer program (OE)

French Research Institute for Exploration of the Sea (Ifremer)

Israeli Science Foundation (ISF)

Scientific and Technological Research Council of Turkey (TÜBİTAK)

National Geographic Society

Peer Reviewer, Scientific Journals, and Chapter Books

Earth & Planetary Science Letters

Geology

Geochemistry, Geophysics, Geosystems (G³)

Geophysical Journal International

Geophysical Research Letters

GSA Bulletin

Journal of Geophysical Research

Marine Geology

Marine Geophysical Research

Marine and Petroleum Geology

Nature Communications

Nature Geoscience

Pure and Applied Geophysics

Tectonics

Tectonophysics

Terra Nova

Turkish Journal of Earth Sciences

AGU Special Monograph

Wiley-Blackwell text book

Invited Presentations Since 2009

- 2009 “GOMaP - A proposal to completely chart the World’s oceans”, *Ocean Research & Resources Advisory Panel (ORRAP)*, Washington DC, April 7.
“Timing of volcanism at the 45°N AVR from magnetic paleo-intensity measurements: Preliminary results, plans for possible additional measurements,” *JC24 Post-Cruise Meeting*, Reykjavik (Iceland), July 20.
- 2010 “Side scan sonar survey of Mono Lake: Preliminary results”, *Meeting of the Mono Lake Study Group*, U.S. Geological Survey, Menlo Park, CA, June 25.
- 2012 “Cracking the Cocos plate: Thermal contraction, gravity lineaments, and ridge propagation”, University of Rhode Island, Graduate School of Oceanography, March 30.
“Proposed strategy for investigating the accommodation of coseismic strain across the slope of the Japan Trench during the 2011 megathrust earthquake”, JAMSTEC, Tokyo (Japan), June 14.
- 2015 “Recent high-resolution geophysical survey and ROV observations of the Cuba-Hispaniola transfer zone”, Haiti-DRILL Magellan Workshop, IFPEN, Rueil-Malmaison, France, October 26.
- 2016 “Collaboration Scientifique. Interactions entre les structures transpressives de la frontière de plaques Caraïbe – Nord Amérique: Campagne géophysique sur le Lac Azuéi, Haiti”, State University of Haiti, Port-au-Prince, Haiti, October 26.
- 2019 “Preliminary Results from the Lake Azuei Project: Active structures and late Holocene stratigraphy”, Haiti-DRILL Magellan Plus Workshop, Plouzané, France, May 20.
- 2020 “Quelques Actions de Sensibilisation du Public Dans le Cadre du Projet d’Etude du Lac Azuéi”, State University of Haiti and PNUD meeting on Public Outreach about Seismic Hazards, Hotel Marriott, Port-au-Prince, Haiti, January 29.



Marie-Helene Cormier

RESEARCH GRANTS FUNDED

NSF, “Collaborative Research: Interactions Between Transpressional Structures at the North American-Caribbean Plate Boundary: Geophysical Imaging Beneath Lake Azuei, Haiti”, \$390,820 (URI only), URI lead (Cormier & King), 11/1/2016-10/31/2019.

U.S. Geological Survey, “Near-shore Evaluation of Holocene Faulting and Geohazard in the New York City Metropolitan Region: Collaborative Research with University of Rhode Island and Columbia University”, \$56,735 (URI only), URI lead (Cormier & King), 5/1/2016-4/30/2017.

**Schmidt Ocean Institute, “Offshore impacts of the Japan 2011 great earthquake and tsunami”, URI lead (Cormier & King), collaborative with Columbia U., JAMSTEC, and Yamaguchi U. *R/V FALKOR support only – A cruise was recommended for scheduling in 2017 but eventually canceled after SOI abandoned their development of a deep-diving HROV.*

NSF, “Collaborative Research - Sediment pathways, sedimentation processes, and structural growth along the Tohoku segment of the Japan subduction margin: Role of megathrust earthquakes”, \$80,995 (URI only), Cormier Lead PI, J.W. King coPI, collaborative with Columbia U. (McHugh & Seeber), 8/15/2014-8/14/2017.

NSF, “Collaborative Research: The North Anatolian Fault system in the Marmara Sea, Turkey - Insights from the Quaternary evolution of a multi-stranded transform”, \$11,032 (U. Missouri-Columbia only), Collaborative with Columbia U. (Steckler, lead PI, co-PIs McHugh, Seeber, and Shillington) and U.C. Santa Barbara (Sorlien), 02/15/2013-01/31/2014.

NSF, “RAPID - Collaborative Research: A collaboration with JAMSTEC to investigate the offshore impacts of the Tohoku-Oki earthquake: Tsunamigenesis and role of megathrust ruptures in sedimentation and erosion”, \$24,623 (U. Missouri - Columbia only); Cormier Lead PI, collaborative with Columbia U. (McHugh & Seeber), 08/01/2011-07/31/2013.

NSF, “RAPID - Collaborative Research: Offshore coseismic effects of the Port-au-Prince earthquake, Haiti”, \$158,053, C. McHugh, M.H. Cormier, J. Diebold, L. Seeber, & M. Steckler, (funded through Columbia U., collaborative with U. Texas-Austin), 02/15/2010-01/31/2011.

U. Missouri Research Board, “Geological Control on the Spatial Distributions of Underwater Gas Seeps”; \$6,038; 07/01/09-06/30/11.

U. Missouri Arts & Science Alumni Organization, "Faults, lava flows, and seeps beneath Mono Lake, California"; \$1,500; 2009-2010.

NSF, “Testing Models of Magma Movement along the East Pacific Rise Using Combined Geodetic and Numerical Experiments”, \$1,300 [supplement to fund the travel expenses of an undergraduate student to participate in 2009 research expedition.]

NSF, “PIRE: A US-China partnership in research and education of intraplate earthquakes”, \$2,164,214 (U. Missouri - Columbia only); M. Liu, MH Cormier, F. Gomez, and E. Sandvol; 08/1/07-07/31/13.

NSF, “Testing Models of Magma Movement along the East Pacific Rise Using Combined Geodetic and Numerical Experiments”, \$2,600 [supplement to fund travel expenses for three undergraduate students to participate in the 2007 research cruise; two of these students were from UMC]



Marie-Helene Cormier

- NSF, "US-Turkey workshop: Comparative studies of the North Anatolian fault (northwest Turkey) and the San Andreas fault (southern California)", MH Cormier (lead), L Seeber, & CC Sorlien, 6/1/06-5/31/07.
- SCEC (Southern California Earthquake Center), "International workshop on Earthquake System Science in southern California and Turkey, Istanbul Technical University", MH Cormier (lead), CC Sorlien, & L Seeber, 2/1/06-1/31/07.
- NSF, "Collaborative research: Track 1: Partnership to enhance diversity in marine geosciences: Holocene climate and anthropogenic changes from Long Island Sound, NY", collaborative with Queens College-CUNY (lead), Cormier lead for Columbia U., 5/15/2006-4/30/8.
- NSF, "LDEO participation in *R/V Natsushima* cruise to site of the great thrust earthquake which triggered the disastrous Indian Ocean tsunami on December 26, 2004", 2/1/2005-1/31/2006, Seeber & Cormier.
- NSF, "Testing models of magma movement along the East Pacific Rise using combined geodetic and numerical experiments", \$685,473, MH Cormier (lead), WR Buck, and SC Webb, 10/15/04-10/14/09.
- NSF, "Collaborative Research: an AUV investigation of fluid expulsion (past and present) in the large-scale elongated gas blowouts, offshore Virginia / North Carolina", JK Weissel and MH Cormier (lead, Columbia U.), collaborative with S.I.O. and W.H.O.I., 6/1/2004-5/31/2007
- NSF, "Collaborative project: Submarine earthquake geology in the Marmara seismic gap" (renewal), MH Cormier (lead) and L Seeber, collaborative with Queens College-CUNY, 9/1/02-8/31/05.
- NSF, "Collaborative project: Submarine earthquake geology in the Marmara seismic gap", MH Cormier (lead), L Seeber, CMG McHugh, and WBF Ryan, collaborative with USC (Dolan), 3/1/01-8/31/02.
- NATO collaborative linkage grant, "Historic and prehistoric submarine fault ruptures in the Marmara Sea", MH Cormier, 3/1/00-2/28/02.
- NSF, "Timing of volcanism along two adjacent segments of the East Pacific Rise (15°-17°N)", MH Cormier (lead), J Carlut, and DV Kent, 11/1/00-10/31/04.
- NSF, "Collaborative research: a piggy-back near-bottom geophysical survey along the ultrafast EPR at 17°24'-18°39'S using the ABE vehicle", MH Cormier (lead) & WBF Ryan, 10/1/98-9/31/00.
- NYS DEC, "Hudson river estuary benthic mapping: a university consortium", 1998-99, RE Bell, WBF Ryan, D Chayes, R Versteeg, SM Carbotte, and MH Cormier, 5/1/98-7/15/99.
- NSF, "Kinematic and gravity study of the northern EPR and its flanks: propagating ridges and melt supply", MH Cormier, 4/1/97-3/31/98.
- NSF "A SeaBeam 2000/gravity/magnetic study of the East Pacific Rise, 15°-20°S", KC Macdonald (UCSB) subcontract to MH Cormier at Columbia U., 8/1/96-7/31/99.



OREFEREED PUBLICATIONS

(* indicates a student who are/were working under my supervision)

- Aiken, C., W. Wessels, **M.H. Cormier**, F. Klingelhoefer, A. Battani, F. Rolandone, W. Roest, D. Boisson, K. Guerrier, R. Momplaisir, and N. Ellouz-Zimmerman, Haiti-Drill: An amphibious drilling project workshop, Scientific Drilling, accepted, 2020.
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Marie-Helene Cormier

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Marie-Helene Cormier

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October 9, 2020

RE: Application of Assent of Jamestown Boatyard, Inc. (hereinafter "JBY")

CRMC File No.: 2019-06-014

RIDEM Water Quality Certification Number: WQC 10-123-DP19-174

MEETING SCHEDULED FOR OCTOBER 20, 2020 AT 6:00 PM

Ladies and Gentlemen:

We represent The Dumplings Association, Inc. ("DAI"), a Rhode Island non-profit corporation of Jamestown, Rhode Island and Ocean Highlands, LLC.

DAI and Ocean Highlands, LLC also anticipate presenting expert testimony from Marie-Helene Cormier (Curriculum Vitae enclosed) and Dr. Susan Kane Driscoll (Curriculum Vitae enclosed). Marie-Helene Cormier is a research scientist with expertise in the various processes that shape seafloors. She will be testifying on seafloor processes in Dumplings Cove as they relate to Safe Harbor Jamestown Boat Yard's proposed dredging project (CRMC file no.: 2019-06-014). She will also be covering how siltation rates and other issues of sediment transport in Dumplings Cove can be scientifically assessed. A statement from Ms. Cormier is also enclosed.

Dr. Susan Kane Driscoll is an aquatic toxicologist with expertise in evaluating the potential effects of environmental stressors, including the toxicity of contaminants. She will be testifying on

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matters related to the contaminant tributyltin (TBT), which has been found to be present in a sample of sediment at Safe Harbor Jamestown Boat Yard (CRMC file no. 2019-06-014), the laboratory results for which have already been submitted to CRMC.

Thank you for your consideration in this matter.

Very truly yours,


Justin T. Shay

Enclosures

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MARIE-HELENE (MILENE) CORMIER

70 Clinton Avenue,
Jamestown, RI 02835
Tel. (401) 284-8486
Email: milenecormier@gmail.com

*I have a strong expertise with marine geophysics
as well as with teaching, mentoring, and outreach in the broad field of oceanography.
My research interests are with the various processes that shape the seafloor and lake beds.
I apply a range of marine geophysical methods to investigate volcanic and earthquake events, the
deformation of the seafloor or lake beds, gas and fluid seepages, landslides, and anthropogenic impacts.*

EDUCATION

- 1994 PhD, *Geological Sciences (Marine Geophysics)*, University of California Santa Barbara.
- 1984 Doctorat de 3eme Cycle, *Physics of the Earth*, University Paris 7, France.
- 1983 MS, *Oceanography*, University of Rhode Island.
- 1980 Engineering degree, *Applied Geophysics*, E.N.S.E.M., Nancy, France.

APPOINTMENTS

- University of Rhode Island, Graduate School of Oceanography, Narragansett, RI 02882
 - Research Affiliate, October 2020 - .
 - Associate Marine Research Scientist, November 2016 – September 2020.
 - Research Affiliate, September 2013 – October 2016.
- University of Missouri, Department of Geological Sciences, Columbia, MO 65211
 - Assistant Professor, September 2006 – August 2013.
- Lamont-Doherty Earth Observatory, Columbia University, Palisades, NY 10964
 - Adjunct Research Scientist, July 2005 – June 2020
 - Doherty Associate Research Scientist, July 1998 – June 2005
 - Post-Doctoral Research Scientist, July 1996 -June 1998
 - Post-Doctoral Research Fellow, September 1994-June 1996
- Lehman College - City University of New York, Dept. Earth & Environmental Sciences, Bronx, NY 10468
 - Adjunct Associate Professor, January 2005 – May 2006
- University of California, Department of Geological Sciences, Santa Barbara, CA 93106
 - Research and Teaching Assistant. Taught labs for Oceanography, Introduction to Geology, and Plate Tectonics, January 1988-July 1994
- Royal Dutch/Shell Exploration & Production Laboratory, Rijswijk, The Netherlands
 - Research Geophysicist, worked on seismic-to-well correlations, November 1984-February 1987
- Schlumberger Wireline Services, Ravenna, Italy
 - Summer intern, wireline logging, August 1984
- University of Rhode Island, Graduate School of Oceanography, Narragansett, RI 02882
 - Research Assistant, worked on marine seismic refraction experiments, January 1981- February 1984
- French Petroleum Institute (IFP), Rueil-Malmaison, France
 - Student intern, May-December 1980

PROFESSIONAL SOCIETIES

American Geophysical Union

AWARDS AND FELLOWSHIPS

- 1994 Lamont-Doherty Earth Observatory Post-Doctoral Fellowship.
- 1994 Dissertation Fellowship, Graduate Division, U.C. Santa Barbara.
- 1994 G.K. Gilbert Award, Best student presentation, Geological Sciences, U.C. Santa Barbara
- 1989 Regents Fellowship of the University of California.
- 1981 Fellowship for MS studies, Société Nationale Elf-Aquitaine des Pétroles, France.



Marie-Helene Cormier

CLASSES TAUGHT

January 27-31, 2020, State University of Haiti, Port-au-Prince:

La Méthode de Sismique Réflexion (MO-I-1, Géophysique Appliquée et Instrumentation)

January 15-18, 2018, State University of Haiti, Port-au-Prince:

Application des Méthodes Acoustiques en Milieu Aquatique à l'Évaluation des Géorisques (MO-I-1)
Montage de Projets de Recherche (MD-I-1)

Fall 2006 – Spring 2013, University of Missouri – Columbia:

The World's Oceans (GEOL-1250)

Themes in Geology: The Mid-Ocean Ridge (GEOL 1400)

Seafloor Imaging (GEOL 4002)

Study Abroad - China: Geology, Geo-hazards, and Society (GEOL 4002),
co-taught with Profs. Liu, Gomez, and Sandvol, 7/13/2010-8/11/2010

Marine Geology (GEOL 4210)

Sequence and Seismic Stratigraphy (GEOL 4600-7600)

Plate Tectonics (GEOL 4650-7650), co-taught with Prof. Liu

Introduction to Geophysics (GEOL 4800-7800), co-taught with Prof. Sandvol

Field Course (GEOL 4992), co-taught section on geophysics with Prof. Sandvol, 6/26/2011-7/10/2011

Intraplate Tectonics of China (GEOL 7002), co-taught with Prof. Liu.

Fall 2005 and Spring 2006, Lehman College of the City University of New York:

Marine Sciences (GEO 100)

Physical Geology and Geological Processes (GEO 101 and GEO 501).

Spring 2006, Queens College of the City University of New York:

Our Changing Planet (ENSCI 112), a seminar class with special focus on estuaries and on Long Island Sound in particular, co-taught with Prof. C. McHugh.

2003, Columbia University, NY:

Seminar in Marine Geophysics (EESCG 9947) with a focus on mid-ocean ridges, co-taught with Prof. W.R. Buck.

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COASTAL RESOURCES
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STUDENTS ADVISED

Thesis Advisor:

Kori Newman, *M.Phil. 2006, Lamont-Doherty Earth Observatory, Columbia University.*
Outstanding Student Paper Award, 2005 Fall AGU meeting, San Francisco.
Gina Applebee, *M.S. 2010, University of Missouri – Columbia.*
Jonathan Bennett, *M.S. 2012, University of Missouri – Columbia (jointly with Prof. R. Bauer)*

Thesis Committee:

Nestor Charles, *2020, Master in Geohazards, Université d'Etat d'Haïti, Port-au-Prince, Haiti.*
Geoffroy Avard, *2010, PhD, University of Missouri-Columbia*
Frank Calixto-Maury, *PhD candidate, University of Missouri-Columbia*
Savas Ceylan, *PhD candidate, University of Missouri-Columbia*
Jessica Dutton, *2006, MS, Queens College of the City University of New York.*
Angelina Blais, *2003, Doctorat de 3ème Cycle, University of Brest, France.*
Anjana Shah, *2001, PhD, Lamont-Doherty Earth Observatory, Columbia University, NY.*
Olga Gomez, *2001, Doctorat de 3ème Cycle, University of Toulouse, France.*
Erwan Garel, *2001, Doctorat de 3ème Cycle, University of Brest, France.*
Karine Perot, *1998, Doctorat de 3ème Cycle, University of Brest, France.*
Fabrice LeLorec, *1997, "DEA" graduate degree (equivalent to MS), University of Brest, France.*

Undergraduate research projects:

Kamal James, *2019, URI "SURFO" undergraduate summer intern, Lehman College – City U. New York.*
Alysson Murray, *2018, URI "SURFO" undergraduate summer intern, Stockton University, NJ.*
Oliver Lucier, *2017, URI "SURFO" undergraduate summer intern, Rice University, TX.*
Wanda Vargas, *2006-2010, Lehman College - City University of New York*
Alexandrea Bowman, *2006-2010, Queens College - City University of New York*
Kori Newman, *2002, LDEO undergraduate summer intern, Smith College, MA.*
External advisor for Senior Thesis.
Ata Suanda, *2002, LDEO undergraduate summer intern, Wesleyan University, CT.*
Matt Hoek, *2000, LDEO undergraduate summer Intern, St Lawrence University, NY.*
Kathleen Gans, *1996, LDEO undergraduate summer intern, Boston College, MA*

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RESEARCH CRUISES

*I participated in 25 research cruises using a diversity of platforms
I was lead scientist or co-chief scientist for 17 of these expeditions.*

- 2017 Multichannel seismic, CHIRP subbottom profiling, and coring on Lake Azuei, Haiti with a 30' boat (January 9-30)
- 2016 E/V NAUTILUS, cruise NA-075: Multibeam bathymetry, CHIRP subbottom profiling and *ROV Hercules* offshore southern California (July 24-August 13)
R/V SHANNA ROSE: CHIRP subbottom profiling in western Long Island Sound, NY (July 18-20)
- 2014 E/V NAUTILUS, cruise NA-050: Multibeam bathymetry, *ROV Hercules*, and water sampling, Caribbean Sea offshore Haiti (August 18-29)
- 2013 R/V PIRI REIS, cruise SOMAR: Multichannel seismic reflection, CHIRP subbottom profiler, multibeam bathymetry, Marmara Sea, Turkey, in collaboration with Turkish scientists at Doküz Eylül University in Izmir (August 16-30)
- 2011 R/V ATLANTIS, cruise AT18-12: Underwater geodetic survey and recovery of bottom pressure recorders deployed in 2007 along the East Pacific Rise with the *ROV JASON* (October)
- 2010 R/V ENDEAVOR, cruise EN-473: Investigating the offshore effect of the 2010 Haiti earthquake offshore Port-au-Prince with multibeam bathymetric sonar, sidescan sonar, CHIRP subbottom profiler, coring, and water column mapping (February-March)
- 2009 R/V ATLANTIS, cruise AT15-32: Seafloor geodetics at the East Pacific Rise using bottom pressure recorders and the manned submersible *ALVIN*, hydrothermal plume mapping (December)
Bohai Sea, China: I briefly participated in a shallow geophysical survey in Bohai Bay with the *State Oceanographic Administration* (September).
Mono Lake, CA: Sidescan survey of the hypersaline Mono Lake in collaboration with the U.S. Geological Survey (September).
R/V CAPE HATTERAS, cruise CH0809: Geophysical survey of a series of large pockmarks offshore NC with sidescan, CHIRP profiler, and water column sampling, in collaboration with scientists at the Naval Research Laboratory (August)
- 2007 R/V ATLANTIS, cruise AT15-16: Seafloor geodetics at the East Pacific Rise using bottom pressure recorders, hydrothermal plume mapping (February-March).
- 2006 R/V HUGH SHARP, cruise 060622CM: Exploring western Long Island Sound with multibeam bathymetric sonar, sidescan sonar, CHIRP subbottom profiler, gravity coring, and water column mapping (June).
- 2004 R/V CAPE HATTERAS, cruise CH0804: Geophysical and photographic survey with the autonomous underwater vehicle (AUV) *SeaBED* of a series of large pockmarks offshore NC (June-July).
- 2001 R/V URANIA, cruise MARMARA-2001: Geophysical and geological survey of the Marmara Sea, Turkey (May-June).
- 2000 R/V ODIN FINDER, cruise MARMARA-2000: Geophysical and geological survey of the Marmara Sea, Turkey (October-November).

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- 1999 R/V ATLANTIS, cruise AT3-31: Using the manned submersible *ALVIN*, the *AUV ABE*, dredging, and rock coring to investigate volcanic activity at the southern East Pacific Rise (January-February)
R/V WALFORD, cruise HRB-99: High-resolution geophysical survey of the Hudson River, NY (November-December)
- 1998 R/V WALFORD, cruise HRB-98: High-resolution geophysical survey of the Hudson River, NY (May-June)
- 1997 R/V MELVILLE, cruise PANR01MV: Geological / geophysical survey of the northern East Pacific Rise with dredging, rock coring, multibeam bathymetry, and water column mapping (October).
- 1996 R/V MELVILLE, cruise SOJN01MV: Geophysical survey of the southern East Pacific Rise with multibeam bathymetric sonar, magnetics, gravity (September-October).
- 1993 R/V LE NADIR, cruise NAUDUR: Using the manned submersible *NAUTILE* to investigate volcanic activity at the southern East Pacific Rise (December).
- 1992 R/V MELVILLE, cruise GLOR03MV: Geophysical survey of the southern East Pacific Rise with multibeam bathymetry, gravity, magnetics (December-January)
- 1987 R/V MOANA WAVE, cruise MW87-10: Geophysical survey of the southern East Pacific Rise with the SeaMARC II sidescan sonar, gravity, magnetics (September-October).
- 1982 R/V KNORR, cruise KN92-1: Seismic refraction survey of the Kane Transform Fault, Mid-Atlantic Ridge (January-February).



SERVICE

Committees

- 2017: U.S. representative to the Steering Committee of InterRidge (<https://www.interridge.org>)
2011-2012: Undergraduate Research Committee, Geology Department, U. Missouri - Columbia
2009 National Science Foundation, Arctic Natural Sci. & Arctic System Sci. proposal review panel
2008-2012: Member of the Steering Committee for the NSF-supported RIDGE 2000 initiative
2008: Salary Advisory Committee, Geology Department, University of Missouri – Columbia.
2008: National Science Foundation, Marine Geology & Geophysics proposal review panel
2004: Member of the Scientific Committee for the "Institut Européen de la Mer", Brest, France

Convener and co-convener of meetings and workshops

- 2010 - Co-convener, Ridge 2000 annual meeting, Portland OR, October 29-31 (NSF-funded; 110 participants).
- Co-convener, Fall AGU meeting, San Francisco CA, session on "Integrated studies at oceanic spreading centers: Linking spreading center processes across disciplinary boundaries", December 13 and 14 (59 presentations).
2006 Lead convener, International workshop on comparative studies of the North Anatolian Fault (northwest Turkey) and the San Andreas Fault (southern California), August 14-18, Istanbul Technical University (Turkey).
2004 - Co-convener, 32nd International Geological Congress (Florence, Italy, August 20-28), session T22.05 on "New Geophysical Techniques for Geological Applications: Seafloor Imaging".
2003 Co-convener, Joint European Geophysical Union/American Geophysical Union meeting (Nice, France, April), session TS6.01 on "Active Tectonics of Marmara Sea and Corinth Gulf".
1997 Co-convener, Fall AGU meeting, San Francisco, session on "Magmatic, tectonic and hydrothermal processes along the southern East Pacific Rise".

Teachers and educators workshops

- April 19, 2016: Presented at the Science Communication Workshop of the Ocean Exploration Trust about the scientific motivations for ocean exploration offshore California
March 10, 2014: Presented at the Science Communication Workshop of the Ocean Exploration Trust about the scientific motivations for ocean exploration offshore Haiti
July 12, 2011: Presented at an eight-day workshop for high school science teachers designed to help them develop a curriculum that integrates information on the dynamics of intraplate earthquakes.
<http://munews.missouri.edu/education/2011/0712-media-advisory-mu-seismic-experts-host-workshop-for-high-school-science-teachers>
July 24-26, 2005: Co-hosted a three-day workshop for high school science teachers designed to help them develop a curriculum that integrates material from recent research projects (<http://earth2class.org>)

Outreach

- Event Director for Oceanography at the Missouri Science Olympiad for middle school and high school students, April 28, University of Missouri – Columbia, 2007
Presentations on seafloor exploration to elementary school groups and open houses in NY and MO.
Met on several occasions with groups of students from the Univ. of Missouri - Columbia to discuss my research work, as part of "Meet the Scientists of MU".
Live interaction with the public via telepresence technology during exploration cruises NA050 and NA075 of the *E/V NAUTILUS*, a ship operated by the Ocean Exploration Trust.
Co-wrote a flyer in French and in Creole that explains to the Haitian public the objectives of a NSF-funded project in Lake Azuei (Haiti). As part of that project, I was also interviewed by two Haitian TV channels regarding our scientific objectives, and my colleagues and I hosted a field demonstration for the Provost and over 40 students from the State University of Haiti.



Peer-Reviewer, Research Proposals

Research Board, University of Missouri
National Science Foundation (NSF)
National Ocean and Atmospheric Administration (NOAA) - National Undersea Research Center (NURC)
National Ocean and Atmospheric Administration (NOAA) - Ocean Explorer program (OE)
French Research Institute for Exploration of the Sea (Ifremer)
Israeli Science Foundation (ISF)
Scientific and Technological Research Council of Turkey (TÜBİTAK)
National Geographic Society

Peer Reviewer, Scientific Journals, and Chapter Books

Earth & Planetary Science Letters

Geology

Geochemistry, Geophysics, Geosystems (G³)

Geophysical Journal International

Geophysical Research Letters

GSA Bulletin

Journal of Geophysical Research

Marine Geology

Marine Geophysical Research

Marine and Petroleum Geology

Nature Communications

Nature Geoscience

Pure and Applied Geophysics

Tectonics

Tectonophysics

Terra Nova

Turkish Journal of Earth Sciences

AGU Special Monograph

Wiley-Blackwell text book

Invited Presentations Since 2009

- 2009 “GOMaP - A proposal to completely chart the World’s oceans”, *Ocean Research & Resources Advisory Panel (ORRAP)*, Washington DC, April 7.
“Timing of volcanism at the 45°N AVR from magnetic paleo-intensity measurements: Preliminary results, plans for possible additional measurements,” *JC24 Post-Cruise Meeting*, Reykjavik (Iceland), July 20.
- 2010 “Side scan sonar survey of Mono Lake: Preliminary results”, *Meeting of the Mono Lake Study Group*, U.S. Geological Survey, Menlo Park, CA, June 25.
- 2012 “Cracking the Cocos plate: Thermal contraction, gravity lineaments, and ridge propagation”, University of Rhode Island, Graduate School of Oceanography, March 30.
“Proposed strategy for investigating the accommodation of coseismic strain across the slope of the Japan Trench during the 2011 megathrust earthquake”, JAMSTEC, Tokyo (Japan), June 14.
- 2015 “Recent high-resolution geophysical survey and ROV observations of the Cuba-Hispaniola transfer zone”, Haiti-DRILL Magellan Workshop, IFPEN, Rueil-Malmaison, France, October 26.
- 2016 “Collaboration Scientifique. Interactions entre les structures transpressives de la frontière de plaques Caraïbe – Nord Amérique: Campagne géophysique sur le Lac Azuéi, Haiti”, State University of Haiti, Port-au-Prince, Haiti, October 26.
- 2019 “Preliminary Results from the Lake Azuei Project: Active structures and late Holocene stratigraphy”, Haiti-DRILL Magellan Plus Workshop, Plouzané, France, May 20.
- 2020 “Quelques Actions de Sensibilisation du Public Dans le Cadre du Projet d’Etude du Lac Azuéi”, State University of Haiti and PNUD meeting on Public Outreach about Seismic Hazards, Hotel Mariott, Port-au-Prince, Haiti, January 29.

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RESEARCH GRANTS FUNDED

- NSF, "Collaborative Research: Interactions Between Transpressional Structures at the North American-Caribbean Plate Boundary: Geophysical Imaging Beneath Lake Azuei, Haiti", \$390,820 (URI only), URI lead (Cormier & King), 11/1/2016-10/31/2019.
- U.S. Geological Survey, "Near-shore Evaluation of Holocene Faulting and Geohazard in the New York City Metropolitan Region: Collaborative Research with University of Rhode Island and Columbia University", \$56,735 (URI only), URI lead (Cormier & King), 5/1/2016-4/30/2017.
- **Schmidt Ocean Institute, "Offshore impacts of the Japan 2011 great earthquake and tsunami", URI lead (Cormier & King), collaborative with Columbia U., JAMSTEC, and Yamaguchi U. *R/V FALKOR support only – A cruise was recommended for scheduling in 2017 but eventually canceled after SOI abandoned their development of a deep-diving HROV.*
- NSF, "Collaborative Research - Sediment pathways, sedimentation processes, and structural growth along the Tohoku segment of the Japan subduction margin: Role of megathrust earthquakes", \$80,995 (URI only), Cormier Lead PI, J.W. King coPI, collaborative with Columbia U. (McHugh & Seeber), 8/15/2014-8/14/2017.
- NSF, "Collaborative Research: The North Anatolian Fault system in the Marmara Sea, Turkey - Insights from the Quaternary evolution of a multi-stranded transform", \$11,032 (U. Missouri-Columbia only), Collaborative with Columbia U. (Steckler, lead PI, co-PIs McHugh, Seeber, and Shillington) and U.C. Santa Barbara (Sorlien), 02/15/2013-01/31/2014.
- NSF, "RAPID - Collaborative Research: A collaboration with JAMSTEC to investigate the offshore impacts of the Tohoku-Oki earthquake: Tsunamigenesis and role of megathrust ruptures in sedimentation and erosion", \$24,623 (U. Missouri - Columbia only); Cormier Lead PI, collaborative with Columbia U. (McHugh & Seeber), 08/01/2011-07/31/2013.
- NSF, "RAPID - Collaborative Research: Offshore coseismic effects of the Port-au-Prince earthquake, Haiti", \$158,053, C. McHugh, M.H. Cormier, J. Diebold, L. Seeber, & M. Steckler, (funded through Columbia U., collaborative with U. Texas-Austin), 02/15/2010-01/31/2011.
- U. Missouri Research Board, "Geological Control on the Spatial Distributions of Underwater Gas Seeps"; \$6,038; 07/01/09-06/30/11.
- U. Missouri Arts & Science Alumni Organization, "Faults, lava flows, and seeps beneath Mono Lake, California"; \$1,500; 2009-2010.
- NSF, "Testing Models of Magma Movement along the East Pacific Rise Using Combined Geodetic and Numerical Experiments", \$1,300 [supplement to fund the travel expenses of an undergraduate student to participate in 2009 research expedition.]
- NSF, "PIRE: A US-China partnership in research and education of intraplate earthquakes", \$2,164,214 (U. Missouri - Columbia only); M. Liu, MH Cormier, F. Gomez, and E. Sandvol; 08/1/07-07/31/13.
- NSF, "Testing Models of Magma Movement along the East Pacific Rise Using Combined Geodetic and Numerical Experiments", \$2,600 [supplement to fund travel expenses for three undergraduate students to participate in the 2007 research cruise; two of these students were from UMC]



Marie-Helene Cormier

- NSF, "US-Turkey workshop: Comparative studies of the North Anatolian fault (northwest Turkey) and the San Andreas fault (southern California)", MH Cormier (lead), L Seeber, & CC Sorlien, 6/1/06-5/31/07.
- SCEC (Southern California Earthquake Center), "International workshop on Earthquake System Science in southern California and Turkey, Istanbul Technical University", MH Cormier (lead), CC Sorlien, & L Seeber, 2/1/06-1/31/07.
- NSF, "Collaborative research: Track 1: Partnership to enhance diversity in marine geosciences: Holocene climate and anthropogenic changes from Long Island Sound, NY", collaborative with Queens College-CUNY (lead), Cormier lead for Columbia U., 5/15/2006-4/30/8.
- NSF, "LDEO participation in *R/V Natsushima* cruise to site of the great thrust earthquake which triggered the disastrous Indian Ocean tsunami on December 26, 2004", 2/1/2005-1/31/2006, Seeber & Cormier.
- NSF, "Testing models of magma movement along the East Pacific Rise using combined geodetic and numerical experiments", \$685,473, MH Cormier (lead), WR Buck, and SC Webb, 10/15/04-10/14/09.
- NSF, "Collaborative Research: an AUV investigation of fluid expulsion (past and present) in the large-scale elongated gas blowouts, offshore Virginia / North Carolina", JK Weissel and MH Cormier (lead, Columbia U.), collaborative with S.I.O. and W.H.O.I., 6/1/2004-5/31/2007
- NSF, "Collaborative project: Submarine earthquake geology in the Marmara seismic gap" (renewal), MH Cormier (lead) and L Seeber, collaborative with Queens College-CUNY, 9/1/02-8/31/05.
- NSF, "Collaborative project: Submarine earthquake geology in the Marmara seismic gap", MH Cormier (lead), L Seeber, CMG McHugh, and WBF Ryan, collaborative with USC (Dolan), 3/1/01-8/31/02.
- NATO collaborative linkage grant, "Historic and prehistoric submarine fault ruptures in the Marmara Sea", MH Cormier, 3/1/00-2/28/02.
- NSF, "Timing of volcanism along two adjacent segments of the East Pacific Rise (15°-17°N)", MH Cormier (lead), J Carlut, and DV Kent, 11/1/00-10/31/04.
- NSF, "Collaborative research: a piggy-back near-bottom geophysical survey along the ultrafast EPR at 17°24'-18°39'S using the ABE vehicle", MH Cormier (lead) & WBF Ryan, 10/1/98-9/31/00.
- NYS DEC, "Hudson river estuary benthic mapping: a university consortium", 1998-99, RE Bell, WBF Ryan, D Chayes, R Versteeg, SM Carbotte, and MH Cormier, 5/1/98-7/15/99.
- NSF, "Kinematic and gravity study of the northern EPR and its flanks: propagating ridges and melt supply", MH Cormier, 4/1/97-3/31/98.
- NSF "A SeaBeam 2000/gravity/magnetic study of the East Pacific Rise, 15°-20°S", KC Macdonald (UCSB) subcontract to MH Cormier at Columbia U., 8/1/96-7/31/99.



OREFEREED PUBLICATIONS

(* indicates a student who are/were working under my supervision)

- Aiken, C., W. Wessels, **M.H. Cormier**, F. Klingelhoefer, A. Battani, F. Rolandone, W. Roest, D. Boisson, K. Guerrier, R. Momplaisir, and N. Ellouz-Zimmerman, Haiti-Drill: An amphibious drilling project workshop, Scientific Drilling, accepted, 2020.
- Bell, K.L.C., **M.H. Cormier**, M.L. Brennan, M. Legg, J.E. Conrad, C.M. Castillo, N.A. Raineault, M. Lubetkin, J. Marlow, C. Caldw, and R. Kane, Initial observations and preliminary interpretations from telepresence-enabled exploration of the southern California borderland, USA, in “*From the Mountains to the Abyss: The California Borderland as an Archive of Southern California Geologic Evolution*”, R. Behl, J. Schwalbach, and K. Marsaglia (eds.), SEPM Special Publication 110, 296-327, doi: 10.2110/sepmssp.110.15, 2019.
- Cormier, M.H.**, and H. Sloan, Distinctive seafloor fabric produced near western versus eastern ridge-transform intersections of the northern Mid-Atlantic Ridge: Possible influence of ridge migration, *Geochem. Geophys. Geosyst.*, doi: 10.1029/2018GC008101, 2019.
- Cormier, M.H.**, and H. Sloan, Abyssal Hills and Abyssal Plains, in “*Submarine Geomorphology*”, Chapter 20, A. Micallef, S. Krastel, and A. Savini (eds.), Springer, pp. 389-408, doi: 10.1007/978-3-319-57852-1_20, 2017.
- McHugh, C.M., T. Kanamatsu, L. Seeber, R. Bopp, **M.H. Cormier**, and K. Usami, Remobilization of surficial slope sediment triggered by the AD 2011 Tohoku-Oki earthquake and tsunami along the Japan Trench, *Geology*, 44, 391-394, doi:10.1130/G37650.1, 2016.
- Sorlien, C.C., J.T. Bennett*, **M.H. Cormier**, B.A. Campbell, C. Nicholson, and R.L. Bauer, Late Miocene-Quaternary fault evolution and interaction in the Southern California Inner Continental Borderland, *Geosphere*, 11, 1111-1132, doi: 10.1130/GES01118.1, 2015.
- Nooner, S.L., S.C. Webb, W.R. Buck, and **M.H. Cormier**, Post Eruption inflation of the East Pacific Rise at 9°50'N, *Geochemistry Geophysics Geosystems*, 15, 2676-2688, doi: 10.1002/2014GC005389, 2014.
- McHugh, C.M.G., L. Seeber, **M.H. Cormier**, and M. Hornbach, Submarine paleoseismology along populated transform boundaries: The Enriquillo-Plantain-Garden Fault, Canal du Sud Haiti, and the North Anatolian Fault, Marmara Sea, Turkey, *Oceanography*, 27, doi: 10.5670/oceanog.2014.47, 118-131, 2014.
- McHugh, C.M.G., N. Braudy, M.N. Çagatay, C.C. Sorlien, **M.H. Cormier**, L. Seeber, and P. Henry, Seafloor fault ruptures along the North Anatolian fault in the Marmara Sea, Turkey: Link with the adjacent basin turbidite record, *Marine Geology*, 353, doi:10.1016/j.margeo.2014.03.005, 65-83, 2014.
- Hauksson, E., H. Kanamori, J. Stock, **M.H. Cormier**, and M. Legg, Active Pacific North America plate boundary tectonics as evidenced by seismicity in the oceanic lithosphere offshore Baja California, Mexico, *Geophys. J. Int.*, 196, doi: 10.1093/gji/ggt467, 1619-1630, 2014.
- Kurt, H., C.C. Sorlien, M.S. Steckler, D.J. Shillington, G. Çifçi, **M.H. Cormier**, J.X. Dessa, O. Atgin, E. Demirbag, S. Okay, C. Imren, S. Gurcay, and H. Carton, Steady Late Quaternary slip on the North Anatolian Fault near Istanbul, Turkey, *Geophysical Research Letters*, 40, doi:10.1002/grl.50882, 4555-4559, 2013.
- Jayko, A.S., P.E. Hart, J.R. Childs, **M.H. Cormier**, D.A. Ponce, N.D. Athens, and J.S. McClain. Method and Spatial Extent of Geophysical Investigations, Mono Lake, California, 2009 and 2011, *U.S.G.S. Open File Report 2013-1113*, <https://pubs.usgs.gov/of/2013/1113>, 2013.
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Marie-Helene Cormier

Satellite imagery documents that a local current in Dumplings Cove results in net sediment transport from Northwest to Southeast, as evidenced by the greater width of the beach north of the two existing piers and, conversely, their narrow width south of these piers. Sediments are therefore actively transported and redeposited by local currents in this shallow cove. Sailing enthusiasts have also mentioned to me having experienced strong tidal currents (possibly 1 knot) where they funnel just landward of the rocky outcrops in Dumplings Cove and close to the area of the proposed marina expansion. Sediments in that deeper area might be remobilized by such strong currents. These two observations suggest that dredging might be required on a regular basis to maintain a 10' depth in the proposed dredging area.

There are several environmental concerns regarding an introduction of dredging activity in the cove. The newly dredged area may end up trapping remobilized sediments and thus negatively impacts the natural sand replenishment of the beach. It is also possible that the introduction of dredging in this area would damage existing eelgrass beds, an essential habitat for many marine species. Although the proposed dredging area narrowly avoids encroaching on existing eelgrass beds, the sediment resuspension that would result from a combined increase in dredging activity and yachting activity is likely to reduce water clarity, which would inhibit eelgrass photosynthesis. Furthermore, the resuspension of sediments in the proposed dredging area may lead to their redeposition on adjacent eelgrass beds, which would contribute to their smothering.

In view of the uncertainties regarding siltation rates that may result from local currents, it would seem important to determine both the local sediment sources and quantify siltation rates across the Dumplings Cove, something that would be best achieved with the collection and analysis of a series of sediment cores.



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Professional Profile

Dr. Kane Driscoll is an aquatic toxicologist with over 30 years of experience in the application of risk assessment methods for evaluating the potential effects of environmental stressors. Dr. Kane Driscoll specializes in exposure modeling and toxicity of contaminants, including metals, hydrocarbons associated with oil and gas, and persistent compounds such as polychlorinated biphenyls (PCBs). She has directed numerous risk assessments for a variety of industrial, utility, and governmental clients. She has extensive experience designing and conducting laboratory and field studies to support the development of technically defensible solutions to environmental problems. She has worked on projects related to oil spills, industrial releases, and injuries to aquatic and terrestrial resources. Dr. Kane Driscoll has conducted expert reviews for various industrial clients and trade associations related to claims of environmental fate and effects of commercial products, including various plastics and pavement coatings.

Dr. Kane Driscoll is a specialist in the field of sediment toxicology, and her original research and publications in the areas of bioavailability and toxicity of sediment-associated contaminants are widely cited. She has extensive knowledge of the technical basis and predictive ability of various sediment quality benchmarks and has co-authored guidance documents on emerging methods for assessing the potential exposure and toxicity of polycyclic aromatic hydrocarbons (PAHs) and other organic contaminants.

Academic Credentials & Professional Honors

Ph.D., Environmental Sciences, University of Massachusetts, Boston, 1994

B.S., Natural Resources, University of Rhode Island, 1981

Recognized in 2018 by the Society of Environmental Toxicology and Chemistry for a highly cited paper, "Microplastics as vectors for bioaccumulation of hydrophobic organic chemicals in the marine environment: A State-of-the-Science review," which garnered the most downloads from that journal in the 12-month period from its date of publication.

Integrated Risk Assessment Paper of the Year for 2002 for "A Comparative Screening-Level Ecological and Human Risk Assessment for Dredged Material Management Alternatives in New York/New Jersey Harbor," in the journal, Human and Ecological Risk Assessment.

Licenses and Certifications

OSHA Certified Eight-Hour HAZWOPER Annual Refresher Training in Hazardous Waste Operations and Emergency Response

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Susan Kane Driscoll, Ph.D.
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OSHA Certified 40 Hours of Training in Hazardous Waste Operations and Emergency Response

Prior Experience

Senior Managing Scientist, Menzie-Cura & Assoc., Inc., 1997-2006

Post-Doctoral Research Scientist, Bioavailability and Toxicity of Sediment-Associated Organic Contaminants, Virginia Institute of Marine Science, 1996-1997

Post-Doctoral Research Scientist, Bioavailability and Critical Body Burdens of Sediment-Associated PAHs, National Oceanic and Atmospheric Administration Great Lakes Environmental Laboratory, 1994-1996

Professional Affiliations

Society of Environmental Toxicology and Chemistry (member, editorial reviewer and former member of the Board of Directors for the North American Chapter)

Publications

Driscoll, S.K., K.J. Kulacki, and S. Marzoghi. 2020. A Review of the Literature on Potential Effects of Runoff from Refined Coal-Tar-Based Sealant Coating on Aquatic Organisms. *Integrated Environmental Assessment and Management* 16: 17-27.

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Kane Driscoll SB, McArdle ME, Montgomery C. Case studies of MassDEP Findings on Environmental Risk Characterizations. Co-presented a credited, 8-hour short course to Massachusetts Licensed Site Professionals Association, Westford, MA, April 27, 2010.

Kane Driscoll SB, McArdle ME, Montgomery C. Improve your understanding of ecological risk assessments to write a better RAO. Co-presented a credited, 4-hour short course to Massachusetts Licensed Site Professionals Association, Westford, MA, February 26, 2009.

Kane Driscoll S, McArdle M, Booth P. Use of Solid Phase Microextraction (SPME) to assess the contribution of PAHs to toxicity of sediments at a former manufacturing plant. Battelle Sediment Conference, Jacksonville, FL, February 5, 2009.

Kane Driscoll S, Gard NW, Ginn TC. Critical evaluation of the applicability of sediment effect concentrations for pcbs in site-specific ecological risk assessments. Battelle Sediment Conference, Jacksonville, FL, February 4, 2009.

Kane Driscoll S, McArdle M, Proctor D. Evaluation of hexavalent chromium in sediment pore water of the Hackensack River, New Jersey. 29th Annual Meeting of SETAC North America, Tampa, FL, November 2008.

Kane Driscoll S, McArdle M, Menzie C. Assessing risk of metals in sediment: Experience in applying the weight-of-evidence approach to aquatic sites contaminated with heavy metals. Sediment Management Work Group Spring Sponsor Forum, Kalamazoo, MI, April 29—30, 2008.

Kane Driscoll SB, Amos CB, McArdle ME, Menzie CA, Coleman AJ. Use of site-specific equilibrium partitioning benchmarks for polycyclic aromatic hydrocarbon mixtures to predict the toxicity of sediment at former manufactured gas plants. 28th Annual Meeting of SETAC North America, Milwaukee, WI, November 11-15, 2007.

Kane Driscoll SB. A methodology for deriving a dietary dose of PAHs that is protective of fish. Platform presentation, International Conference on Remediation of Contaminated Sediments in Savannah, GA, January 22-24, 2007. Session chair: "Bioavailability of Contaminants."

Kane Driscoll SB, McArdle ME, Burmistrov D, Reiss M, Steevens J. A methodology for deriving a dietary dose of PAHs that is protective of fish. 27th Annual Meeting of SETAC North America, Montreal, Canada, November 5-9, 2006.

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Kane Driscoll SB, Reiss M, Steevens J. Development of a novel dose-based toxicity benchmark for exposure of fish to PAHs. 26th Annual Meeting of SETAC North America, Baltimore, MD, November 16-20, 2005.

Kane Driscoll SB, Reiss M, Steevens J. Development of a database of toxic doses of PAHs to fish. 18th Biennial Conference of the Estuarine Research Federation, Norfolk, VA, October 16-20, 2005.

Kane Driscoll SB, Menzie CA, McArdle ME, Coleman A. Application of site-specific equilibrium partitioning sediment benchmarks for PAH mixtures to manufactured gas plants. 25th Annual Meeting of SETAC North America, Portland, OR, November 14-18, 2004.

Kane Driscoll SB, McArdle ME, Menzie CA, Thompson T, Coleman A. Application of sediment quality guidelines for PAHs to manufactured gas plants. 2nd International Conference on Remediation of Contaminated Sediments, Venice, Italy, 2003.



Kane Driscoll SB, Bridges T, Cura JJ, McArdle M, Nelson M. A review of comparative risk assessment methods and their applicability to dredged material management decisions. 23rd Annual Meeting of SETAC North America, Salt Lake City, Utah, November 16-20, 2002.

Kane Driscoll SB. Sediment accumulation and toxicity of Fluoranthene to freshwater amphipods. Benthic Ecology Meeting, Columbia, SC, March 7-10, 1996.

Kane Driscoll SB, Landrum PF. Bioaccumulation and critical body burden of Fluoranthene in estuarine amphipods. Society of Environmental Toxicology and Chemistry, Washington, DC, 1996.

Kane Driscoll SB, Landrum PF. Toxicokinetics and critical body burdens of Fluoranthene in amphipod bioassays with *Hyalella azteca* and *Diporeia* sp. Invited talk, Society of Environmental Toxicology and Chemistry, Vancouver, BC, 1995.

Kane Driscoll SB, McElroy AE. A comparison of bioaccumulation and biotransformation of benzo[a]pyrene in three species of polychaete worms. Society of Environmental Toxicology and Chemistry, Houston, TX, 1993.

Kane Driscoll SB, McElroy AE. Biotransformation of benzo[a]pyrene by three species of polychaete. Society of Environmental Toxicology and Chemistry, Cincinnati, OH, 1992.

Project Experience

Dr. Kane Driscoll has been involved in numerous projects relating to analysis of potential exposure and risk to humans and ecological resources.

Natural Resource Damage Assessment

Provided analysis and technical support for the Deepwater Horizon NRDA in the Gulf of Mexico. Implemented the use of the Target Lipid Model to assess potential injury to aquatic organisms from exposure to PAHs and other contaminants in oil and dispersants. Participated in a review of a major NRDA case at the Bayway and Bayonne petroleum refinery in New Jersey, USA. Examined use of sediment and soil screening benchmarks to assess damage to ecological receptors.

Industrial Clients and Trade Associations

Private Client. Reviewed the scientific literature on the potential toxicity of floral foam microplastics as well as leachates from floral foam and other plastics on aquatic organisms. Prepared a white paper and summarized uncertainties related to the comparison of effects observed in laboratory studies to field conditions.

American Chemistry Council – Plastics Division: Did a state-of-the-science review on the potential for microplastics in the ocean to sorb contaminants (e.g., PCBs) from the environment, and the potential for exposure and effects on aquatic organisms, wildlife, and humans.

Pavement Coatings Technology Council: Reviewed literature on the potential for runoff of refined coal tar pavement coatings to cause toxicity to aquatic organisms.

Personal Care Products Council: Prepared a white paper on the fate of personal care product polymers in wastewater treatment plants.

Guidance Documents

Co-author of a guidance document for the U.S. Environmental Protection Agency and the U.S.



Department of Defense on the use of passive samplers at contaminated sediment sites.

Revised EPA guidance on the development of site-specific Equilibrium Partitioning Sediment Benchmarks (ESBs) for PAHs that consider reduced partitioning and bioavailability of organic contaminants.

Lead a technical team in the revision of "Standard Guide for Determination of the Bioaccumulation of Sediment-Associated Contaminants by Benthic Invertebrates" (ASTM International E1688-00a).

Conducted a technical review for Environmental Professionals of Connecticut (EPOC) of the Connecticut Department of Environmental Protection's proposed changes to Connecticut water quality standards.

Conducted research for the Electric Power Research Institute and its utility members on the application of the EPA equilibrium partitioning sediment benchmarks for PAH mixtures to contaminated sediments at manufactured gas plant (MGP) sites. Research examined influence of various forms of "black carbon," including coal tars and coke, on reducing bioavailability and toxicity of PAHs in sediment to aquatic organisms.

Oil Spills

Deepwater Horizon: Analyzed data for hundreds of laboratory toxicity tests on the effects of various preparations of oil, with and without dispersants. Technical reviewer of associated publications.

Exxon Valdez: Conducted a comprehensive review of literature on the toxicity of oil to aquatic wildlife. Developed toxicity reference values for oil based on various approaches, including use of surrogate compounds for oil fractions.

Superfund

Conducted effects assessment for the Hudson River Baseline Ecological Risk Assessment. Reviewed literature on effects of PCBs and dioxin-like compounds on fish and aquatic wildlife. Selected toxicity reference values for use in ecological risk assessment.

Technical consultant for an industrial client at the Berry's Creek Study Area Superfund site in New Jersey, USA. Project manager for a field pilot study on the use of activated carbon to reduce bioavailability of mercury and PCBs in marsh sediments. Co-developer of a risk-based method for cost allocation among responsible parties.

Technical reviewer of human health and ecological risk assessments for exposure to mercury at the Nyanza Superfund Site Operable Unit 4 - Sudbury River in Massachusetts. Project manager for field effort that used passive samplers to demonstrate reduced concentrations and bioavailability of hexavalent chromium in sediment pore water of the Hackensack River, New Jersey.

Risk Assessment and Remedial Investigations

Managed an ecological and human health risk assessment for a former automobile battery manufacturing site in Connecticut. Characterized potential exposure of human and ecological receptors to lead in surficial sediments of a tidal river. Designed field-sampling program and used site-specific exposure information to back-calculate health-protective concentrations of lead in sediment.

Managed a large field demonstration project for the Department of Defense using activated carbon to reduce bioavailability of PCBs and methyl mercury in sediments. Managed a review of the long-term trends in fish and shellfish monitoring data for the Massachusetts Water Resources Authority. Conducted a before-after-control-impact (BACI) statistical analyses to examine impacts from relocation of the treatment plant outfall.

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Project manager for a net environmental benefit analysis (NEBA) to evaluate the costs and benefits of remediation options for a lead contaminated river.

Managed an extensive review of the available information on the toxicity of dioxin-like compounds to birds. Compiled a database of dose-response relationships that was used to develop a species sensitivity distribution for effects to avian species.

Prepared a technical review for EPA and the U.S. Army Corps of Engineers on approaches used to characterize the toxicity of mixtures of organic contaminants to fish.

Developed a comparative risk assessment framework for the U.S. Army Corps of Engineers that identifies characteristics of various placement and treatment alternatives for dredged materials that contribute to potential environmental risk.

Examined environmental impacts associated with the release of a plume of high pH groundwater from an industrial landfill. Assisted in the development of a sampling program to demonstrate that high pH groundwater was not mobilizing naturally occurring metals in soil.

Managed an ecological risk assessment for dioxin-contaminated soil associated with incinerator waste on the grounds of a former hospital in Washington, DC.

Managed an ecological and human health risk assessment for a RCRA site in Taunton, Massachusetts, USA. Designed extensive sampling and sediment toxicity testing program that demonstrated minimal impact to aquatic organisms and wildlife from exposure to PCBs, mercury, and dichlorobenzenes in surficial sediments.

Developing a novel approach for EPA and the U.S. Army Corps of Engineers to assess the toxic effects of dietary and water-borne doses of PAHs to fish. Reviewed literature, summarized data, developed a cumulative distribution of doses, and estimated protective dose levels.

Manufactured Gas Plant Sites

Coordinated the development of receiver operating characteristic (ROC) curve analyses to assess the relationship between concentrations of PAHs in sediment and toxicity for three MGP sites in Wisconsin.

Advisory Appointments

Select Advisory Activities

Gulf of Mexico Research Initiative. Invited to participate in an effort to synthesize knowledge learned about preparation of crude oil for toxicity testing since the Deepwater Horizon oil spill. Issues to be considered will include physical fate and natural processes related to petroleum releases, including evaporation, sea-air transfer, dissolution, sorption-desorption, deposition. Will also evaluate the various procedures for preparation of water accommodated fractions (WAFS) and chemically enhanced water accommodated fractions (CEWAFS), and issues related to the comparability of WAF and CEWAF experiments and field conditions.

Sediment Management Workgroup. Invited to lead and participate in various workshops related to assessment and management of contaminated sediment, including methods for defining reference and background conditions, as exposure modeling for fish.

SETAC-Sponsored Technical Workshop. Steering committee member and invited participant in "Guidance on Bioavailability/Bioaccessibility Measurements using Passive Sampling Devices (PSDs) and Partitioning-Based Approaches for Management of Contaminated Sediments" Cosa Mesa, CA. November 2012.



SETAC-Sponsored Technical Workshop. Invited participant in "The Tissue Residue Approach for Toxicity Assessment: Invertebrates and Fish" Leavenworth, WA, June 7–12 2007.

Deposition & Trial Testimony

Testified on two occasions before the Committee on Environment and Natural Resources of the Maine State Legislature regarding a proposed Act Concerning Pavement Sealing Products. Testified on behalf of the Pavement Coatings Technology Council regarding the potential for adverse effects of runoff from refined coal tar sealants to aquatic organisms.

Supported the preparation of expert and rebuttal reports for Foley Hoag in Ecuador v. Columbia International Court of Justice in relation to claims of cross-boundary impacts associated with the use of herbicides.





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September 18, 2020

**RE: Application of Assent of Safe Harbor Jamestown Boat Yard, Inc.
(hereinafter "JBY")**

CRMC File No.: 2019-06-014

RIDEM Water Quality Certification Number: WQC 10-123-DP19-174

Ladies and Gentlemen:

We represent The Dumplings Association, a nonprofit neighborhood association of Jamestown, Rhode Island, to which 125 families currently belong. The Dumplings Association is trustee of neighborhood property on Narragansett Bay that abuts Safe Harbor Jamestown Boat Yard and that local residents use for low-intensity recreational activities. This property includes approximately 170 linear feet of shoreline, an historic stone pier, and an attached swimming dock. For the following seven reasons, The Dumplings Association continues to strongly object to Safe Harbor Jamestown Boat Yard's proposal to dredge an area of the bay that extends in front of this swimming dock, as well as the related proposal to expand its own marina docks to accommodate the larger, deeper-draft boats that dredging will allow.

We also represent Ocean Highlands LLC which owns property which abuts Jamestown Boat Yard to the north. Ocean Highlands LLC also objects to Jamestown Boat Yard's Application of Assent.

A. The applicant's proposed dredging extends well outside what should legitimately be designated Type-3 waters.

1. Some Type-3 Waters in Jamestown Are Incorrectly Classified.

The CRMP defines its six water-type classifications according to the characteristics of the shoreline, based on the principle that the activities on shore are the primary determinant of the uses to which adjacent waters are put (CRMP 1.2.1.A). On the eastern side of Conanicut Island, beyond the commercial waterfront district in the heart of the Jamestown village, about 1.35 miles of shoreline extend southward to the tip of Bull Point at the eastern entrance to the bay. The waters bordering this entire stretch of coast are designated Type 3, defined as having an adjacent

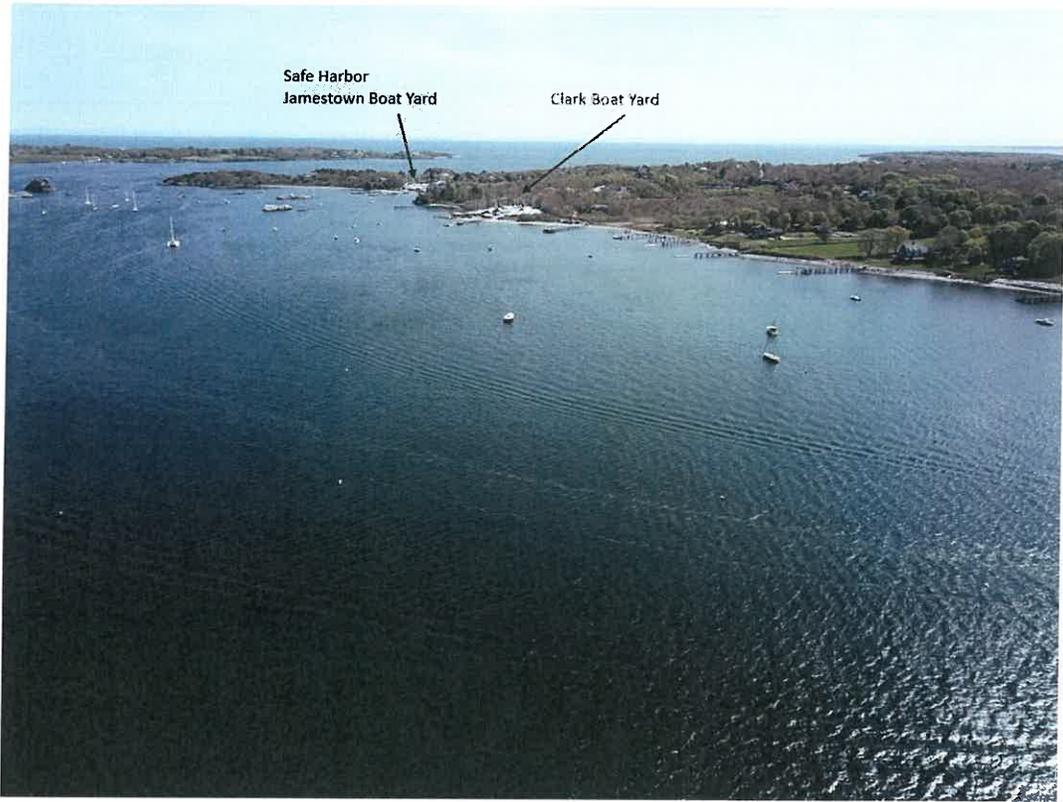


shoreline developed as marinas, boatyards, and other water-dependent commercial businesses that support high-intensity recreational boating (CRMP 1.2.1.D.1.). Yet along these 1.35 miles of coast, only about 450 linear feet are occupied by two grandfathered boatyards, Safe Harbor Jamestown Boat Yard and Clark Boat Yard. This accounts for approximately 6% of the whole. The remaining 94% is either residential, low-density rural residential (with two-acre minimum zoning), or highly scenic, undisturbed, and undevelopable natural habitat along Old Salt Works Beach and the freshwater wetland it borders, as well as along the rocky shore on the northern side of the Bull Point headland. In this same undeveloped part of the coast, the offshore dumplings, too, are both uniquely scenic and important habitats for marine birds, one of these rocky outcroppings being an Audubon refuge.

2. The Correct Classifications for Most of this Coast Are Type 2 and Type 1.

The two photos below show this 1.35-miles of shoreline, the first one looking southeast from beyond the Jamestown village, and the second one looking to the northwest from Bull Point. These photos clearly show that this is not a Type-3 coast dominated by commercial, marine-related businesses. Instead, outside the two small, grandfathered boatyards, this is undeniably either Type 1 or Type 2 shoreline. The Type-2 definition – low-intensity recreational and residential uses, including seasonal moorings and natural-habitat areas (CRMP 1.2.1.C.1) – applies to the northern end of the 1.35 miles, where there are widely spaced homes. The Type-1 definition – uniquely scenic, undevelopable, conservation areas and natural habitat (CRMP 1.2.1.B.1.a-c) – applies to the southern end, with its long, sandy, undisturbed beach, freshwater wetland, and large, bedrock outcroppings.





Southeasterly view of shoreline.



Northwesterly view of shoreline.

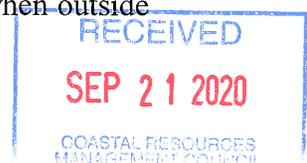
3. JBY's Proposed Dredging Extends Well beyond Its Legitimate Type-3 Marina Waters.

The true nature of this coastline matters greatly in regard to the current Safe Harbor JBY application because the east-facing channel proposed to be dredged extends well outside this boatyard's marina perimeter and into waters that correspond to the Type-1 definition, bordering as they do a shoreline "in a natural undisturbed condition ... expected to retain [its] high scenic values and established patterns of low intensity use" (CRMP, 1.2.1.A). The presence of the neighborhood swimming pier and dock, which predates the creation of water-type classifications by nearly 100 years, might possibly be used to argue for Type 2. In no way, however, can this shoreline from the Dumplings swimming pier and dock to the tip of Bull Point be construed to be Type 3 given the complete absence of any recreational boating facilities whatsoever, as the photo below shows.



4. Improvement Dredging Should Be Prohibited in Waters Not Appropriately Type 3.

Had these waters been correctly classified according to the nature of the shoreline, as the CRMP prescribes, quite different CRMP policies regarding dredging would apply. New dredged channels and basins are prohibited in Type-1 waters and also prohibited in Type-2 when outside



an existing marina (CRMP 1.2.1.B.2.c & C.2.b). These much more restrictive dredging policies support the Council’s goal of preserving, protecting, and where possible restoring the character and high scenic value of Type-1 and Type-2 areas, as well as the natural habitats located in them (CRMP 1.2.1.B.2.a/d & C.2.a). The primary aim is to support low-intensity uses of these waters that do not detract from these values (CRMP 1.2.1.B.2.a & C.2.a). Permitting new dredging in Type-1 or Type-2 waters, where dredging has never before occurred, would unavoidably bring with it more intensive recreational boating activities, and in so doing “change the area’s character and alter the established balance among uses” (CRMP 1.2.1.A). This CRMP reasoning applies to the sizable part of the Safe Harbor JBY dredging proposal that lies outside this facility’s marina perimeter. The proposed plan is extending this marina’s operations into waters that, by the CRMP’s own definitions, should not be classified Type 3 and therefore should not allow new dredging.

B. The development plan alters the applicant’s commercial operation without Zoning Board approval, as the Jamestown Zoning Ordinance requires.

1. This Plan Constitutes an Alteration of the Boatyard’s Commercial Operation.

The applicant is seeking to dredge in order for its docks to accommodate boats in the length range of 45 to 60 feet with drafts from 8 to 10 feet, which the applicant sees as a growing part of the boating market (Race Engineering letter to CRMC, 11/5/19). The three proposed extensions to the dock would help to service these larger boats, making it easy to fit into the slips even boats up to 70 feet, while dredging at the dock would allow such boats to remain there throughout a tide cycle. Since this facility currently has among its seasonal customers only an extremely small number of large, sufficiently deep-draft boats (2 out of 66 on JBY moorings during summer 2019 and 2 out of 60 during summer 2020 – see Appendix A), it is apparently hoping to attract additional ones. Otherwise, this capital investment would make little sense. Any increase in the number of these large, deep-keeled boats, would constitute an alteration of this yard’s commercial operation not just in terms of the increased size of the boats being serviced, but also in terms of the larger crews aboard them who would require access to the facility via land as well, including sufficient parking.

2. This Alteration to a Nonconforming Use Has Not Obtained Zoning Board Approval.

Any alteration to this commercial operation must be viewed in terms of the facility’s zoning designation, which is a nonconforming use in a rural-residential district. These districts are specifically “designed to allow land uses that will not substantially impact the rural character of the district, nor compromise its natural resources” (Jamestown Zoning Ordinance, Sec. 82-200). Safe Harbor JBY does both. Therefore, any alteration to this nonconforming use in this rural-residential area requires Zoning Board of Review approval and issuance of a special use permit unless the proposed alteration serves to make the use less nonconforming (Jamestown Zoning Ordinance, 82-704). Neither Zoning Board of Review approval nor a special use permit has been obtained in this case, and the zoning ordinance does not give any town employee authority to



waive or negate this requirement. Consequently, this application is not in compliance with all local ordinances, including zoning, as the CRMP requires (CRMP 1.3.1.A.1.b), nor does it meet the CRMC Management Procedures requirement for “compliance and conformity with all applicable comprehensive plans and zoning ordinances” (1.4.2.E).

3. The Proposed Plan Is Also in Conflict with the Overall Intent of Jamestown Zoning.

Lacking Zoning Board of Review approval and a special use permit, the Safe Harbor Jamestown Boat Yard application is also at odds with the overall intent of the Jamestown Zoning Ordinance regarding nonconforming uses. Nonconforming use are said to be “incompatible with and detrimental to permitted uses in the zoning districts in which they are located, cause disruption of the comprehensive land use pattern of the town, inhibit present and future development of nearby properties, and confer upon their owners and uses a position of unfair advantage” (Jamestown Zoning Ordinance, Sec. 82-700). Therefore, allowing Safe Harbor Jamestown Boat Yard to further develop its operation without local Zoning Board of Review approval would be directly contrary to this tenet of the Jamestown Zoning Ordinance and for this reason also contrary to CRMP policy [CRMP 1.1.6.G.1.c.(9)]. Doing so would forgo the legally mandated procedure for town oversight of changes to nonconforming uses. It would thereby serve to increase in scope without appropriate municipal input the boatyard’s already existing “unfair advantage” relative to the intended uses of this rural-residential district.

4. Changes on the Water Are a Fundamental Part of Altering a Water-Based Business.

It is highly artificial to try to argue that the Jamestown Zoning Ordinance requirements regarding alterations to this nonconforming use apply only to the land-based part of Safe Harbor Jamestown Boat Yard, with growth and development of its activities on the water being somehow separate from those on land. As an entirely water-dependent business, the land-based and water-based aspects of this facility are inextricably interconnected. The two are one and the same.

C. The applicant has not complied with some other municipal ordinances, regulations, and requirements.

1. The CRMP Asks Applicants for Assent to Be in Compliance with All Local Ordinances.

“All persons applying for a Category B Assent are required to: ... Demonstrate that all applicable local zoning ordinances, building codes, flood hazard standards, and all safety codes, fire codes, and environmental requirements have or will be met....” (CRMP 1.3.1.A.1.b). Safe Harbor Jamestown Boat Yard has two long-standing areas of Zoning Ordinance noncompliance.

2. Failure to Meet the Off-Street Parking Section of the Jamestown Zoning Ordinance.

a. The Off-Street Parking Requirements.



The Jamestown Zoning Ordinance's minimum off-street parking requirement for a marina with no indoor facilities is 1 space per 1.5 boats or slips (Jamestown Zoning Ordinance, Sec. 82-1203). With 77 JBY moorings installed out of the permitted 79, and adding in the 23 spaces for boats of various sizes currently allowed at the boatyard's dock, the total number of off-street parking spaces should be $100 \div 1.5 = 66 - 67$. Section 82-1202 of the Zoning Ordinance, covering parking location, says that no off-street parking can be located within 10 feet of a street, which means that the row of head-on parking the boatyard has created between the edge of the road and one of its buildings does not count toward the required off-street number as it is essentially occupying part of the road's verge. The Zoning Ordinance also states (Sec. 82-1201: Submission) that a parking plan meeting the town's requirements should be filed with the town whenever a building permit for a property's primary use is submitted. Such a plan, therefore, should at the very least have been submitted by the boatyard in 2016 when it applied to construct two new buildings, one for boat storage and the other for customer gear storage. The requirement at that time was not met and continues not to be met. On busy summer weekends, this failure contributes to much parking congestion along Dumpling Drive, which borders two sides of Safe Harbor Jamestown Boat Yard.

b. The Shared Parking Area Being Offered Is Inadequate.

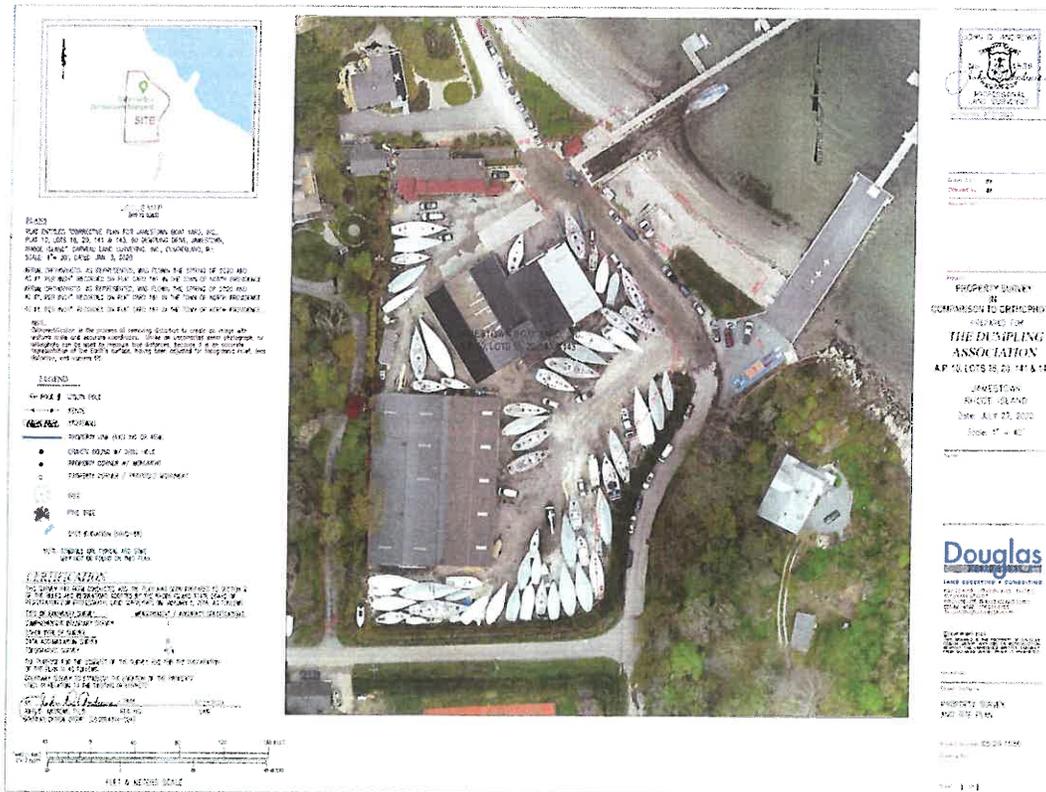
Safe Harbor Jamestown Boat Yard has created a parking system whereby customers can park in the facility's boat-storage area but must leave the car key either in the car or in the boatyard office so that boatyard personnel can move the cars as they carry on their activities. This is not genuine off-street parking. It is parking shared with other boatyard uses that take priority over parking. Many boats are in long-term storage around the edges of this area, and equipment often goes in and out of the main boat-storage building, which is accessed through the center of the area. So it is not possible for the area to fit even close to 66 or 67 cars given the Zoning Ordinance's standard parking space size of 9 x 18 feet and minimum aisles width of 23 feet for 90° parking (Sec. 82-1204: Parking Standards). The area available for parking is simply too limited.

c. The True Size of the Area for Parking Is Significantly Smaller than Claimed.

An area along Dumpling Drive, measuring approximately 27-30 feet x 224 feet, is land that the boatyard is occupying for its own use, even though this land is actually town road right-of-way. This means that roughly 6,400 square feet of land should be subtracted from the proposed shared parking area to accommodate boats as well as cars. Also, if Safe Harbor Jamestown Boat Yard occupied only its own land, the hedge or other visual screening required by the Zoning Ordinance (Sec. 82-1207: Screening of Residential Areas) would have to be replanted on actual boatyard property, leaving even less space



available for parking and other boatyard uses. The amount of land this business occupies for income-earning purposes but doesn't really own is shown in the image below, which superimposes Safe Harbor Jamestown Boat Yard's own 2020 property survey on an aerial photo of the site.



Safe Harbor JBY's surveyed boundaries are marked in red. Seven boats in long-term storage are actually on the Dumpling Drive right-of-way. This area has been pushed out and taken over to expand boatyard land. Cars parked along the edge of the pavement are actually parked in the true road's center.

d. Taking Over the Road Right-of-Way Is a Safety Hazard.

This road-right-of-way situation creates a serious traffic hazard. In summer, when street parking in this area is scarce, many cars parked along this section of road narrow the paved portion to such an extent that two vehicles can often not pass one another on it, forcing one or the other to back up a very long distance. It is questionable how well this narrowed roadway could properly service emergency vehicles if needed. Before any further development of this boatyard is considered, with an eye to accommodating even bigger boats and their larger crews, the road right-of-way that this business occupies should be returned to the town of Jamestown, leaving the boatyard to occupy only its own land within its true boundaries. To not require this would allow continuation of a significant public safety hazard due to the unacceptable narrowness of the roadway that is currently remaining.

e. No Off-Street Parking at All Is Provided from Fall through Spring.



The Jamestown Zoning Ordinance's off-street parking regulations are not for summertime only. From fall through spring, customers still visit a business, including a boatyard, and employees also require parking. At Safe Harbor Jamestown Boat Yard, every square foot of off-street space, as well as some on-street parking too, is taken up by boats in long-term storage from November through April. As the photo below from winter 2019-2020 shows, the boats are packed so tightly that only inches are left between. Boats are stored as well along the part of the public road that borders the bay, extending out significantly into the road itself, thereby infringing on use of the road by cars. Storing so many boats so tightly is considered not just a parking issue, but also a serious fire safety issue by this boatyard's neighbors. Strong northerly winter winds can make fires especially treacherous, easily carrying flames and embers to surrounding houses. In this matter of fire safety, the desire to maximize income should not continue to override residential neighbors' concern that this boatyard has already exceeded a reasonable amount of expansion and development given the size and location of its property.



3. Failure to Comply with Zoning Board of Review Building Requirements.

Some requirements regarding land-based buildings have also been ignored. In 1984, Jamestown Boat Yard was granted a special-use permit to construct the first of two buildings for indoor boat storage, with the agreed-to understanding that this building would be used for passive storage only. Almost immediately, however, the building was used as well for boat repair projects, with accompanying noise and chemical odors from the ongoing work, until the emission of styrene fumes was ultimately controlled by environmental regulations. In 2016 consent for another boat-



storage building was applied for to replace four large, dilapidated, wood-framed sheds covered in plastic sheeting which had been left in the boatyard for many years in violation of a verbal agreement with the nearest residential neighbor. For this new building, a written agreement with 13 of the boatyard's neighbors (see Appendix B) became a condition of the zoning board's approval. But multiple aspects of this agreement were simply disregarded, the most disturbing of which is the building's excessive height, which impairs views of the water from some neighboring houses. Although the maximum acceptable height is clearly stated in the agreement, it has proven extremely difficult to get this requirement enforced, leaving the neighbors with little ability to rectify this zoning-board noncompliance issue. Certainly, all such past issues of noncompliance with Jamestown zoning requirements should be addressed before any new assents for Jamestown Boat Yard's further development are granted.

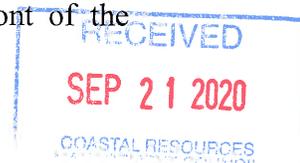
D. The applicant has not addressed how its proposed plan would affect the many low-intensity uses of the waters outside its marina perimeter.

1. The Waters at Issue Have Been Used for Low-Intensity Recreation since the 1880s.

The many low-intensity uses of these waters long predate the existence of a boatyard in this neighborhood, dating back as they do to the 1880s when this rural district first started to be developed as a residential one. This particular waterfront part of the district was chosen for neighborhood recreation because of its sandy beach and beautiful vista on the bay, which is why a community swimming pier and dock were built here in the 1880s and still exist here today. What evolved into a boatyard was initially just a place for the family that built the "house on the rock" called Clingstone to store and maintain the family's boats somewhere close by on land. Only later did this property become a small business storing and maintaining the boats of extended family, neighbors, and friends. It remained extremely small for decades, making it a sensible fit with the rural residential neighborhood around it.

2. Larger Boats in the Dredged Channel Would Endanger Low-Intensity Recreational Uses.

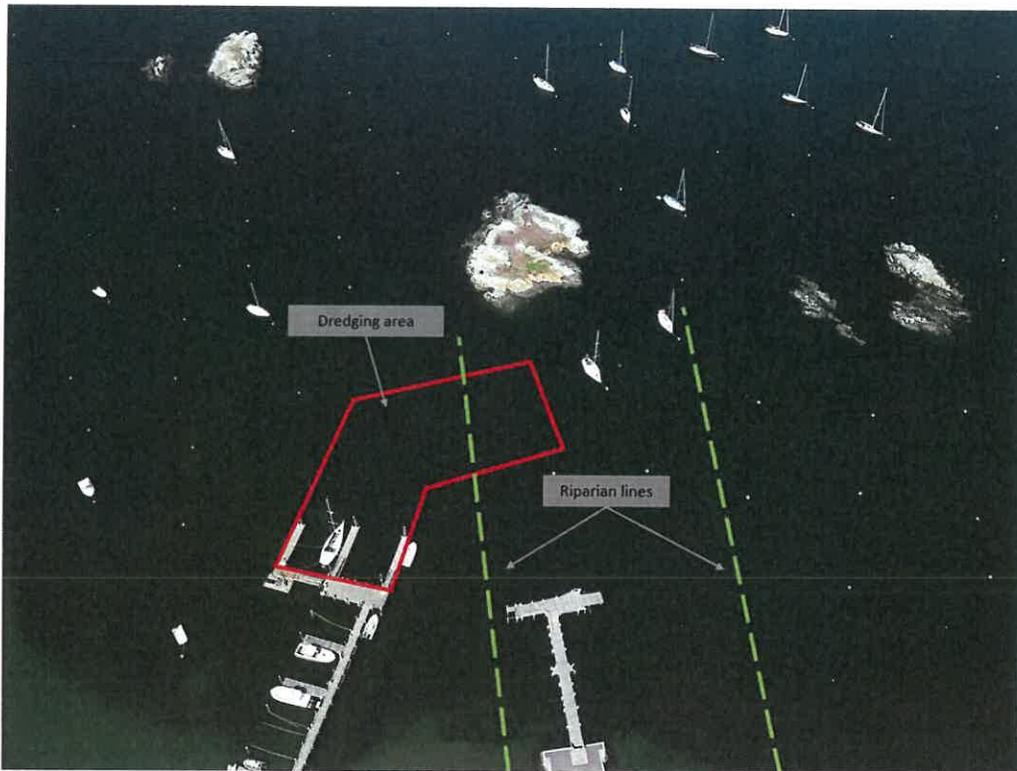
This fit with the surrounding area is of paramount importance to the many Jamestown residents and other Rhode Islanders who use this uniquely scenic area for swimming, snorkeling, kayaking, paddleboarding, small dinghy sailing, and fishing. The east-facing channel that Safe Harbor JBY proposes to dredge is designed to accommodate deep-keeled boats in the 45 to 60-foot range, as previously noted, although even larger boats could be handled as long as their keels did not exceed 10 feet in length. Although it has been argued in the Engineering Report for this application that boats of this size already exist here, a look at this boatyard's list of customers (Appendix A) shows that such boats are actually quite scarce. Over the past two summers, the Jamestown Harbor Office reports only two such boats on Jamestown Boat Yard moorings, a 68 footer with a draft of 10.8 feet and a 50 footer with a draft of 9.6 feet. The proposed dredged channel is therefore designed to handle boats much larger than the vast majority of those that currently anchor in this cove, including 97% of those on JBY moorings. A significant increase in boat size would be highly detrimental to the many other recreational uses of these waters. In particular, it would put an increase in large-boat traffic in front of the



community's swimming dock, significantly increasing the hazardousness of swimming there and also of engaging in other low-intensity pastimes.

3. The Dredged Channel Would Extend Directly in Front of the Community's Swimming Dock.

The photo below shows where this channel would be dredged in relation to the community's swimming dock. When riparian lines are drawn in the customary way of extending the Dumpling Association's upland property boundaries outward to navigable waters, making these lines perpendicular to the shore, the proposed dredging area would extend easterly an estimated 70 feet or more into the association's riparian zone. This photo, taken in mid-spring when the mooring field was very sparsely filled, also shows the great density of the field through which boats approaching and leaving the marina dock would have to thread their way (all the white dots are mooring buoys).



4. The New Channel Could Be Used for More than Just Accessing JBY for Maintenance Work.

Moreover, it is not just the boats of seasonal mooring customers undergoing temporary maintenance work at the Safe Harbor Jamestown Boat Yard dock that could contribute to this increased flow of boat traffic past the community's swimming dock. Once dredged, this channel could accommodate the passage of any larger, deep-keeled boat for whatever purpose. This would include transient boaters unfamiliar with the location. Encouraging transient boaters is part of the Safe Harbor membership policy whereby all of its customers, nationwide, are offered complimentary transient nights at any facility in Safe Harbor's extensive marina network. In addition, Safe Harbor is a partner with Dockwa, the online marina reservation platform. This



service is designed to provide marinas with increased transient boat occupancy by virtue of the hundreds of thousands of boaters who use it to research and book marinas while cruising U.S. waters. Such increased transient traffic, especially of boats of sizable length, is particularly dangerous to those engaged in low-intensity uses of these Jamestown waters. Not only can it be extremely difficult for those driving a very large boat to see swimmers, kayakers, paddleboarders, and dinghies in the water, but newcomers to the area would be unaware, and therefore not expecting, that such difficult-to-spot uses of these waters are so prevalent.

5. *The Applicant Has Given a Wholly Inadequate Response to the Question of Conflicting Uses.* One of the Council’s aims is to ensure that marina development does not significantly conflict with these smaller-scale forms of water-dependent recreation (CRMP 1.3.1.A.1.j). In responding to the Category B requirement that the applicant demonstrate that its proposal does not contribute to such conflict, the Safe Harbor JBY application fails even to recognize that other uses of these waters exist. The answer given discusses only its own uses and considers no others. It reads: “The proposed project is a water-dependent one. The increase in water depth as well as the improvement to the floating dock system is to provide services to water-dependent activities, specifically recreational boating. ... [A fairway is] maintained between the docks and adjacent rock outcrop to allow for the passage of vessels. Therefore, the proposed improvements will not adversely impact the current uses of this area.”

6. *Simply Ignoring Other Uses of these Waters Should Not Be an Acceptable Option.* Giving exclusive priority to its own uses, including outside its marina perimeter, is at odds with the Council’s stated goal of avoiding significant conflict between uses. Especially with the large expansion of this facility’s mooring field in recent years and the increased density of its activities on the water, low-intensity recreational pastimes here are already experiencing much conflict with large-boat traffic and uses. A plan designed to attract and service even larger boats would increase this clash between competing uses, escalating it beyond anything that is reasonable and safe. This is an important CRMP consideration when assessing proposals for marina development [(CRMP 1.3.1.D.2.b.(6))].

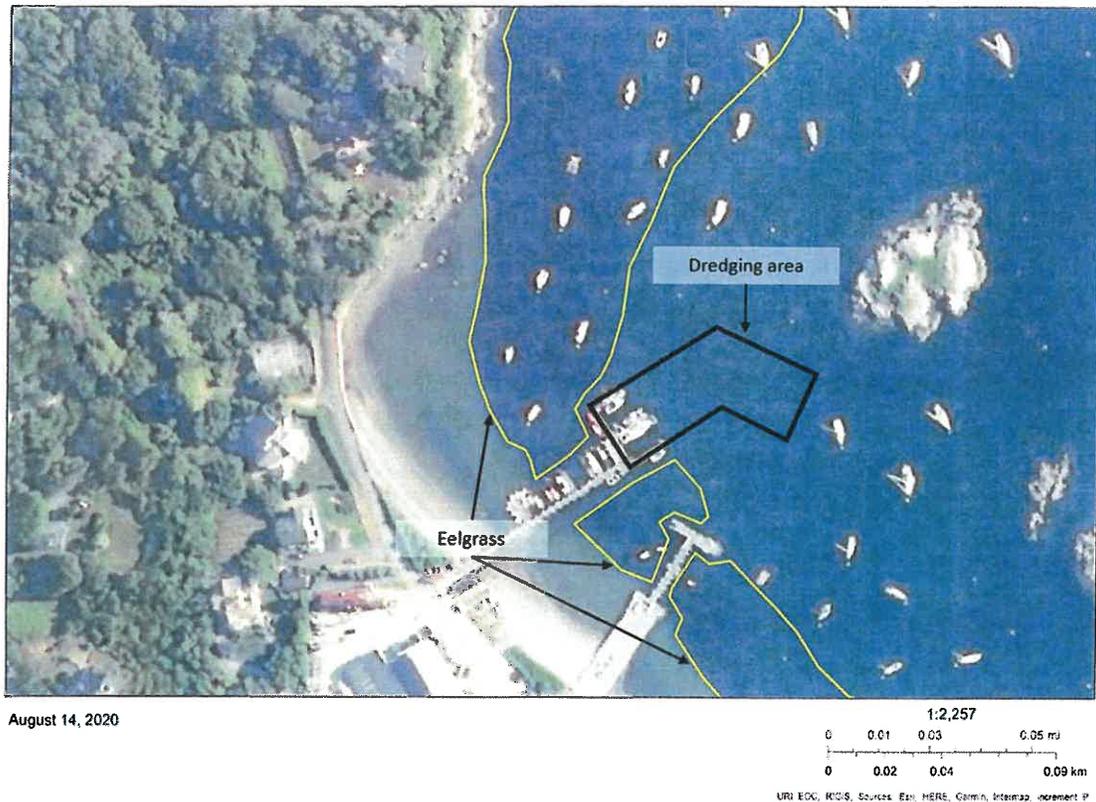
E. The applicant has failed to address the potential harm the dredging may do to the extensive eelgrass beds in close proximity to it.

1. *Acres of Eelgrass Could Potentially Be Affected by Mechanical Dredging.* Research shows that mechanical dredging can potentially disperse plumes of suspended sediment hundreds of feet beyond a dredging site (van Rijn, 2019). Fine-grained sediment is especially susceptible to being resuspended during the dredging process, and analysis of the sediment in the channel proposed to be dredged shows that 28.4% of it consists of silt and clay sized particles, which are finer than the smallest particles of sand. Surrounding the dredging footprint, especially at its nearshore end, are extensive beds of eelgrass in very close proximity, some directly adjacent to the area being dredged. Viewed more broadly, based on the state’s 2016 eelgrass survey, there are acres of eelgrass within the potential dredging impact zone: 0.5 acres within



100 feet, 1.4 acres within 200 feet, and 3.6 acres within 400 feet. Suspended sediment caused by dredging can adversely affect this nearby eelgrass both by blocking out sunlight to it and by depositing on it layers of sediment that settles out of the water column. Both these effects can result in mortality to the plants (Erfemeijer and Lewis, 2006; Munkes et al., 2015). The intimate relationship between this area’s extensive eelgrass beds and the proposed dredging site is shown in the image below.

2016 Eelgrass Beds Dumpings Area



2. No CRMC Staff Biologist Report Addressing this Topic Is Included in the Applicant’s File.

“In contested cases, the Subcommittee shall not proceed until it has received the comments from staff biologist, staff engineer, Historical Preservation Commission, and water quality certification comment” (CRMC Management Procedures 1.4.2.H). Although three of these documents have been submitted, a staff biologist report is not currently contained in the applicant’s file, thus making it available to objectors concerned about eelgrass issues. Because protecting Rhode Island’s eelgrass beds is important to the CRMC’s mission, the requirement of having a staff biologist report should not be waived for this particular application.

3. Dredged Contaminants Also Endanger Eelgrass and Other Marine Life.

In addition to the potential harm done to eelgrass due to resuspended sediment, the sediment to be dredged at Safe Harbor JBY also contains contaminants, including the heavy metals chromium, copper, lead, and zinc, as well as the biocide tributyltin (TBT), a compound used for



decades in boat-bottom paints that has been called the most toxic substance ever deliberately introduced into aquatic environments (Goldberg, 1986). The concentrations of these contaminants are not insignificant. In one sediment sample collected at the boatyard dock, chromium's concentration was 210% above the beach nourishment criterion, lead's was 236% above this standard, copper's was 560% above it, and the zinc concentration exceeded this criterion by 600%. For TBT, being as highly toxic to marine life as it is, even far smaller concentrations are considered unacceptable (Sahlin and Agerstrand, 2018).

2. Dredging Can Result in Release of Contaminants, Not Removal of Them.

The issue of contaminants would not be problematic if the contaminants were all removed with the dredged sediment, but this is not the case. While sediment is on the seafloor, contaminants are sequestered in pore water or chemically bound to the sediment particles or to organic compounds. One of the effects of dredging, however, is to bring contaminated sediment to the surface and thereby trigger chemical reactions that can cause bound contaminants to become released into the water column (Eggleton and Thomas, 2004). Wind and tide can then carry them to nearby eelgrass beds, as well as to nearby beaches. The risk of this occurring cannot be assessed simply by measuring contaminant concentrations in sediment. While these concentrations are useful for determining where dredged material can be safely disposed of, they are much less useful for determining the fate of contaminants when sediment is dredged.

3. Scientific Assessment of these Issues Is Essential.

Putting this much eelgrass and other areas at risk to possible harm without any scientific assessment of the likely extent of these negative effects is counter to the CRMP requirement that any proposal for its assent does not result in significant negative impacts on the abundance and diversity of plant and animal life (CRMP 1.3.1.A.1.e). Unquestionably, a competent, professional study should be done to analyze this potential harm in light of the various factors involved in this dredging activity: the sediment type being dredged, the specific contaminants present and in what quantities, the likely release into the water column of toxins that were previously bound to the sediment or to compounds contained in it, and the expected transport of both sediment and toxins by the area's winds and tides. Given the persistent decline of eelgrass throughout Rhode Island, such a large amount of this vital resource should not be put at undue risk without adequate consideration of the potential consequences both for the eelgrass itself and for the marine fauna that live in these beds. Even the full extent of contamination at the proposed dredging site is largely unknown given the very limited amount of sediment testing that has been done.

F. The applicant has failed to determine the schedule of maintenance dredging needed given the prevailing conditions at the site.

1. The CRMP Requires the Frequency of Maintenance Dredging to Be Assessed.



“Applicants for improvement dredging projects shall describe, on the basis of competent professional analysis, anticipated siltation rates, sediment sources, and anticipated maintenance dredging needs” (CRMP 1.3.1.I.4.e). This Category B dredging requirement has not been met. It is particularly important to undertake such an analysis because informal observation of sediment transport in this area over many years suggests that local wind and tide conditions may increase the need for maintenance dredging beyond what would normally be expected. This is especially significant because of the extensive eelgrass beds in close proximity to the dredging site. Frequent maintenance dredging could put these beds at repeated risk of harm without adequate time to fully recover between dredging operations.

G. The applicant has failed to address the adverse scenic impact that an increase in large boat traffic, enabled by dredging, would have.

1. The Applicant’s Statement on Scenic Impact Makes No Mention of Anything Scenic.

When asked to demonstrate that measures have been taken to minimize any adverse scenic impact (in compliance with CRMP 1.3.1.A.1.k), the applicant has focused only on the fact that the proposed docks would not extend northward or southward beyond the existing marina perimeter, but would extend only “in a waterward direction” (Safe Harbor JBY application, Section 6, Attachment E). This is a wholly inadequate response to the issue of scenic impact on such a strikingly scenic area of Rhode Island. It is an area with two magnificent rocky headlands bordering a cove that contains a significant amount of undeveloped natural habitat, both along the shore and its freshwater wetland, as well as on the large outcroppings of rock in the bay. The area is an important piece of the state’s geological history, dating back hundreds of millions of years to volcanically formed land masses that drifted eastward, creating in part what is now the Bull Point peninsula. The unusual natural beauty of the area is tied to its long geological history, as well as to the biological history that has led to the area being inhabited by a great many native plant and animal species. This natural beauty is captured in the photo below.





The uniquely scenic Bull Point headland looking northwest.

2. Increasingly Dense Commercial Development Greatly Detracts from a Natural Vista.

The density of high-intensity boating activity here, being markedly commercial in character, is already detracting from this area's unique scenic value, both on land and on the water. With the east-facing channel that is proposed to be dredged, significantly larger boats will have increased access to this cove and unavoidably become part of the area's seascape. As a result, the balance between commercialization and this much-prized natural setting would tip even more than it currently does in favor of commercial development. Large-boat traffic and a densely populated mooring field detract from a natural area's scenic value in much the same way as automobile traffic and parking lots do. They are human-made intrusions into a natural environment, in this case a natural environment that has characterized the area for thousands of years. Failure to address this issue is a major shortcoming of the Safe Harbor JBY application. It is at odds with the CRMC aim of promoting "reasonable coastal-dependent economic growth" (CRMP 1.1.1.A) but in the context of protecting sites of "unique or unusual" scenic value from being degraded by commercial activities, including dredging (CRMP 1.2.1.B.1.b & 2.c).

Conclusions

1. Safe Harbor JBY's Current Development Proposal Should Be Denied for the Reasons Given.

The seven issues discussed above argue strongly against giving assent to Safe Harbor Jamestown Boat Yard's existing plan for dredging and dock expansion to accommodate larger, deeper-draft boats. (1) A sizable part of the dredging footprint extends well into waters that should legitimately be classified Type 1 or Type 2, where improvement dredging would be prohibited. (2) This project also entails an alteration to a nonconforming use in a rural-residential



neighborhood, and as such requires Jamestown Zoning Board approval, which was never obtained. (3) Two other noncompliance issues – the town’s off-street parking regulations and past Zoning Board requirements – should be addressed before this boatyard is allowed further development. (4) Also of critical importance, this applicant has made no attempt to address the public safety issue of how this proposed dredging, and the larger, deeper-draft boats it enables, will affect the many low-intensity uses of the waters outside its marina perimeter, uses that have been enjoyed in this area for well over 100 years. (5) Failure to adequately investigate how this dredging might negatively affect the extensive eelgrass beds in very close proximity to it is another compelling reason for questioning whether this applicant has done sufficient due diligence regarding the possible consequences of its proposal. (6) So is the applicant’s failure to comply with the CRMP requirement that a professional assessment of maintenance dredging frequency be undertaken, an issue that could also affect the long-term fate of eelgrass beds. (7) And finally, the applicant, in proposing this dredging plan, with the increase in large-boat traffic it allows into the area, has provided no meaningful input regarding how such further commercial development of this cove will impact what is unquestionably one of Rhode Island’s most uniquely scenic coastlines.

2. More Docks to Accommodate Large Boats Are Not Needed in Jamestown Waters.

The Dumplings Association understands Safe Harbor JBY’s desire to acquire more customers with larger, deeper-keeled boats given that it sees such boats as a growing segment of the market (Race Engineering letter to CRMC, 11/5/19) and that larger boats also bring in significantly more revenue. However, the Jamestown community as a whole is not lacking a facility that can service boats of this applicant’s specified length and draft. A sizable facility of this kind already exists in the town’s commercial waterfront district. Therefore, failure to give larger-boat access to the Dumplings area cove by means of dredging would in no way be a drawback for the boating public at large that uses Jamestown waters. The public would simply continue to use this part of the Jamestown coast for the mid-sized and smaller boats that have traditionally been found here and that are of a scale far more in keeping with both the natural setting and the many low-intensity recreational activities that occur here. As the Citizens’ Petition opposing the Safe Harbor JBY application demonstrates, a large number of Jamestown residents, a great many of whom own boats, strongly support the conclusion that Safe Harbor JBY’s proposed development project would be detrimental to them, not beneficial.

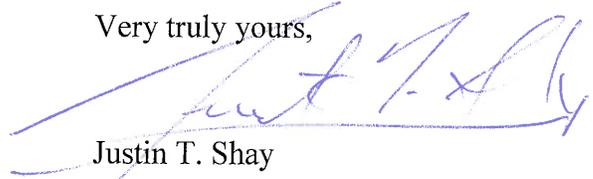
3. Safe Harbor Has Other, Better-Suited Options for Attracting Large-Boat Customers.

Moreover, now that Jamestown Boat Yard has been purchased by Safe Harbor Marinas, it is much harder to argue that this small, grandfathered facility in a scenic rural-residential area needs to grow its business in the proposed way in order to meet a perceived market demand. Safe Harbor currently owns 11 other facilities around the bay that might readily accommodate boats of this size to accomplish this particular business development goal. The corporation’s recent Jamestown acquisition, for the many reasons raised, is highly ill-suited to the dredging required



to create access for these larger boats, as well as being highly inappropriate for the accompanying increase in larger-boat traffic, both on the water as well as on land.

Very truly yours,



Justin T. Shay

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**Appendix A:
Size and Drafts of Boats on Jamestown Boat Yard Moorings**

JBY 2019 Boats (LOA / Draft)

66 boats on JBY moorings

(Most measurements come from the USCG vessel documentation database.)

- **Only 2 boats have drafts >8 feet (marked in red)**
- **Only 4 boats total (6%) are in the 50-60 foot range**
- **77.5% of all boats at JBY are 30-some feet or smaller**
- **42.5% are 20-some feet or smaller**

<u>Boat name</u>	<u>Designated length</u>	<u>Builder</u>	<u>Actual LOA</u>	<u>Draft</u>
60 footers (1 = 1.5%)				
<i>Swan 68</i>	68	Nautor Swan	67.68'	10.83'
50 footers (3 boats = 4.5%)				
<i>Oreol III</i>	50	Hinckley	50.7'	9.6'
Bedouin	50	Gulfstar	50.0'	6.0'
Confetti	54	Pacific Asian Enterprises	54.0	7.1'
40 footers (11 boats = 16.5%)				
Starlight	47	Nautor Swan	47.1'	6.8'
Destiny	46	Nautor Swan	47.0	7.5'
Vahevala	45	Hanse Yachts	44.5'	5.9'
Vixen	44	Nautor Swan	44.0	7.1'
Cygnette	44	Nautor Swan	44.4'	6.5'
Fairtide	43	Saga	43.25'	6.25'
Seaweed	42	Beneteau	42.5'	6.0'
Loon	42	Morris	42.3'	5.3'
Kyrenia	41	Beneteau	40.6'	6.75'
Star	41	Beneteau	40.6'	6.75'
Resolute (not at JBY in 2020)	40	IMX	39.7'	8.0'
30 footers (23 boats = 35%)				
Aquila	30	These boats too small to have drafts greater than 8 feet		
Great Eagle	30	↓		
Slow Loris	31			
Deja Blue	31			



Kerry P	32
Pyewacket	32
Full Send	32
Persistence	34
Con Brio	34
Toot	34
Vivance	35
Windsong	35
Moondancer	35
Picante	35
Great Blue	36
Liberte	36
Elan	36
Expectations	36
Miss Summer	37
Georgia James	37
Cygnets	37
Aurora	37
Elizabeth	38

20 footers (22 boats = 33.5%)

Sea Kids	21
Papas Boat	22
Kleew	22
Vintage	22
Baroness	22
Dance Sister Dance	22
Justice	23
Mako	25
Isoled	25
ChaLuPa	25
Café M	26
Tortue	27
Papoose	27
Star	28
Marianna	28
Ping	28
Alexa	28
Osprey	28
Ariel	28



Havsflickan	28
Enterprise	28
Ragtime	29

< 20 footer (6 boats = 9%)

Blood Bath	16
Livin' Right	18
Typhoon	18
Skiffamagi	18
Mako	19
Hit It Deep	19



JBY 2020 Boats (LOA / Draft)

60 boats on JBY moorings

(Most measurements come from the USCG vessel documentation database.)

- Only 2 boats have drafts >8 feet (marked in red)
- Only 4 boats total (6.5%) are in the 50-60 foot range
- 75% of all boats at JBY are 30-some feet or smaller
- 40% are 20-some feet or smaller

Boat name	Designated length	Builder	Actual LOA	Draft
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60 footers (1 boat = 1.5%)

<i>Aphrodite</i>	68	Nautor Swan	67.68'	10.83'
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50 footers (3 boats = 5%)

Haerlem	55	Nautor Swan	54.7'	6.6'
Fly Away	50	Bruckmann	51.15'	6.0'
<i>Oreol III</i>	50	Hinckley	50.7'	9.6'

40 footers (11 boats = 18.25%)

Destiny	47	Nautor Swan	47.0	7.5'
Silken Ties	46	Moody 45AC (Hanse)	46.25'	7.25'
Cygnette	44	Nautor Swan	44.4'	6.5'
La Flanuese	44	Beneteau Oceanis	43.2'	5.25'
Vixen	44	Nautor Swan	44.0	7.1'
Loon	42	Morris	42.3'	5.3'
Seaweed	42	Beneteau	42.5'	6.0'
Quintessence	42	Nautor Swan	42.6'	5.6'
Star (motor yacht)	41	Switzer Craft	38.8'	5.0'
Ardent	41	Beneteau Oceanis	40.6'	6.75'
?	41			

30 footers (21 boats = 35%)

Addy Leigh	38	These boats too small to have drafts greater than 8 feet		
E. Bay/Liberty	38	↓		
La Bella Vita	37			
Elan	37			
Miss Summer	37	Beneteau Oceanis	37.7	4.58
Elizabeth	37			
Great Blue	36			



Expectations	36
Liberté	36
Picante	35
Windsong	35
Vivace	35
Con Brio	34
Seahorse	34
On Edge St.	34
Persistence	34
Calypso	33
Full Send	32
Pyewacket	32
Aquila	30
Great Eagle	30

20 footers (19 boats = 32%)

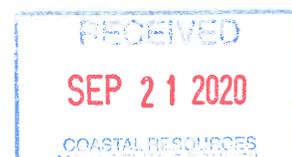
Enterprise	28
Osprey	28
Lady Luck	28
Star	28
Havsfliskan	28
Wew Hoo	28
Ariel	28
Tortue	27
Isolde	25
ChaLuPa	25
(Aluminum)	24
Georgia James II	24
Justice	23
Papa's Boat	22
Mako	22
Kleww	22
Vintage	22
Sea Kids	21
Mud Guppy	20

< 20 footer (5 boats = 8.25%)

Hit It Deep	19
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Kinsale	19
Aletta	19
Ecosse	19
(Whaler)	15



Appendix B:
2016 Zoning Board of Review Assent:
Issues of Noncompliance

NICHOLSON & SAMPSON, LLP
ATTORNEYS AT LAW
35 POWELL AVENUE
P.O. BOX 131
NEWPORT, RI 02840

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jnicholson@jnicholsonlawoffices.com

CRAIG S. SAMPSON
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RETIRED

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WEBSITE
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February 23, 2016

Jamestown Zoning Board
Jamestown Town Hall
93 Narragansett Ave.
Jamestown, RI 02835

Re: Application for Zoning Relief of Jamestown Boat Yard, Inc.

Dear Chairman Richard Boren and Members of the Zoning Board:

I represent a number of neighbors to the Jamestown Boat Yard, listed herein as Exhibit A. These neighbors are opposed to the application of the Jamestown Boat Yard for zoning relief as it stands. However, my clients and Jamestown Boat Yard representatives have been working together towards a mutually acceptable solution, which allows the Jamestown Boat Yard to present for zoning relief an amended application, which is satisfactory to my clients.

Assuming that amended application is accorded the appropriate zoning relief, the neighbors that I represent and the Boat Yard have agreed that the following conditions should be placed on any relief given by this Board and incorporated into the written Zoning Board's final decision on the amended application.

Those conditions are:

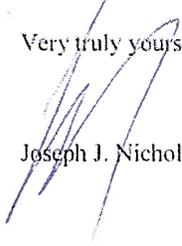
1. The 8,876 SF "space-filler" building shown in Jamestown Boat Yard's proposed site plat dated 11/25/15 shall not be built.
2. An extension shall be constructed on the east side of the boatyard's existing 9,000 SF boat-storage building. This extension is Proposed Building I on the site plan and elevations dated 02/03/16.
 - a. The roofline of this extension shall have a ridge height not to exceed 26'-4", as shown on the site plan, excepting construction realities based on field measurements, which should not be greater than a few inches. In any case, this ridgeline shall not be visible from any window of the house at 27 Newport Street (Plat 10, Lot 30) except for a relatively small portion of it that extends over the building's southernmost bay door.

- b. The exterior dimensions of this extension shall not exceed 50' x 150', the 150' measurement being the length of the existing 9,000 SF (150' x 60') boat-storage building behind it.
 - c. This extension shall provide a maximum of 7,500 additional square feet for indoor boat storage, which the boatyard accepts as sufficient to replace the boat-storage space lost by permanently removing its two 50' x 20' ShelterLogic tents as well as its four large temporary storage structures built from wood and metal framing covered in plastic sheeting.
 - d. This extension to the existing boat-storage building shall have wood sheathing, sidewall wood shingles, and an asphalt shingle roof. If using asphalt shingles on the roof is subsequently found to create budgetary or structural problems, Jamestown Boat Yard and its residential neighbors shall discuss alternative roofing options that might be used and the visual appearance of each.
 - e. The southern side of this extension, as well as the southern side of the existing building behind it, shall each incorporate a large window, as shown in the proposed south elevation dated 02/03/16.
 - f. The five large doors on the east side of this boat-storage extension shall be chosen by architect Bill Burgin to be as attractive and nonindustrial-looking as possible given the boatyard's construction budget. To as great an extent as can be accomplished, these doors shall be visually similar to those shown in the proposed extension's east elevation dated 02/03/16 as well as to the Clopay Architectural Series aluminum doors that Bill Burgin has proposed as an option on 02/22/16.
3. As stated in its Special Use Permit application, and in compliance with the town's zoning ordinance Section 82-704 regarding alteration of a nonconforming use, Jamestown Boat Yard agrees that the new extension to its existing 9,000 SF boat-storage building shall be used only for indoor boat storage and essential tasks related thereto.
 4. All temporary storage units of any kind shall be eliminated from outdoor areas of the boatyard, both now and in the future. This includes structures made of plastic sheeting on wood or metal framing, ShelterLogic-style tents, and metal storage containers. These and all other types of temporary storage units shall not be reintroduced into the boatyard, either by reusing old temporary units or building and/or purchasing new ones.
 5. The storage space lost by removing the 16 metal storage containers currently in the boatyard shall be replaced with a two-story, storage-locker addition to the southwest side of the yard's existing workshop buildings, where the wall measures 88' long by 15.5' high. This storage-locker addition is Proposed Building II on the site plan, elevations, and floor plans dated 02/03/16.



- a. This storage-locker building shall be constructed of wood, with wood shingles on the exterior, and dedicated to storage-locker use only, both now and in the future.
 - b. The exterior dimensions of this storage-locker building shall not exceed 21' x 88', the 88' measurement being the length of the existing wall along which the building shall be constructed.
 - c. This building's ridge height shall not exceed 18'-10", as shown in the site plan.
 - d. This building shall have an external staircase and deck, approximately 4' wide, to access the lockers in its second story. The look of this staircase and deck are shown in Proposed Building II's west and north elevations dated 02/03/16.
 - e. This storage-locker building shall provide a maximum of 1,845 square feet for each of its two levels, which the boatyard accepts as more than sufficient to replace the storage space lost by permanently removing its 16 metal storage containers, each of which measures approximately 8' wide x 20' deep, providing a total of 2,560 square feet.
 - f. The existing 16 metal storage containers in the boatyard shall ideally be sold or otherwise disposed of, although the yard shall retain the right to keep them as long as they are put inside of new and/or existing storage buildings and not placed outdoors.
6. Jamestown Boat Yard shall increase the height of the small wooden fence separating its outdoor shower and buoy-storage area (located on the south side of its existing rigging shop and office building) from the neighboring house at 14 Newport Street (Plat 10 Lot 21, currently owned by Herb and Charlene Heintz). The aim is to provide a better visual shield between this area of the boatyard and the neighboring home.
 7. Jamestown Boat Yard shall undertake a good faith effort to clean up areas of the boatyard where various items no longer needed, wanted, or currently being used have been left out in the open to deteriorate. These items shall either be eliminated or put under cover.
 8. Any aspect of the approved plans shall not be significantly modified during construction without the residential neighbors being notified of any such significant changes and given 30 days to voice objections, as stipulated in the town's zoning ordinance Section 82-609.

Very truly yours,


Joseph J. Nicholson, Jr.

JJN,Jr/md



CStaff

From: Bar Wharton <hiddenhollowfarm2@verizon.net>
Sent: Thursday, October 1, 2020 9:55 PM
To: cstaff1@crmc.ri.gov
Subject: Application #2019-06-014

With reference to application #[2019-06-014](#), I have been made aware of project by members of the Dumplings Association on Conanicut Island because of my knowledge of the use and conditions at the Jamestown Boatyard. This property was formally the Wharton Shipyard, originally built by my Great Grandfather and subsequently operated by my Great Uncle Charles Wharton prior to being sold to George Scott, etc. Due to my long association with the yard, the Dumplings Association has asked me to testify on their behalf in opposition to the application. For this reason I would like to schedule an appointment to review the submissions for this project at your location in Wakefield, RI..

Thank you

Alexander B. Wharton
Hidden Hollow Farm
135E Sharpe Street
West Greenwich, RI 02817
Cell: 401-935-0263

October 10, 2020

Coastal Resources Management Council
Oliver H. Stedman Government Center
4808 Tower Hill Road,
Suite 3
Wakefield, RI 02879

RE: 2019-06-014

To CRMC:

I am a bit late in requesting my objection to the Safe Harbor Marinas application #2019-06-014 be included in your considerations of this application. This application should be amended due to definite merger agreement of Safe Harbor Marinas with Sun Communities, Inc. as of October 1, 2020.

My main reason for offering input to this application is to inform you, not only of the history of the Dumplings Cove but to also give you some insight into the conditions that can and will impact any marina at this location.

My family has been a party to this area since the late 1800's when my Great Grandfather built the boat yard and the residence known as "Clingstone". The shipyard was known as the "Wharton Shipyard". Its primary purpose was to maintain my Great Grandfather's vessels. The shipyard also built and maintained fishing boats for local fishermen and cared for boats moored in the area. Upon the death of my Great Grandfather the shipyard was operated and owned by Charles Wharton, my Great Uncle.

My association with the Shipyard was somewhat sporadic during my younger years but became quite intense as time passed. I ended up working at the yard, building and maintaining boats, being the on-sight diver, setting and maintaining moorings and docks and hauling and launching boats. I also sailed from and for the shipyard for years.

Prior to the shipyard, I sailed Long Island Sound to the Vineyard, raced numerous off shore races and I was a captain for Patrick Ellam Inc. out of Larchmont NY. Patrick Elam Inc. was an international yacht delivery business operated by Patrick Ellam and later by Captain David Humphreys.



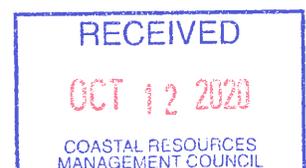
In conversation with my Grandfather, Joseph Wharton and Charlie Wharton I learned quite a bit about the Shipyard and the Dumplings area. I think that the knowledge they provided might be of interest to CRMC with respect to this application.

After the 1938 hurricane the engine hatch from boat hauled out at the shipyard as found behind Beavertail Light, two small sailboats were found on Green's Beach off Ocean Drive in Newport and there were fish found on the second balcony of "Clingstone".

It was and I imagine should still be common for water to flood all the way back to the "Captain's House" behind the shipyard. This building burned and was replaced by the home at 14 Newport Street. On a regular basis we would prepare the old wooden building which still exists at the Boatyard for a hurricane or a Nor'easter by opening up the doors on the East and West of the building so that the waves could go through without destroying the building. We would also raise the machinery in the building to the ceiling of the first floor so that the sea water would not damage it.

During a Nor'easter in the late 1960's a gravel barge broke it's mooring at Newport Bridge construction and ended up between the Dumplings pier and the Wharton Shipyard dock. The barge was more than half full of gravel for concrete. The bow of the barge was out of water at low tide. The barge owner or operator brought a crane with a clamshell bucket to the Dumplings pier, placed a bull dozer in the barge and off loaded the gravel to trucks so that two tugs could pull the barge free. The barge was probably 40' by 130' and drew about 8 feet. The bow was at least half way down the solid portion of the Dumplings Association pier. If I recall correctly, we had about 5 feet of water over the road plus waves during the storm. I do not believe any of the boats currently hauled out at the boatyard on poppits would be upright after a storm like that.

How can these conditions be possible? If conditions are right, it can and does happen. If there is a full moon and the tide is high and the tide changes to the ebb and you have a severe Nor'easter with winds above 50 kts plus out of the northeast, the conditions can be just right. The distance from Hog Island to the Jamestown Boatyard is a bit more than 11 miles of open water. We will call that the "fetch" We then have winds of 50 kts or so for 40 minutes. The waves can grow to 1.6 meters at the boatyard. On top of that we have the wind driven flood tide and shallow water in the Dumplings. You then have a storm surge at the boatyard because of the storm conditions and the mouth of the Bay on the east Passage is confined between Bull Point in the Dumplings and Hammersmith Farm on the Newport side.



During and prior to my association with the Wharton Shipyard the waters inside of the Dumpling rocks were frequently navigated by vessels coming to and from Jamestown to the ocean. These vessels would round Bull Point, and go inside of Clingstone and the Dumplings and up the shore to Town. We always tried to keep a channel open although at times moored boats would hang at all sorts of angles depending on wind and tide and the size and type of the moored boats. Yachtsmen would frequently sail through. They would also pick up their moorings under sail. These uses would be unreasonable with the proposed marina.

With respect to the application before you, I have the following observations: If you look at this Google address,

www.google.com/maps/place/40+Dumpling+Dr,+Jamestown,+RI+02835

Go to the satellite view and zoom in on the area where the expansion will be. I think you are able to get a much better aerial impression of the impacted area of the current expansion. Please note that the greenish tint in the water on this flat calm day indicates what I believe to be eel grass in different locations than what is delineated on pages 1 and 2 of the "Submerged Aquatic Vegetation Survey" accompanying the application. This satellite picture appears to have been taken in the spring of 2020. If you look really closely you can see 'Google2020' in the water and there are no leaves on the trees. The picture could only be from this past winter or spring. In the picture you can see picnic tables on the Dumplings pier. The bow of the barge that I previously referenced was almost even with those tables.

The RACE Engineering drawings indicate the tidal flow in the area as basically a simple a North/ South direction. This is a very vague representation of what really goes on. There are many eddies around the rocks and in the area South and below the "Barnacle" owned by the late David Laurie. All of this tidal flow contributes to and is essential to the health of the eel grass beds in the area. The eel grass used to be much more extensive prior to expansions of the boat yard.

The dredging seems to be somewhat unrealistic. If it is done between October and January, I should think that the dredged area will be considerably silted in by the following summer. Also, the dredging will alter the tidal flow affecting the eel grass areas. Specifically, the ebb and flow will create a hydraulic south and north of the north dredge limit of the dredge. This should result in a small amount of silt moving in both directions. It will not take much to destroy the eel grass.

This application references boats of around 60 feet using the proposed "slips". The boatyard caters to Nautor's Swan yachts. A Swan 60 FD has a draught of 11.81 feet.



This yacht could not safely utilize a slip with a dredged depth of ten feet at mean low water. A Swan 58 draught with a standard keel is 8.86 feet. With a performance keel it is 11.81 feet. This does not make any sense if the yard continues to service Swans when there is a full-service Swan yard across the bay.

My personal opinion is that the expansion of the Jamestown Boatyard is simply an excuse to make more money in an area that is inherently unsafe for a “marina” and is inappropriate considering the environment, history and use of the waters which the expansion would intrude upon.

Sincerely,

Alexander B. Wharton
Hidden Hollow Farm
135E Sharpe Street
West Greenwich, RI 02817
Phone: 401-935-0263
Email: hiddenhollowfarm2@verizon.net



In accordance with notice to member of the Rhode Island Coastal Resources Management Council, a virtual meeting was held on Tuesday, October 13, 2020 at 6:00 p.m. utilizing Zoom Meeting, and Council members participating remotely.

Members Present

Jennifer Cervenka, Chair
Ron Gagnon
Trish Reynolds
Joy Montanaro
Mike Hudner
Don Gomez
Jerry Sahagian

Excused:
Raymond Coia, Vice Chair

Staff Present

Jeffrey M. Willis, Executive Director
Jim Boyd, Acting Deputy Director
David Reis, Spv Environmental Scientist
Richard Lucia, Spv Civil Engineer
Danni Goulet, Marine Infrastructure Coordinator
Benjamin Goetsch, Aquaculture Coordinator
John Longo, Esq., Legal Counsel
Laura Dwyer, Public Educ and Infor Coordinator
Ryan Moore, CRMC IT, Moderator
Lisa Turner, Office Manager, Recording Secretary
Cindy Tangney, Court Reporter,

1. **CALL TO ORDER**

Chair Cervenka called the meeting to order at 6:00 p.m. and identified the participants of the meeting, Council Members, Staff members, and applicants. The Chair stated that the meeting would be recorded.

2. Ryan Moore, Meeting Moderator, briefed participants on the meeting housekeeping items.

3. **APPROVAL OF THE MINUTES OF THE PREVIOUS MEETING**

Chair Cervenka called for a motion regarding the minutes for the September 22, 2020 Semi-monthly Meeting.

Motion: Mr. Hudner
Second: Mr. Gomez
Roll Call Vote:

Mr. Gomez	Aye	Mr. Sahagian	Aye
Ms. Montanaro	Aye	Ms. Reynolds	Aye
Mr. Gagnon	Aye	Chair Cervenka	Aye
Mr. Hudner	Aye		

Motion carried to approve minutes of September 22, 2020 meeting.

4. **SUBCOMMITTEE REPORTS**

None Heard

5. **STAFF REPORTS**

Mr. Willis reported to the Council on the following items:

- CRMC/DEM Joint Press Release regarding Public Access at Weekapaug Breachway.

- Narragansett Bay SAMP – reconvened Cable Working Group to draft regulations which will be brought before Planning and Procedures Subcommittee at a future meeting.
- South Fork Wind project – A Mitigation Program was submitted to Fishermen’s Advisory Board which will convene prior October 22 with a Council decision required at end of January 2021.

6. **APPLICATIONS WHICH HAVE BEEN OUT-TO-NOTICE AND ARE BEFORE THE FULL COUNCIL FOR DECISION:**

2020-02-043 NARRAGANSETT BAY COMMISSION -- Implement Phase IIIA and Phase IIIB of its Combined Sewer Overflow (CSO) Abatement Program (the Phase III Program). CSO Abatement is a requirement of a Consent Agreement between NBC and the Rhode Island Department of Environmental Management (RIDEM). The Phase III Program will be focused in Pawtucket and Central Falls, which is serviced by the Bucklin Point Wastewater Treatment Facility (WWTF) in East Providence.

The Phase III Program will include construction of the Pawtucket Tunnel, tunnel pump station, four (4) drop shafts, gate and screening structures, consolidation conduits, and diversion structures. Related facilities will include green stormwater infrastructure, sewer separation, a tunnel odor control facility, emergency overflow structures, modifications to regulator structures, and enlargement of dry weather sewer connections. The Master Plan also includes upgrades at the Bucklin Point WWTF to improve operational and treatment efficiency and upgraded administrative facilities. All surface construction will occur in the public right-of-way or on properties owned or controlled by NBC. The project will include a temporary filtered groundwater infiltration discharge associated with Tunnel boring operations.

Portions of the work will occur within coastal areas and freshwater wetland areas regulated by the Rhode Island Coastal Resources Management Council (CRMC). The Rhode Island Department of Environmental Management (RIDEM) has deferred the Freshwater Wetlands review to the CRMC for review under CRMC’s Rules and Regulations Governing the Protection and Management of Fresh Water Wetland in the Vicinity of the Coast (650-RICR-20-00-2).

Project Location: Primarily along the Seekonk and Blackstone Rivers in the Cities of Pawtucket, Central Falls, and East Providence, RI

Chair Cervenka inquired as to who would be representing Narragansett Bay Commission.

- Brandon Blanchard, Pare Engineering, presenting
- Kathryn Kelly from NBC present to answer questions.

Mr. Reis gave a brief overview of the application on CSO Abatement mainly in Pawtucket in Central Falls explaining that the CRMC staff believed the project met the requirements of the Red Book and meets the avoidance minimum requirements of the CRMC Freshwater Wetlands in the Vicinity of the Coast. Mr. Reis explained that the project was simultaneously being reviewed by the Department of Environmental Management and the US Army Corps of Engineers and that there was a possibility of minor project changes based on those reviews.

Mr. Reis confirmed for Mr. Gomez that the CRMC Staff reports were shared with the applicant and their consultants.

Chair Cervenka appreciated the application procedure with Master Plans submittal. Mr. Reis confirmed for the Chair Cervenka that if any modifications need review, they will be submitted after ACOE review is completed. Mr. Reis stated that other actions, beyond this initial review, in their Master Plan will require further CRMC review. Mr. Lucia stated that the applicant is aware of modifications needed. Mr. Reis confirmed for the Chair that they will be in touch with the applicant over the process of the project. Mr. Reis confirmed that the application was submitted as a requirement through a Consent Agreement with RIDEM to improve water quality going into parts of Narragansett Bay by 2026. Mr. Lucia confirmed no objections and staff recommended approval of the project.

Mr. Blanchard, of Pare Corporation, addressed the Council stating that the presentation of the CRMC staff was accurate and provided an 18 slide Power Point presentation explaining the project.

Mr. Blanchard confirmed for Chair Cervenka that all of CRMC staff stipulations were consistent with the discussions between the applicant, Pare and CRMC staff. Mr. Blanchard did ask that the stipulation regarding the schedule of activities be a rolling update as there could be minor changes in scheduling.

No further questions from the Council.

Kathryn Kelly, Narragansett Bay Commission, addressed the Council stating that CRMC Staff and Mr. Blanchard had done a great job explaining the projects, and had received CRMC documents just that day which included the stipulations. Ms. Kelly thanked the Council for their consideration of the project and looked forward to receiving approval.

No further comments were heard from meeting participants.

Chair Cervenka concluded public comment aspect of meeting

Mr. Gomez, with presentation of Mr. Reis and Mr. Lucia, motioned to approve with stipulations added. Happy to see the confidence in CRMC to do the job.

Mr. Gagnon seconded.

Chair Cervenka stated that she felt the submittal was a very orderly way to go about the approval process addressing the project concept and then have proposing different project milestones through Assent modifications. Chair Cervenka stated that she would be supporting the motion.

Mr. Longo clarified that the project did not require approval of variances or special exceptions.

Roll Call vote:

Ms. Reynolds	Aye	Mr. Hudner	Aye
Mr. Gagnon	Aye	Mr. Sahagian	Aye
Ms. Montanaro	Aye	Chair Cervenka	Aye
Mr. Gomez	Aye		

Motion carried.

2020-05-034 QUONSET DEVELOPMENT CORPORATION -- The project will be to construct and maintain a new T shaped pier that has a 62-ft wide by 102-ft long approach section from land leading to a 15-ft wide by 120-ft long T portion at the end of the approach section. The pier will be supported by 30-in diameter pipe piles. The project also requires the demolition and removal of a 50-ft by 220-ft seaplane ramp. There is also a rip-rap wall expansion that will include fill below mean high water. Located at plat 185, lot 29; General Dynamics/Electric Boat Facility, Roger Williams Way, North Kingstown, RI.

Chair Cervenka inquired as to who would be representing Quonset Development Corporation (QDC).

- Ted Spinard would be the sole speaker for QDC

Mr. Goulet gave a brief overview of the application to the Council stating that this pier, located in Type 6 waters, would be part of a larger overall project to allow the construction and shipment of larger sections of submarines. Mr. Goulet stated that the project met all CRMC regulatory requirements. Mr. Goulet stated that the CRMC staff Environmental Scientist had no comments on this portion of the project and that CRMC staff recommended approval of the project with standard stipulations.

Mr. Goulet confirmed for Chair that the agency approved the dredge channel in anticipation of the pier project.

Mr. Spinard addressed the Council and stated that this was part of an overall project with Electric Boat as part of a US Navy Submarine build strategy and that the larger Columbia class submarine required a new pier and ocean transport barge. Mr. Spinard thanked the Council for their consideration.

Mr. Gomez expressed his support for the Electric Boat project stating that it would have a major impact on the State of Rhode Island with the benefit of additional employment opportunities.

Chair Cervenka stated it was a straight forward plan and asked for further comments. No comment heard.

A motion to approve was made by Mr. Sahagian and seconded by Mr. Gomez.

Roll Call vote:

Ms. Reynolds	Aye	Mr. Hudner	Aye – Great Project!
Mr. Gagnon	Aye	Mr. Sahagian	Aye
Ms. Montanaro	Aye	Chair Cervenka	Aye
Mr. Gomez	Aye		

Motion carried.

2019-11-078 TOWN OF BRISTOL -- To expand an existing marina by 79 slips, 60 of which are for residents, 18 are transient slips and 1 100' space will be used for the SeaStreak ferry. The proposed marina expansion requires a variance from the parking standards as it can only provide 58 of the 78 parking spaces required. The facility will be secured with concrete blocks and chains versus piles due to the wave climate in the area. Located at plat 10, lots 42, 60, 61, 62, 70, 73; Church Street Marina, 127 Thames Street, Bristol, RI

Chair Cervenka inquired as to who would be representing the Town of Bristol.

- Greg Marsili, Bristol Harbor Master

- Steve Contente, Town of Bristol Administrator
- Patrick McCarthy to speak in favor

Mr. Goulet gave brief overview of the application explaining that the Town of Bristol was proposing to expand the existing Church Street Marina by 89 vessels for a total of 126 potential vessels. Mr. Goulet stated that the project would include the creation of a basin from large heavy wave attenuating floats south of the existing marina which also double as public access. Mr. Goulet explained that the Town was asking for a variance to the parking standard as 84 parking spaces would be required but they could only provide 74 off street parking spaces. Mr. Goulet stated that the expanded marina is separated into two sections, one that is for 38 full time resident only slips and the balance is for transient vessels. There are 32 Transient slips in the expanded marina basin and the remaining vessels are determined by the dock face on the exterior of the concrete floats that could be utilized for vessel berthing. This exterior area will also be utilized by the Providence to Newport ferry during the summer season.

Mr. Goulet stated that the application had undergone significant modifications as part of the multiagency review process such as the modification of the wave attenuating float restraint system from a chain and anchor system to one that utilized elastomeric anchor rodes (strong bungies) which will not disturb the bottom due to waves and tide changes moving the floats up and down. Mr. Goulet stated that it is the opinion of CRMC staff that the application meets the requirements of the RICRMP. Mr. Goulet stated that the Town had provided adequate information in the application to grant the parking variance, however that is the sole purview of the Council and that if the Council granted the variance, CRMC staff recommended approval of the project with the typical stipulations for this type of project.

Mr. Willis clarified for Chair Cervenka that relief from the parking standards is not a regular occurrence but will occasionally occur with public marinas managed by municipality. Mr. Goulet confirmed for Chair Cervenka that each variance criterion was satisfied.

At the request of Chair Cervenka, Mr. Goulet addressed the parking standard variance stating that the town was trying to accommodate transient vessels and that by focusing the majority of the slips to transient boaters the demand for parking would be less than a typical marina. Mr. Goulet made a suggestion that the Council consider stipulating that the transient slips remain as such keeping parking needs lower. Mr. Willis added that if, in the future, the transient slips be made into non-transient slips the town must provide parking documentation.

Ms. Reynolds asked about the Providence to Newport Ferry docking at the marina and if that occurrence would affect parking to which Mr. Goulet stated that CRMC did not have standards for the ferry lot but that there was street parking available.

Mr. Marsili, Bristol Harbor Master, addressed the Council stated that the increase in slips for transient boaters would reduce financial impact on Bristol tax payers. Mr. Marsili stated that there were numerous municipal parking lots in the town. Mr. Marsili talked about the Town's plans for the marina stating the addition of fishing boats and providing spots for marine business. Mr. Marsili also stated that the wave attenuator would protect the infrastructure of the area up to State Street dock serving a dual purpose.

Matt Bellisle of Pare Engineering provided background on the changes to the wave attenuating float restraint system.

Mr. Marsili agreed on behalf of the Town of Bristol to maintaining slips as transient space.

Mr. Contente, Bristol Town Administrator, addressed the Council providing further information that the Town received a grant from RI Marine Fisheries for transient slips and the previously approved marine pump. Mr. Contente confirmed use of municipal parking lots and stated that the town would abide by the Council’s terms regarding maintaining transient slips as transient spaces. Mr. Contente also explained that the wave attenuator would provide public access.

Mr. McCarthy, resident of Bristol, member of advisory committee to the Bristol Harbor Commission, spokesman for Build Our Ocean Marina (BOOM), spoke in support of the project.

Chair Cervenka closed the public comment portion of the meeting.

Mr. Longo suggested that the stipulation for the transient slips be worded as the marina would not increase the non-transient slips above 38.

Mr. Gomez asked about public access to the shore for fishing purposes. Mr. Goulet stated that it was the Town’s intention to have 24-hour access to the concrete floats pointing out that management of that could become challenging. Mr. Marsili stated that harbor patrol is staffed from mid-May to Columbus Day and that the access would be open.

Chair Cervenka asked for legal language for requiring the Town’s commitment to keeping public access open. Mr. Longo stated a stipulation could be added to the assent asking to maximize public access to the extent as possible. Mr. Contente confirmed that there has always been a fishing pier in Bristol Harbor and that he would advocate for the concrete pier as a ROW for public fisheries but that there may be restriction in the summer time with 80 feet of the concrete floats available for fishing at all times.

Mr. Willis suggested that the Council refer the Public access requirement of the program to staff for language discussion and to work with the Town on the actual language which the Council can ratify at a later date. Mr. Longo stated that if the applicant and staff could not agree on language, the application could be brought back to the Council to provide relief.

Mr. Gomez, seconded by Mr. Sahagian, motioned for the approval of the application with standard stipulations and a stipulation that the Town would not increase non-transient slips over 38 as well as a stipulation on public access to be agreed upon by the Town of Bristol and CRMC staff.

Roll Call vote:

Ms. Reynolds	Aye	Mr. Hudner	Aye – Great Project!
Mr. Gagnon	Aye	Mr. Sahagian	Aye
Ms. Montanaro	Aye	Chair Cervenka	Aye
Mr. Gomez	Aye		

Motion carried – project approved subject to further discussion with the staff.

2014-12-056 ANTONIO PINHEIRO & JOSEPH PINHEIRO -- Modification of Assent to include: 1) Addition of blue mussels (*Mytilus edulis*) to the species that can be grown; the blue mussel spat will come from their current site; 2) add sugar kelp (*Saccharina latissima*) to the species that can be grown on site using their existing trawl lines; and 3) add a permanently moored work platform to the existing site; the floating platform maximum size would be 40 x 20 feet. Project Location: Dutch Island Harbor, Narragansett Bay, Jamestown, RI.

Chair Cervenka inquired as to who would be representing the applicant:

- Anthony Pinheiro and Joseph Pinheiro, Applicants

Providing comment for or against the application:

- Sharon Purdie
- Renee McCooley
- Lorraine Katz

Mr. Goetsch gave a brief overview of the application which is located in Dutch Island harbor on the west side of Jamestown. Mr. Goetsch explained that the applicants applied for a modification of their existing aquaculture farm to include two new species to be cultivated: blue mussel and sugar kelp. Mr. Goetsch explained that no additional gear would be required for the addition of the two species as the owners would be using existing trawl lines will be scaffolding for sugar kelp; and, blue mussels are prevalent in the area and will use the seed that already sets on their gear and grow it out in the currently approved bottom and floating cages. Mr. Goetsch explained that CRMC staff recommended approval of the new species as long as no additional gear was used.

Mr. Goetsch explained that the second part of the modification application is a request for relief from an existing assent stipulation which prohibits a permanently moored vessel/barge on their lease. Mr. Goetsch confirmed that it is very rare to have a permanent platform on a lease but there have been a few exemptions granted based on farm location and ability to access the lease. Mr. Goetsch stated that there are not restricted areas that would prevent this lease owner from accessing the water at all tides.

Mr. Goetsch explained that several letters of objection were received from residents of West Wind Drive which is about 4 miles away from this site and that most objections concentrate on the scenic impact of a permanent barge. Mr. Goetsch also stated that there is a mooring field in the vicinity with many boats moored

Mr. Goetsch stated that the applicants have dockage at Fort Getty one mile from their lease and that the barge is not a necessity for a 20 x 40' barge permanently moored at this lease.

Mr. Goetsch stated that CRMC recommended denial for permanently moored work barge but recommended approval of the addition of blue mussels and sugar kelp.

Mr. Anthony Pinheiro addressed the Council explaining to the Council that the requested permanent barge structure was a necessity as their docking situation does not provide the storage required for their year round lease responsibilities. Mr. Pinheiro stated that leasing dock space is expensive, the northwest winds make it difficult to work from the dock they lease and is a less efficient way of conducting business as it requires a lot more work and time to get to the lease site and back from the site. Mr. Pinheiro stated that they sell directly to restaurants and they need to be able to access their lease immediately to provide to their customers. Mr. Pinheiro stated that the barge would be low laying and would not create an impact on the scenic view. Mr. Pinheiro expressed concern that the CRMC would not support furthering the business of aquaculture. Mr. Pinheiro stated that in his original discussion with former Aquaculture Coordinator, David Beutel, they were told to establish their business and then apply for a barge, which they have done and they are still being denied. Mr. Pinheiro explained that the barge would be essential for the survival of their business.

Chair Cervenka stated that CRMC is not going against the applicant but that there was a long standing practice to prohibit these types of structures and that the Council is challenged to determine if there are compelling reasons to step away from the long standing policy of the CRMC.

Mr. Joseph Pinheiro addressed the Council and stated expressed concern that the residents currently objecting to their project have other visual impacts closer to their properties than their aquaculture lease such as mooring fields with large boats moored but they are objecting to a moored low laying barge. Mr. Pinheiro stated that the Redbook did not prohibit using a platform on aquaculture farms. Mr. Pinheiro was of the opinion that if an application did not have objections, it went on a path to approval.

Chair Cervenka explained that to the applicant that they were asking for a policy change through your individual application and that there were specific ways to request changes to CRMC policies. Chair Cervenka stated that the policy argument was beyond the application as presented.

Mr. Willis explained that every application received at CRMC stands on its own, that CRMC did not have a policy in which an application gets approved if it does not have objections and explained the application review process. Discussion on aquaculture review diagram from CRMC website.

Chair Cervenka opened the meeting for comment.

Sharon Purdie gave comment on objectionable scenic impact, setting a precedent for the allowances of barges on leases in this area, and increased debris on the shore. Ms. Purdie thanked the Pinheiro's for having as little gear as possible on their lease.

Renee McCooley gave comment on setting precedence for the allowances of barges, scenic impact and number of cages on each farm in the area.

Lorraine Katz provided comment stating that harbor was pristine and tranquil but slowly changing to what is there now. Ms. Katz asked that the Council prevent it from getting worse.

Chair Cervenka asked the Pinheiros for brief concluding remarks.

Mr. Anthony Pinheiro closed by stating that they needed a permanent vessel to access their farm.

Mr. Joseph Pinheiro stated that they have been following the regulations, were allowed to make application, put a lot of thought into their Procedural plan and appreciate the Council considering their request.

Chair Closed public comment.

Council discussion:

Mr. Hudner made an observation that CRMC was continuously learning about aquaculture through each application but that there is a need to develop a more coherent plan for aquaculture throughout the state.

Chair Cervenka agreed that the Council spends a lot of time on the review of aquaculture leases and what they should look like and how they should develop over time. Chair Cervenka agreed that regulations needed to be refined which would happen with the Bay SAMP. Chair Cervenka stated that the Council heard testimony that there has been a policy that has been followed over 83 aquaculture applications of prohibiting these permanent platforms and that less than 1% of approvals are given barges out of necessity. Chair Cervenka reflected on the Pinheiros situation, acknowledged their need to make a living, but felt that the barge was more for convenience for the site itself. Chair Cervenka

expressed concern for setting a precedence and that turning over a policy for this application was not in the best interest of the Council.

Mr. Hudner motioned the application be denied on the grounds of Council established precedent. Chair Cervenka asked for an amendment to approve in-part addition of new species specified with existing gear and deny permanent barge. Mr. Gagnon seconded the motion.

Mr. Longo revised motion to say based on the evaluation of this specific application and visual impact as well as past practice.

Roll Call vote:

Ms. Reynolds	Aye	Mr. Hudner	Aye
Mr. Gagnon	Aye	Chair Cervenka	Aye
Ms. Montanaro	Aye		
Mr. Gomez	Aye		

Motion carried for the approval of species using existing gear but denial of barge.

Prior to closing the meeting, Chair Cervenka asked that Council Members identify themselves as they enter the Zoom meeting to make sure we have a quorum

Mr. Willis explained that CRMC is expected to be moving toward a Zoom Webinar platform which will provide more time efficiencies to our meetings.

8. **ADJOURN**

Motion: Chair Cervenka

Second: Mr. Hudner

Motion carried on a unanimous vote.

Meeting adjourned at 8:53 p.m.

Respectfully submitted,

Lisa A. Turner
Recording Secretary

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

COASTAL RESOURCES MANAGEMENT COUNCIL

Oliver H. Stedman Government Center
4808 Tower Hill Road
Wakefield, Rhode Island 02879-1900
(401) 277-2476

Before the Rhode Island Coastal Resources Management Council

IN THE MATTER OF:

FILE NO.

Jamestown Boat Yard

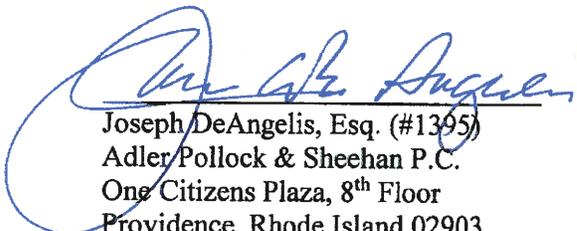
CRMC File No.: 2019-06-014

Site Address: 60 Dumpling Road; 10; 18

Site Town: Jamestown

ENTRY OF APPEARANCE

I, Joseph DeAngelis, Esq., hereby enter my appearance as co-counsel with Christian Infantolino as attorney of record on behalf of **Jamestown Boat Yard**. Withdrawal of appearance may only be granted by leave of the Chairman or Executive Director.



Joseph DeAngelis, Esq. (#1395)
Adler Pollock & Sheehan P.C.
One Citizens Plaza, 8th Floor
Providence, Rhode Island 02903
Phone: (401) 274-7200
Facsimile: (401) 751-0604

Dated: August 11, 2020

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

COASTAL RESOURCES MANAGEMENT COUNCIL
Oliver H. Stedman Government Center
4808 Tower Hill Rd
Wakefield, RI 02879-1900
401-277-2476

Before the Rhode Island Coastal Resources Management Council

IN THE MATTER OF:

FILE NO.

Jamestown Boat Yard

CRMC File No.: 2019-06-014

Site Address: 60 Dumping Road; 10; 18
Site Town: Jamestown

ENTRY OF APPEARANCE

I, Christian S. Infantolino, Esq., hereby enter my appearance as attorney of record on behalf of Jamestown Boat Yard. Withdrawal of appearance may only be granted by leave of the Chairman or Executive Director.



Christian S. Infantolino, Esq. (#9145)
Morneau & Murphy
77 Narragansett Avenue
Jamestown, RI 02835
Phone: 401-423-0400

Dated: August 17, 2020

PROFESSIONAL PROFILE

DEVIN J. SANTA, P.E., SECB PRESIDENT



Mr. Santa has more than 20 years of coastal and structural engineering experience. His professional career includes the management of large design programs which have included: rehabilitation of waterfront structures, development and design of marina facilities, design of residential, commercial, and industrial marine facilities, beach nourishment, coastal structures and shoreline stabilization, dredging and dredged material

disposal, regulatory permitting, and marine construction. He is a certified Project Management Professional (PMP)[®] for his demonstrated experience, performance and education in achieving project objectives.

As a Professional Engineer, he has performed feasibility studies, coastal structure condition inspections, hydrographic surveying, design and preparation of construction documents for steel, concrete and timber bulkheads, stone revetment and breakwater structures, and design of marina and mooring facilities. He is proficient with numerical design applications typically used for coastal and structural engineering and hydrographic surveying and dredging design programs including but not limited to: HYPACK, Land Development Desktop, software normally employed for FEMA coastal flood analyses (CHAMP), and industry standard pile and bulkhead design software.

Mr. Santa maintains comprehensive knowledge and expertise in beach and shoreline surveying, hydrographic surveying and mapping, inspection and design of coastal structures, design and improvement of marina and yacht club facilities, and related marine construction expertise. His academic and professional experience has been focused in structural and coastal engineering. This experience has successfully been applied in the design of timber, steel, and concrete bulkhead structures, foundation structures exposed to tidal and wave induced load conditions, vessel mooring systems, jib crane and travel-lift facilities, pile foundation and anchor pile systems, and related waterfront structures. He has obtained numerous permits in L.I.S.

Mr. Santa employed his extensive on-the-water experience gained as a licensed Captain to assist clients in the optimization of marine facility layout, including vessel hauling & launching facilities. His wide-ranging expertise in hydrographic surveying & mapping contributes significantly to the numerous dredging, channel design, and navigation and mooring facility design projects by RACE. Mr. Santa has provided expert testimony regarding marina facility design and mooring facility planning and function and is recognized as an expert in the design of those facilities. Mr. Santa has served on the Town of Stratford Harbor Management Commission and as a Director of the Connecticut Harbor Management Association. He is currently a board member of the Connecticut Marine Trades Association.

QUALIFICATIONS

EDUCATION

M. Eng. Old Dominion University, Norfolk, VA
Civil (Coastal) Engineering

B.S. Northeastern University, Boston, MA
Civil (Structural) Engineering

PROFESSIONAL REGISTRATION AND LICENSURE

Professional Engineer: CT, NY, NJ, MA, ME, RI, IL,
PA, FL, DE, VA, MD, DC

Certified Project Management Professional (PMP)[®]

Certified Hydrographer - American Congress of
Surveying & Mapping

Board Certified Structural Engineer (SECB)
USCG 100-Ton Near Coastal Master License
PIANC Corporate Member

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers (ASCE)

Current Board Member CT Marine Trades
Association (CMTA)

Former Member Stratford Harbor Management
Commission

Former Director CT Harbor Mgmt. Association
(CHMA)

CONFERENCE SPEAKING ENGAGEMENTS & PAPERS

"Re-thinking USACE Standards An Ecologically
Balanced Approach to Structured Shorelines"
Panel Member - Presented at Restore America's
Estuaries Conference 2017.

"Wading Through the Murky Waters of Risk and
Design for Marinas"
Panel Member - International Marina & Boatyard
Conference 2017.

"Planning a Successful Dredging Project"
Presented at the International Marina & Boatyard
Conference 2015 & 2017.

"Understanding FEMA Coastal Flood Hazard
Mapping & Modifications" Presented at the Con-
necticut Association of Land Surveyors
Annual Meeting 2013.



PROFESSIONAL PROFILE

MATTHEW RAKOWSKI, P.E. **PROJECT MANAGER**



Mr. Rakowski has more than 11 years of experience in structural engineering compiling designs and analyzing waterfront structures, foundations, and buildings. Mr. Rakowski maintains thorough knowledge in the design of marine structures such as infrastructure required at municipal marine facilities, residential, industrial, and commercial properties. His professional career includes structural analysis, regulatory permitting, cost estimating, surveying and planning for various waterfront uses under a broad range of load conditions, preparation of contract documents, material specifications, and construction administration services.

As a structural engineer, he has performed numerous structural assessments, coastal structure condition inspections, design and preparation of construction documents for steel and timber piers, design of concrete structures, design and structural roof assessments. He is proficient with numerical design applications typically used for such coastal and structural engineering design programs, including but not limited to Land Development Desktop, AutoCAD, RISA and industry standard pile and bulkhead design software.

His vast experience in design comprises the engineering of reinforced concrete, cold form steel, steel, timber, aluminum, and masonry structures. He has designed waterfront structures for municipalities on Long Island Sound, yacht clubs, marinas, and private residences. He has successfully completed a broad range of waterfront improvement projects, including: steel sheetpile bulkhead replacement, stone revetment shoreline protection structures, timber and steel piers, floating dock replacement, dredging projects, beach nourishment programs, and related waterfront improvement projects. He has completed project review for conformance with construction drawings and specifications, review of requests for payments, review of environmental controls as required by regulatory permits and construction practice, review and processing of change-order requests, and related construction administration services.

Mr. Rakowski also has management experience in all phases of a project including: field data acquisition, preparation of regulatory applications, design calculations, construction drawings, contractor bid package preparation, and construction.

Currently Mr. Rakowski is managing a \$3.7M waterfront improvement project replacing a 90' x 100' long municipal boat ramp. Mr. Rakowski brought this project full cycle from design to construction administration.

QUALIFICATIONS

EDUCATION

B.S. University of Rhode Island, Kingston, RI
Civil (Structural) Engineering

PROFESSIONAL REGISTRATION AND LICENSURE

Professional Engineer: CT, MA
OSHA 10-Hr. 2013

PROFESSIONAL AFFILIATIONS

American Council of Engineering Companies
(ACEC)
American Institute of Steel Construction (AISC)
PIANC Corporate Member





CAMERON & MITTLEMAN ^{LLP}
Attorneys-at-Law

VIA EMAIL AND FEDERAL EXPRESS:
STATE OF RHODE ISLAND COASTAL
RESOURCES MANAGEMENT COUNCIL
OLIVER H. STEDMAN GOVERNMENT
CENTER
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879
(401) 783-3370

VIA EMAIL AND FEDERAL EXPRESS:
STATE OF RHODE ISLAND DEPARTMENT
OF ENVIRONMENT MANAGEMENT
OFFICE OF TECHNICAL AND CUSTOMER
ASST.
235 Promenade Street
Providence, RI 02908-5767
(401) 222-6822

August 19, 2020

RE: Application of Assent of Jamestown Boatyard, Inc. (hereinafter "JBY")

CRMC File No.: 2019-06-014

RIDEM Water Quality Certification Number: WQC 10-123-DP19-174

MEETING SCHEDULED FOR AUGUST 25, 2020 AT 6:00 PM

Ladies and Gentlemen:

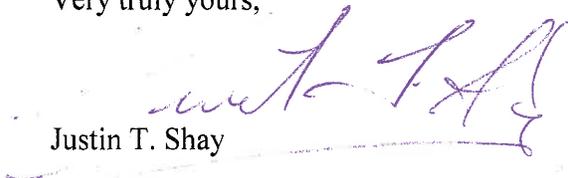
We represent David H. Laurie ("Mr. Laurie") of Boston, Massachusetts, and The Dumplings Association, Inc. ("DAI"), a Rhode Island non-profit corporation of Jamestown, Rhode Island.

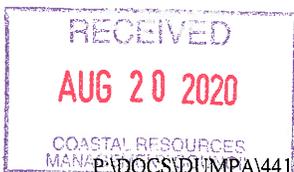
Enclosed are copies of reports from R.I. Analytical Laboratories, Inc. and from Eurofins regarding the above matter. It is respectfully requested that these be made a part of the record in this matter.

Mr. Laurie and DAI also anticipate presenting expert testimony from Joseph Klinger, PWS (Curriculum Vitae enclosed) and Deborah French McKay (Curriculum Vitae to follow). Mr. Klinger and Ms. McKay are expected to present testimony with respect to the enclosed reports and the effect of the findings therein on the site of this application.

Thank you for your consideration in this matter.

Very truly yours,


Justin T. Shay





LABORATORY REPORT

Dumplings Association, Inc.
Attn: Mary Marshall
P.O. Box 273
Jamestown, RI 02835

Date Received: 6/3/2020
Date Reported: 6/23/2020
P.O. Number

Work Order #: 2006-08648

Project Name: DREDGE ANALYSIS

Enclosed are the analytical results and Chain of Custody for your project referenced above. The sample(s) were analyzed by our Warwick, RI laboratory unless noted otherwise. When applicable, indication of sample analysis at our Hudson, MA laboratory and/or subcontracted results are noted and subcontracted reports are enclosed in their entirety.

All samples were analyzed within the established guidelines of US EPA approved methods with all requirements met, unless otherwise noted at the end of a given sample's analytical results or in a case narrative.

The Detection Limit is defined as the lowest level that can be reliably achieved during routine laboratory conditions.

These results only pertain to the samples submitted for this Work Order # and this report shall not be reproduced except in its entirety.

We certify that the following results are true and accurate to the best of our knowledge. If you have questions or need further assistance, please contact our Customer Service Department.

Approved by:

Nicole Skyleson
Data Reporting Manager

Laboratory Certification Numbers (as applicable to sample's origin state):

Warwick RI * RI LAI00033, MA M-RI015, CT PH-0508 Hudson MA * M-MA1117, RI LAO00319

41 Illinois Avenue, Warwick, RI 02888
Phone: 401-737-8500 Fax: 401-738-1970

www.rianalytical.com

131 Coolidge Street, Suite 105, Hudson MA 01749
Phone: 978-568-0041 Fax: 978-568-0078



R.I. Analytical Laboratories, Inc.

Laboratory Report

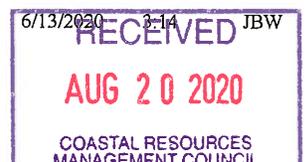
Dumplings Association, Inc.

Work Order #: 2006-08648

Project Name: DREDGE ANALYSIS

Sample Number: 001
 Sample Description: SEZ COMPOSITE OF 2 2-FOOT CORES
 Sample Type: COMPOSITE
 Sample Date / Time: 6/02/2020 @ 13:00

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Tributyltin	See Attached			GC/MS	6/11/2020 14:32	*EF
Total Solids	70.1	0.00005	%	SM2540G 18-21ed	6/5/2020 15:50	TP
Total Volatile Solids	2.5	0.00005	%	SM2540G 18-21ed	6/5/2020 15:50	TP
Organic Content	30.7	0.1	%	ASTM D-2974-87	6/5/2020 16:00	TP
Polychlorinated Biphenyls (PCB'S)						
Aroclor-1016	<0.1	0.1	mg/kg dry	SW-846 8082A	6/9/2020 11:38	JMS
Aroclor-1221	<0.1	0.1	mg/kg dry	SW-846 8082A	6/9/2020 11:38	JMS
Aroclor-1232	<0.1	0.1	mg/kg dry	SW-846 8082A	6/9/2020 11:38	JMS
Aroclor-1242	<0.1	0.1	mg/kg dry	SW-846 8082A	6/9/2020 11:38	JMS
Aroclor-1248	<0.1	0.1	mg/kg dry	SW-846 8082A	6/9/2020 11:38	JMS
Aroclor-1254	<0.1	0.1	mg/kg dry	SW-846 8082A	6/9/2020 11:38	JMS
Aroclor-1260	<0.1	0.1	mg/kg dry	SW-846 8082A	6/9/2020 11:38	JMS
Surrogate			RANGE			
Tetrachloro-m-xylene (TCMX)	46		30-150%	SW-846 8082A	6/9/2020 12:36	JMS
Decachlorobiphenyl	37		30-150%	SW-846 8082A	6/9/2020 12:36	JMS
Extraction Date				SW-846 3546	6/4/2020 13:00	SRM
PAH						
Naphthalene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Acenaphthylene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Acenaphthene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Fluorene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Phenanthrene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Anthracene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Fluoranthene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Pyrene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Benzo(a)anthracene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Chrysene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Benzo(b)fluoranthene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Benzo(k)fluoranthene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Benzo(a)pyrene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Indeno(1,2,3-cd)pyrene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Dibenzo(a,h)anthracene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Benzo(g,h,i)perylene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
2-Methylnaphthalene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Moisture	29.8		%	SM2540G 18-21ed	6/4/2020 9:30	JMS
Surrogates			RANGE	SW-846 8270D	6/15/2020 14:22	JBW
Nitrobenzene-d5	16*		30-130%	SW-846 8270D	6/13/2020 3:14	JBW
2-Fluorobiphenyl	23*		30-130%	SW-846 8270D	6/13/2020 3:14	JBW
P-Terphenyl-d14	7.5*		30-130%	SW-846 8270D	6/13/2020 3:14	JBW



R.I. Analytical Laboratories, Inc.

Laboratory Report

Dumplings Association, Inc.

Work Order #: 2006-08648

Project Name: DREDGE ANALYSIS

Sample Number: 001
 Sample Description: SEZ COMPOSITE OF 2 2-FOOT CORES
 Sample Type : COMPOSITE
 Sample Date / Time : 6/02/2020 @ 13:00

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Semi Extraction Date				SW-846 3546	6/4/2020 13:00	SRM
Total Metals Analyzed by ICP						
Arsenic	<3.5	3.5	mg/kg dry	SW-846 6010C	6/8/2020 19:57	AJD
Cadmium	<0.35	0.35	mg/kg dry	SW-846 6010C	6/8/2020 19:57	AJD
Chromium	19	2.1	mg/kg dry	SW-846 6010C	6/8/2020 19:57	AJD
Copper	12	3.5	mg/kg dry	SW-846 6010C	6/8/2020 19:57	AJD
Lead	12	2.8	mg/kg dry	SW-846 6010C	6/8/2020 19:57	AJD
Zinc	44	2.8	mg/kg dry	SW-846 6010C	6/8/2020 19:57	AJD
Total Metals						
Mercury	<0.12	0.12	mg/kg dry	SW-846 7471B	6/9/2020 13:40	RB
Percent Solids	70.2		%	SM2540G 18-21ed	6/4/2020 9:30	JMS
ICP Digestion				SW-846 3050B	6/8/2020 15:39	RB
Mercury Digestion				SW-846 7471B	6/9/2020 12:01	RB

625 = * Surrogate recovery below QC acceptance criteria due to suspected sample matrix interference.

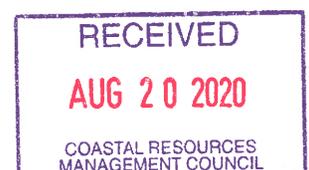
Results were confirmed with matrix spike and duplicate sample extracted in the same analytical extraction set, therefore re-extraction is not required. Matrix spike not only had low surrogates, but also low matrix spike recovery.

Sample Number: 002
 Sample Description: SEZ GRAIN SIZE COMPOSITE OF 4 1-FOOT CORES
 Sample Type : COMPOSITE
 Sample Date / Time : 6/02/2020 @ 13:00

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Wet Sieve analysis	See Attached			ASTM	6/11/2020 0:00	*GT

*EF Triphenyltin analyzed by Eurofins Eaton Analytical.

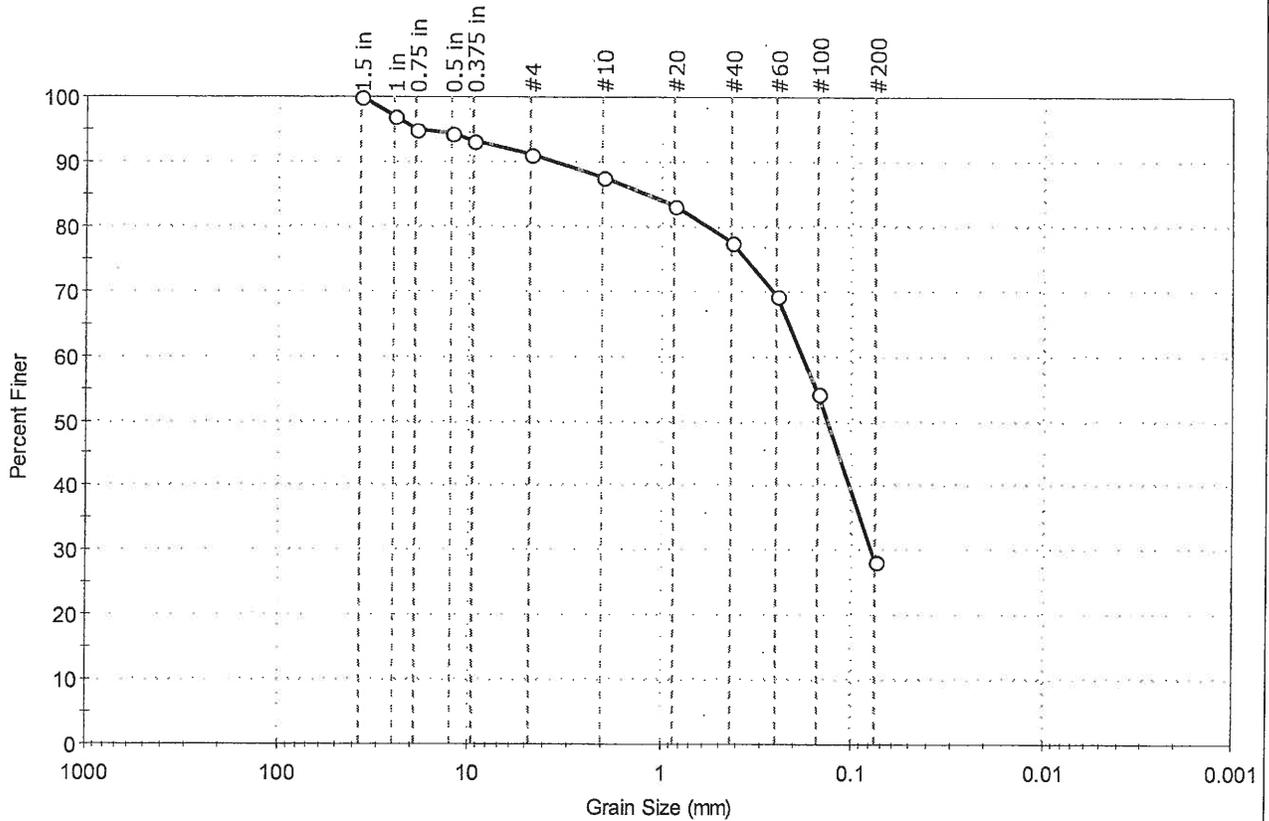
*GT Particle size analyzed by GeoTesting Express.





Client: R.I. Analytical Laboratories, Inc.	Page 4 of 30	
Project: 2006-08648	Project No: GTX-311844	
Location: 2006-08648	Boring ID: ---	Sample Type: jar
Sample ID: 2006-08648-002	Test Date: 06/11/20	Tested By: ckg
Depth: ---	Test Id: 559390	Checked By: bfs
Test Comment: ---	Visual Description: Moist, dark gray silty sand	
Sample Comment: ---		

Particle Size Analysis - ASTM D422



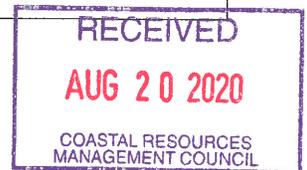
% Cobble	% Gravel	% Sand	% Silt & Clay Size
—	8.8	62.8	28.4

Sieve Name	Sieve Size, mm	Percent Finer	Spec. Percent	Complies
1.5 in	37.50	100		
1 in	25.00	97		
0.75 in	19.00	95		
0.5 in	12.50	94		
0.375 in	9.50	93		
#4	4.75	91		
#10	2.00	88		
#20	0.85	83		
#40	0.42	77		
#60	0.25	69		
#100	0.15	54		
#200	0.075	28		

Coefficients	
D ₈₅ = 1.2151 mm	D ₃₀ = 0.0783 mm
D ₆₀ = 0.1815 mm	D ₁₅ = N/A
D ₅₀ = 0.1335 mm	D ₁₀ = N/A
C _u = N/A	C _c = N/A

Classification	
ASTM	N/A
AASHTO	Silty Gravel and Sand (A-2-4 (0))

Sample/Test Description
Sand/Gravel Particle Shape : ANGULAR
Sand/Gravel Hardness : HARD





750 Royal Oaks Drive, Suite 100
Monrovia, California 91016-3629
Tel: (626) 386-1100
Fax: (866) 988-3757
1 800 566 LABS (1 800 566 5227)

Laboratory Report

for

Rhode Island Analytical Laboratory
41 Illinois Avenue
Warwick, RI 02888-3007
Attention: Alan Ford
Fax: 978-568-0078

Date of Issue
08/20/2020
Vanessa Berry
EUROFINS EATON
ANALYTICAL, LLC



Utah ELCP CA00006

ZIA8: Vanessa Berry
Project Manager

Report: 874868
Project: SUBCONTRACT
Group: Tributyltin Soil

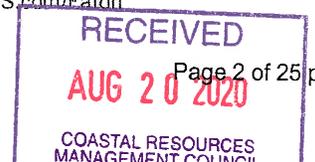
- * Accredited in accordance with TNI 2016 and ISO/IEC 17025:2017.
- * Laboratory certifies that the test results meet all **TNI 2016 and ISO/IEC 17025:2017** requirements unless noted under the individual analysis.
- * Following the cover page are State Certification List, ISO 17025 Accredited Method List, Acknowledgement of Samples Received, Comments, Hits Report, Data Report, QC Summary, QC Report and Regulatory Forms, as applicable.
- * Test results relate only to the sample(s) tested.
- * Test results apply to the sample(s) as received, unless otherwise noted in the comments report (ISO/IEC 17025:2017).
- * This report shall not be reproduced except in full, without the written approval of the laboratory.
- * This report includes ISO/IEC 17025 and non-ISO 17025 accredited methods.

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STATE CERTIFICATION LIST

State	Certification Number	State	Certification Number
Alabama	41060	Montana	Cert 0035
Arizona	AZ0778	Nebraska	Certified
Arkansas	Certified	Nevada	CA000062018
California	2813	New Hampshire *	2959
Colorado	Certified	New Jersey *	CA 008
Connecticut	PH-0107	New Mexico	Certified
Delaware	CA 006	New York *	11320
Florida *	E871024	North Carolina	06701
Georgia	947	North Dakota	R-009
Guam	18-005R	Oregon *	CA200003-005
Hawaii	Certified	Pennsylvania *	68-565
Idaho	Certified	Puerto Rico	Certified
Illinois *	200033	Rhode Island	LAO00326
Indiana	C-CA-01	South Carolina	87016
Iowa - Asbestos	413	South Dakota	Certified
Kansas *	E-10268	Tennessee	TN02839
Kentucky	90107	Texas *	T104704230-18-15
Louisiana *	LA180000	Utah (Primary AB) *	CA00006
Maine	CA0006	Vermont	VT0114
Maryland	224	Virginia *	460260
Commonwealth of Northern Marianas Is.	MP0004	Washington	C838
Massachusetts	M-CA006	EPA Region 5	Certified
Michigan	9906	Los Angeles County Sanitation Districts	10264
Mississippi	Certified		

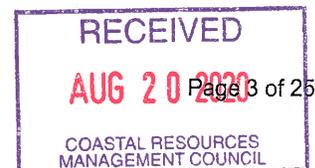
* NELAP/TNI Recognized Accreditation Bodies



The tests listed below are accredited and meet the requirements of ISO/IEC 17025 as verified by the ANSI-ASQ National Accreditation Board/A2LA. Refer to Certificate and scope of accreditation (5890) found at: <https://www.eurofinsus.com/Eaton>

SPECIFIC TESTS	METHOD OR TECHNIQUE USED	Environmental (Drinking Water)	Environmental (Waste Water)	Water as a Component of Food and Bev/Bev/ Bottled Water
1,2,3-TCP (5 PPT & 0.5 PPT)	CA SRL 524M-TCP	x		x
1,4-Dioxane	EPA 522	x		x
2,3,7,8-TCDD	Modified EPA 1613B	x		x
Acrylamide	In House Method (2440)	x		x
Algal Toxins/Microcystin	In House Method (3570)			
Alkalinity	SM 2320B	x	x	x
Ammonia	EPA 350.1		x	x
Ammonia	SM 4500-NH3 H		x	x
Anions and DBPs by IC	EPA 300.0	x	x	x
Anions and DBPs by IC	EPA 300.1	x		x
Asbestos	EPA 100.2	x	x	
BOD / CBOD	SM 5210B		x	x
Bromate	In House Method (2447)	x		x
Carbamates	EPA 531.2	x		x
Carbonate as CO3	SM 2330B	x	x	x
Carbonyls	EPA 556	x		x
COD	EPA 410.4 / SM 5220D		x	
Chloramines	SM 4500-CL G	x	x	x
Chlorinated Acids	EPA 515.4	x		x
Chlorinated Acids	EPA 555	x		x
Chlorine Dioxide	SM 4500-CLO2 D Palin Test	x		x
Chlorine -Total/Free/ Combined Residual	SM 4500-Cl G	x	x	x
Conductivity	EPA 120.1		x	
Conductivity	SM 2510B	x	x	x
Corrosivity (Langelier Index)	SM 2330B	x		x
Cyanide, Amenable	SM 4500-CN G	x	x	
Cyanide, Free	SM 4500CN F	x	x	x
Cyanide, Total	EPA 335.4	x	x	x
Cyanogen Chloride (screen)	In House Method (2470)	x		x
Diquat and Paraquat	EPA 549.2	x		x
DBP/HAA	SM 6251B	x		x
Dissolved Oxygen	SM 4500-O G		x	x
DOC	SM 5310C	x		x
E. Coli	(MTF/EC+MUG)	x		x
E. Coli	CFR 141.21(f)(6)(i)	x		x
E. Coli	SM 9223		x	
E. Coli (Enumeration)	SM 9221B.1/ SM 9221F	x		x
E. Coli (Enumeration)	SM 9223B	x		x
EDB/DCBP	EPA 504.1	x		
EDB/DCBP and DBP	EPA 551.1	x		x
EDTA and NTA	In House Method (2454)	x		x
Endothall	EPA 548.1	x		x
Endothall	In-house Method (2445)	x		x
Enterococci	SM 9230B	x	x	
Fecal Coliform	SM 9221 E (MTF/EC)	x		
Fecal Coliform	SM 9221C, E (MTF/EC)		x	
Fecal Coliform (Enumeration)	SM 9221E (MTF/EC)	x		x
Fecal Coliform with Chlorine Present	SM 9221E		x	
Fecal Streptococci	SM 9230B	x	x	
Fluoride	SM 4500-F C	x	x	x
Glyphosate	EPA 547	x		x
Glyphosate + AMPA	In House Method (3618)	x		x
Gross Alpha/Beta	EPA 900.0	x	x	x
Gross Alpha Coprecipitation	SM 7110 C	x	x	x
Hardness	SM 2340B	x	x	x
Heterotrophic Bacteria	In House Method (2439)	x		x
Heterotrophic Bacteria	SM 9215 B	x		x
Hexavalent Chromium	EPA 218.6	x	x	x

SPECIFIC TESTS	METHOD OR TECHNIQUE USED	Environmental (Drinking Water)	Environmental (Waste Water)	Water as a Component of Food and Bev/Bev/ Bottled Water
Hexavalent Chromium	EPA 218.7	x		x
Hexavalent Chromium	SM 3500-Cr B		x	
Hormones	EPA 539	x		x
Hydroxide as OH Calc.	SM 2330B	x		x
Kjeldahl Nitrogen	EPA 351.2		x	
Legionella	Legiolert	x		x
Mercury	EPA 200.8	x		x
Metals	EPA 200.7 / 200.8	x	x	x
Microcystin LR	ELISA (2360)	x		x
Microcystin, Total	EPA 546	x		x
NDMA	EPA/Agilent 521.1 In house method (2425)	x		x
Nitrate/Nitrite Nitrogen	EPA 353.2	x	x	x
OCL, Pesticides/PCB	EPA 505	x		x
Ortho Phosphate	EPA 365.1	x	x	
Ortho Phosphorous	SM 4500P E	x		x
Oxyhalides Disinfection Byproducts	EPA 317.0	x		x
Perchlorate	EPA 331.0	x		x
Perchlorate (low and high)	EPA 314.0	x		x
Perfluorinated Alkyl Acids	EPA 537	x		x
Perfluorinated Pollutant	In house Method (2434)	x		x
pH	EPA 150.1	x		
pH	SM 4500-H+B	x	x	x
Phenylurea Pesticides/ Herbicides	In House Method, based on EPA 532 (2448)	x		x
Pseudomonas	IDEXX Pseudalert (2461)	x		x
Radium-226	GA Institute of Tech	x		x
Radium-228	GA Institute of Tech	x		x
Radon-222	SM 7500RN	x		x
Residue, Filterable	SM 2540C	x	x	x
Residue, Non-filterable	SM 2540D		x	
Residue, Total	SM 2540B		x	x
Residue, Volatile	EPA 160.4		x	
Semi-VOC	EPA 525.2	x		x
Silica	SM 4500-Si D	x	x	
Silica	SM 4500-SiO2 C	x	x	
Sulfide	SM 4500-S ⁻ D		x	
Sulfite	SM 4500-SO ³⁻ B	x	x	x
Surfactants	SM 5540C	x	x	x
Taste and Odor Analytes	SM 6040E	x		x
Total Coliform (P/A)	SM 9221 A, B	x		x
Total Coliform (Enumeration)	SM 9221 A, B, C	x		x
Total Coliform / E. coli	Colisure SM 9223	x		x
Total Coliform	SM 9221B		x	
Total Coliform with Chlorine Present	SM 9221B		x	
Total Coliform / E.coli (P/A and Enumeration)	SM 9223	x		x
TOC	SM 5310C	x	x	x
TOX	SM 5320B		x	
Total Phenols	EPA 420.1		x	
Total Phenols	EPA 420.4	x	x	x
Total Phosphorous	SM 4500 P E		x	
Triazine Pesticides & Degradates	In House (3617)	x		x
Turbidity	EPA 180.1	x	x	x
Turbidity	SM 2130B	x	x	
Uranium by ICP/MS	EPA 200.8	x		x
UV 254	SM 5910B	x		
VOC	EPA 524.2	x		x
VOC	In House Method (2411)	x		x
Yeast and Mold	SM 9610	x		x
Field Sampling	N/A			



Acknowledgement of Samples Received

Addr: **Rhode Island Analytical Laboratory**
 41 Illinois Avenue
 Warwick, RI 02888-3007

Client ID: RIANALY
 Folder #: 874868
 Project: SUBCONTRACT
 Sample Group: Tributyltin Soil

Attn: Alan Ford
 Phone: 978-568-0041 x132

Project Manager: Vanessa Berry
 Phone: 503-310-3905
 PO #: 273

The following samples were received from you on **June 05, 2020 at 1159**. They have been scheduled for the tests listed below each sample. If this information is incorrect, please contact your service representative. Thank you for using Eurofins Eaton Analytical, LLC.

Sample #	Sample ID	Sample Date
<u>202006050082</u>	SEZ Composite of 2 2-Foot Cores Variable ID: 2006-08648-001 Tributyltin_Subbed	06/02/2020 1300

Test Description

Reported: 06/20/2020

750 Royal Oaks Drive, Suite 100, Monrovia, CA 91016 Tel (626) 386-1100 Fax (866) 988-3757 www.EurofinsUS.com/Eaton



Tel: (626) 386-1100
Fax: (866) 988-3757
1 800 566 LABS (1 800 566 5227)

Report: 874868
Project: SUBCONTRACT
Group: Tributyltin Soil

Rhode Island Analytical Laboratory
Alan Ford
41 Illinois Avenue
Warwick, RI 02888-3007

Samples Received on:
06/05/2020 1159

Analyzed	Analyte	Sample ID	Result	Federal MCL	Units	MRL
----------	---------	-----------	--------	-------------	-------	-----

SUMMARY OF POSITIVE DATA ONLY

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Tel: (626) 386-1100
 Fax: (866) 988-3757
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Report: 874868
Project: SUBCONTRACT
Group: Tributyltin Soil

Rhode Island Analytical Laboratory
 Alan Ford
 41 Illinois Avenue
 Warwick, RI 02888-3007

Samples Received on:
 06/05/2020 1159

Prepped	Analyzed	Prep Batch	Analytical Batch	Method	Analyte	Result	Units	MRL	Dilution
SEZ Composite of 2 2-Foot Cores (202006050082)						Sampled on 06/02/2020 1300			
Variable ID: 2006-08648-001									
Organotins by Krone et al - 6920 Tributyltin with 0.050 ug/L									
06/06/20	06/11/20	14:32		(Organotins by Krone et al)	Tributyltin	ND	ug/kg	3	1

Rounding on totals after summation.
 (c) - indicates calculated results. Analysis is a calculated result. Reported results are not rounded until the final step before reporting. Therefore methods that use a test result with further calculation may have slight differences in final result than the component analyses.



Tel: (626) 386-1100
Fax: (866) 988-3757
1 800 566 LABS (1 800 566 5227)

Report: 874868
Project: SUBCONTRACT
Group: Tributyltin Soil

Rhode Island Analytical Laboratory
Alan Ford
41 Illinois Avenue
Warwick, RI 02888-3007

Folder Comments

Analytical results for Tributyltin are submitted by Calscience Environmental Laboratories, Inc.
Garden Grove, CA ELAP ID 2944

The Comments Report may be blank if there are no comments for this report.





Environment Testing
America

ANALYTICAL REPORT

Eurofins Calscience LLC
7440 Lincoln Way
Garden Grove, CA 92841
Tel: (714)895-5494

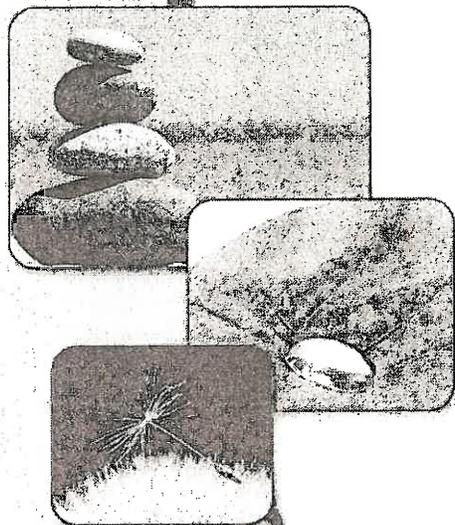
Laboratory Job ID: 570-30259-1
Client Project/Site: 874868

For:
Eurofins Eaton Analytical
750 Royal Oaks Drive
Monrovia, California 91016

Attn: Jaclyn Contreras

Authorized for release by:
6/18/2020 3:03:55 PM

Lori Thompson, Project Manager I
(714)895-5494
lorithompson@eurofinsus.com



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The test results in this report meet all 2003 NELAC, 2009 TNI, and 2016 TNI requirements for accredited parameters, exceptions are noted in this report. This report may not be reproduced except in full, and with written approval from the laboratory. For questions please contact the Project Manager at the e-mail address or telephone number listed on this page.

This report has been electronically signed and authorized by the signatory. Electronic signature is intended to be the legally binding equivalent of a traditionally handwritten signature.

Results relate only to the items tested and the sample(s) as received by the laboratory.

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Eurofins Calscience LLC
6/18/2020
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CORPORATE RESOURCES
MANAGEMENT, INC.

Definitions/Glossary

Client: Eurofins Eaton Analytical
Project/Site: 874868

Job ID: 570-30259-1

Qualifiers

GC/MS Semi VOA

Qualifier	Qualifier Description
*3	ISTD response or retention time outside acceptable limits.
F1	MS and/or MSD recovery exceeds control limits.

Glossary

Abbreviation	These commonly used abbreviations may or may not be present in this report.
α	Listed under the "D" column to designate that the result is reported on a dry weight basis
%R	Percent Recovery
CFL	Contains Free Liquid
CFU	Colony Forming Unit
CNF	Contains No Free Liquid
DER	Duplicate Error Ratio (normalized absolute difference)
Dil Fac	Dilution Factor
DL	Detection Limit (DoD/DOE)
DL, RA, RE, IN	Indicates a Dilution, Re-analysis, Re-extraction, or additional Initial metals/anion analysis of the sample
DLC	Decision Level Concentration (Radiochemistry)
EDL	Estimated Detection Limit (Dioxin)
LOD	Limit of Detection (DoD/DOE)
LOQ	Limit of Quantitation (DoD/DOE)
MCL	EPA recommended "Maximum Contaminant Level"
MDA	Minimum Detectable Activity (Radiochemistry)
MDC	Minimum Detectable Concentration (Radiochemistry)
MDL	Method Detection Limit
ML	Minimum Level (Dioxin)
MPN	Most Probable Number
MQL	Method Quantitation Limit
NC	Not Calculated
ND	Not Detected at the reporting limit (or MDL or EDL if shown)
NEG	Negative / Absent
POS	Positive / Present
PQL	Practical Quantitation Limit
PRES	Presumptive
QC	Quality Control
RER	Relative Error Ratio (Radiochemistry)
RL	Reporting Limit or Requested Limit (Radiochemistry)
RPD	Relative Percent Difference, a measure of the relative difference between two points
TEF	Toxicity Equivalent Factor (Dioxin)
TEQ	Toxicity Equivalent Quotient (Dioxin)
TNTC	Too Numerous To Count

Eurofins Calscience LLC



6/18/2020

Case Narrative

Page 17 of 30

Client: Eurofins Eaton Analytical
Project/Site: 874868

Job ID: 570-30259-1

Job ID: 570-30259-1

Laboratory: Eurofins Calscience LLC

Narrative

**Job Narrative
570-30259-1**

Comments

No additional comments.

Receipt

The sample was received on 6/8/2020 1:40 PM; the sample arrived in good condition, and where required, properly preserved and on ice. The temperature of the cooler at receipt was 3.2° C.

GC/MS Semi VOA

No analytical or quality issues were noted, other than those described in the Definitions/Glossary page.

Organic Prep

No analytical or quality issues were noted, other than those described in the Definitions/Glossary page.



Detection Summary

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Client: Eurofins Eaton Analytical
Project/Site: 874868

Job ID: 570-30259-1

Client Sample ID: 202006050082

Lab Sample ID: 570-30259-1

No Detections.

This Detection Summary does not include radiochemical test results.

Eurofins Calscience LLC

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6/18/2020
Page 14 of 25 pa

Client Sample Results

Client: Eurofins Eaton Analytical
Project/Site: 874868

Method: Organotins SIM - Organotins (GC/MS SIM)

Client Sample ID: 202006050082

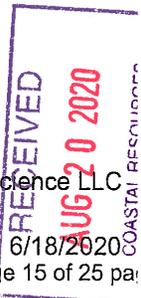
Date Collected: 06/02/20 13:00

Date Received: 06/08/20 13:40

Lab Sample ID: 570-30259-1

Matrix: Solid

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Tributyltin	ND		3.0	1.5	ug/Kg		06/08/20 18:36	06/11/20 14:32	1
Surrogate	%Recovery	Qualifier	Limits				Prepared	Analyzed	Dil Fac
Tripentyltin	31		27 - 135				06/08/20 18:36	06/11/20 14:32	1



Surrogate Summary

Client: Eurofins Eaton Analytical
Project/Site: 874868

Method: Organotins SIM - Organotins (GC/MS SIM)

Matrix: Solid

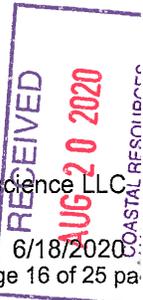
Prep Type: Total/NA

Percent Surrogate Recovery (Acceptance Limits)

Lab Sample ID	Client Sample ID	TPTT (27-135)
570-30259-1	202006050082	31
660-102478-A-1-A MS	Matrix Spike	45
660-102478-A-1-B MSD	Matrix Spike Duplicate	32
LCS 570-74054/2-A	Lab Control Sample	76
LCSD 570-74054/3-A	Lab Control Sample Dup	65
MB 570-74054/1-A	Method Blank	44
MB 570-74054/1-A	Method Blank	93 *3

Surrogate Legend

TPTT = Triphenyltin



QC Sample Results

Client: Eurofins Eaton Analytical
Project/Site: 874868

Job ID: 570-30259-1

Method: Organotins SIM - Organotins (GC/MS SIM)

Lab Sample ID: MB 570-74054/1-A
Matrix: Solid
Analysis Batch: 74767

Client Sample ID: Method Blank
Prep Type: Total/NA
Prep Batch: 74054

Analyte	MB MB		RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
	Result	Qualifier							
Tributyltin	ND	*3	3.0	1.5	ug/Kg		06/08/20 15:59	06/11/20 12:42	1
Surrogate	MB MB		Limits			Prepared	Analyzed	Dil Fac	
%Recovery	Qualifier								
Tripentyltin	93	*3	27 - 135			06/08/20 15:59	06/11/20 12:42	1	

Lab Sample ID: MB 570-74054/1-A
Matrix: Solid
Analysis Batch: 74767

Client Sample ID: Method Blank
Prep Type: Total/NA
Prep Batch: 74054

Analyte	MB MB		RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
	Result	Qualifier							
Tributyltin	ND		3.0	1.5	ug/Kg		06/08/20 15:59	06/11/20 17:48	1
Surrogate	MB MB		Limits			Prepared	Analyzed	Dil Fac	
%Recovery	Qualifier								
Tripentyltin	44		27 - 135			06/08/20 15:59	06/11/20 17:48	1	

Lab Sample ID: LCS 570-74054/2-A
Matrix: Solid
Analysis Batch: 74767

Client Sample ID: Lab Control Sample
Prep Type: Total/NA
Prep Batch: 74054

Analyte	Spike Added	LCS LCS		Unit	D	%Rec	Limits
		Result	Qualifier				
Tributyltin	100	83.14		ug/Kg		83	33 - 147
Surrogate	LCS LCS		Limits			%Rec.	
%Recovery	Qualifier						
Tripentyltin	76		27 - 135				

Lab Sample ID: LCSD 570-74054/3-A
Matrix: Solid
Analysis Batch: 74767

Client Sample ID: Lab Control Sample Dup
Prep Type: Total/NA
Prep Batch: 74054

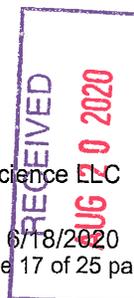
Analyte	Spike Added	LCSD LCSD		Unit	D	%Rec	Limits	RPD	Limit
		Result	Qualifier						
Tributyltin	100	69.78		ug/Kg		70	33 - 147	17	20
Surrogate	LCSD LCSD		Limits			%Rec.			
%Recovery	Qualifier								
Tripentyltin	65		27 - 135						

Lab Sample ID: 660-102478-A-1-A MS
Matrix: Solid
Analysis Batch: 74767

Client Sample ID: Matrix Spike
Prep Type: Total/NA
Prep Batch: 74054

Analyte	Sample Result	Sample Qualifier	Spike Added	MS MS		Unit	D	%Rec	Limits
				Result	Qualifier				
Tributyltin	24	F1	100	57.55	F1	ug/Kg		33	34 - 142
Surrogate	MS MS		Limits			%Rec.			
%Recovery	Qualifier								
Tripentyltin	45		27 - 135						

Eurofins Calscience LLC



QC Sample Results

Client: Eurofins Eaton Analytical
Project/Site: 874868

Method: Organotins SIM - Organotins (GC/MS SIM) (Continued)

Lab Sample ID: 660-102478-A-1-B MSD

Matrix: Solid

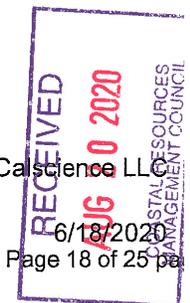
Analysis Batch: 74767

Client Sample ID: Matrix Spike Duplicate

Prep Type: Total/NA

Prep Batch: 74054

Analyte	Sample Result	Sample Qualifier	Spike Added	MSD Result	MSD Qualifier	Unit	D	%Rec	%Rec. Limits	RPD	Limit
Tributyltin	24	F1	100	44.07	F1	ug/Kg		20	34 - 142	27	50
Surrogate											
Tripentyltin											
	<i>MSD</i>	<i>MSD</i>									
	<i>%Recovery</i>	<i>Qualifier</i>	<i>Limits</i>								
	32		27 - 135								



QC Association Summary

Client: Eurofins Eaton Analytical
 Project/Site: 874868

Job ID: 570-30259-1

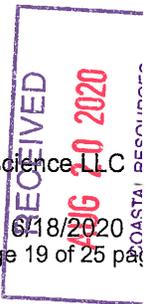
GC/MS Semi VOA

Prep Batch: 74054

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
570-30259-1	202006050082	Total/NA	Solid	Organotin Prep	
MB 570-74054/1-A	Method Blank	Total/NA	Solid	Organotin Prep	
LCS 570-74054/2-A	Lab Control Sample	Total/NA	Solid	Organotin Prep	
LCSD 570-74054/3-A	Lab Control Sample Dup	Total/NA	Solid	Organotin Prep	
660-102478-A-1-A MS	Matrix Spike	Total/NA	Solid	Organotin Prep	
660-102478-A-1-B MSD	Matrix Spike Duplicate	Total/NA	Solid	Organotin Prep	

Analysis Batch: 74767

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
570-30259-1	202006050082	Total/NA	Solid	Organotins SIM	74054
MB 570-74054/1-A	Method Blank	Total/NA	Solid	Organotins SIM	74054
MB 570-74054/1-A	Method Blank	Total/NA	Solid	Organotins SIM	74054
LCS 570-74054/2-A	Lab Control Sample	Total/NA	Solid	Organotins SIM	74054
LCSD 570-74054/3-A	Lab Control Sample Dup	Total/NA	Solid	Organotins SIM	74054
660-102478-A-1-A MS	Matrix Spike	Total/NA	Solid	Organotins SIM	74054
660-102478-A-1-B MSD	Matrix Spike Duplicate	Total/NA	Solid	Organotins SIM	74054



Lab Chronicle

Client: Eurofins Eaton Analytical
Project/Site: 874868

Client Sample ID: 202006050082

Lab Sample ID: 570-30259-1

Date Collected: 06/02/20 13:00

Matrix: Solid

Date Received: 06/08/20 13:40

Prep Type	Batch Type	Batch Method	Run	Dil Factor	Initial Amount	Final Amount	Batch Number	Prepared or Analyzed	Analyst	Lab
Total/NA	Prep	Organotin Prep			10.13 g	5 mL	74054	06/08/20 18:36	OM8W	ECL 1
Total/NA	Analysis	Organotins SIM		1			74767	06/11/20 14:32	AJ2Q	ECL 1
Instrument ID: GCMSY										

Laboratory References:

ECL 1 = Eurofins Calscience LLC Lincoln, 7440 Lincoln Way, Garden Grove, CA 92841, TEL (714)895-5494



Accreditation/Certification Summary

Client: Eurofins Eaton Analytical
Project/Site: 874868

Job ID: 570-30259-1

Laboratory: Eurofins Calscience LLC

All accreditations/certifications held by this laboratory are listed. Not all accreditations/certifications are applicable to this report.

Authority	Program	Identification Number	Expiration Date
California	Los Angeles County Sanitation Districts	10109	09-29-20
California	SCAQMD LAP	17LA0919	11-30-20
California	State	2944	09-29-20
Guam	State	20-003R	10-31-20
Nevada	State	CA00111	07-31-20
Oregon	NELAP	CA300001	01-29-21
USDA	US Federal Programs	P330-20-00034	02-10-23
Washington	State	C916-18	10-11-20



Method Summary

Client: Eurofins Eaton Analytical
Project/Site: 874868

Method	Method Description	Protocol	Laboratory
Organotins SIM	Organotins (GC/MS SIM)	Lab SOP	ECL 1
Organotin Prep	Extraction (Organotins)	None	ECL 1

Protocol References:

Lab SOP = Laboratory Standard Operating Procedure
None = None

Laboratory References:

ECL 1 = Eurofins Calscience LLC Lincoln, 7440 Lincoln Way, Garden Grove, CA 92841, TEL (714)895-5494

Eurofins Calscience LLC



Sample Summary

Client: Eurofins Eaton Analytical
Project/Site: 874868

Job ID: 570-30259-1

Lab Sample ID	Client Sample ID	Matrix	Collected	Received	Asset ID
570-30259-1	202006050082	Solid	06/02/20 13:00	06/08/20 13:40	

Eurofins Calscience, LLC

6/18/2020
Page 23 of 25 pa



30259

Submittal Form

Date: 6/8/2020

*REPORTING REQUIREMENTS: Do Not Combine Reports with any other samples submitted under different Folder Numbers! Report & Invoice must have the Folder# 874868 Job # 1000014

Report all quality control data according to Method. Include dates analyzed. Date extracted (if extracted) and Method reference on the report. Results must have Complete data & QC with Approval Signature.

eurofins Coastal Analytical

Ship To:
Eurofins CalScience
7440 Lincoln Way
Garden Grove, CA 92641-1432
Phone: 714-895-5494 Fax: 714-894-7501

Folder #: 874868 Report Due: 06/25/2020

Reports: Jackie Contreras Sub-Contracting Administrator
EMAIL TO: us20_subcontract@eurofins.com
Eurofins Eaton Analytical, LLC 750 Royal Oaks Drive, Suite 100, Monrovia, CA 91016
Phone (626) 386-1165 Fax (626) 386-1122
Invoices to: Eurofins Eaton Analytical, LLC
Accounts Payable 2425 New Holland Pike, Lancaster, PA 17605

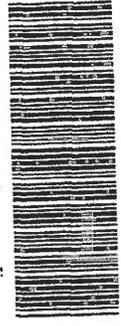
Provide in each Report the Specified State Certification # and Exp Date for requested tests + matrix.
Samples from: RHODE ISLAND

Client Sample ID for reference onl
SEZ Composite of 2 2-Foot Cores

Sample ID: 202006050082 Sample Date & Time Matrix: 06/02/20 1300 DW PWS Systemcode: PWSID: JLS

Sample type: SEZ Composite of 2 2-Foot Cores Facility ID: Sample Point ID: Static ID:

Method: Organotins by Krone et al GC/FPD Prep Method: Analysis Requested: 6920 Tributyltin with 0.050 ug/L



570-30259 Chain of Custody

Relinquished by: *[Signature]* Sample Control Date: 6-8-20 Time: 1:00

Received by: *[Signature]* Date: 6-8-20 Time: 12:58

Relinquished by: *[Signature]* Sample Control Date: 6-8-20 Time: 13:40

Received by: *[Signature]* Date: 6-8-20 Time: 13:40

NOTIFICATION REQUIRED IF RECEIVED OUTSIDE OF 0-6 CELSIUS
An Acknowledgement of Receipt is requested to attr: Jackie Contreras

Login Sample Receipt Checklist

Client: Eurofins Eaton Analytical

Job Number: 570-30259-1

Login Number: 30259

List Source: Eurofins Calscience

List Number: 1

Creator: Le, Danny

Question	Answer	Comment
Radioactivity wasn't checked or is \leq background as measured by a survey meter.	N/A	
The cooler's custody seal, if present, is intact.	True	
Sample custody seals, if present, are intact.	True	
The cooler or samples do not appear to have been compromised or tampered with.	True	
Samples were received on ice.	True	
Cooler Temperature is acceptable.	True	
Cooler Temperature is recorded.	True	
COC is present.	True	
COC is filled out in ink and legible.	True	
COC is filled out with all pertinent information.	True	
Is the Field Sampler's name present on COC?	False	Received project as a subcontract.
There are no discrepancies between the containers received and the COC.	True	
Samples are received within Holding Time (excluding tests with immediate HTs)	True	
Sample containers have legible labels.	True	
Containers are not broken or leaking.	True	
Sample collection date/times are provided.	True	
Appropriate sample containers are used.	True	
Sample bottles are completely filled.	True	
Sample Preservation Verified.	True	
There is sufficient vol. for all requested analyses, incl. any requested MS/MSDs	True	
Containers requiring zero headspace have no headspace or bubble is $<6\text{mm}$ ($1/4"$).	True	
Multiphasic samples are not present.	True	
Samples do not require splitting or compositing.	True	
Residual Chlorine Checked.	N/A	





CHAIN OF CUSTODY RECORD

41 Illinois Avenue
Warwick, RI 02888-3007
800-937-2580 • Fax: 401-738-1970 800-937-2580 • Fax: 978-568-0078

Date Collected	Time Collected	Field Sample Identification
6-2-20	1:00 PM	SEZ
6-2-20	1:00 PM	SEZ TBT
6-2-20	1:00 PM	SEZ GRAIN SIZE
① COMPOSITE OF 2 2-FOOT CORES		
② COMPOSITE OF 4 1-FOOT CORES		

Grab or Composite	# of Containers & Type ^c	Preservation Code ^p	Matrix Code ^m	PCB - Polychlorinated Biphenyls	PAH - Polynuclear Aromatic Hydrocarbons	Metals: As, Cd, Cr, Cu, Pb, Zn, Hg	VSS - Volatile Suspended Solids	TS - Total Solids (reported as %)	Tributyltin (GC/MS)	Wet Sieve Analysis	LOSS ON IGNITION
G	2AG	NP	S	X	X	X	X	X			
G	4AG	NP	S	X	X	X	X	X			
G	2AG	NP	S	X	X	X	X	X			
G	1AG	NP	S	X	X	X	X	X			
G	2AG	NP	S	X	X	X	X	X			
G	1AG	NP	S	X	X	X	X	X			
G	2AG	NP	S	X	X	X	X	X			
G	1AG	NP	S	X	X	X	X	X			
G	1P	NP	S							X	

Client Information		Project Information	
Company Name:	Dumplings Association, Inc	Project Name:	Dredge Analysis
Address:	P.O. Box 273	P.O. Number:	
City / State / Zip:	Jamestown, RI 02835	Report To:	Mary Marshall
Telephone:		Sampled by:	Mary Marshall
Contact Person:	Mary Marshall	Quote No.:	RIA2005018
		Project Number:	
		Phone:	
		Fax:	
		Email report to these addresses:	mmarshall@cox.net jklinger@ecotonesinc.com

Relinquished By Signatures	Date	Time	Received By Signatures	Date	Time
<i>[Signature]</i>	6/3/20	10:25A	<i>[Signature]</i>	6-3-20	10:25

Circle if applicable: GW-1, GW-2, GW-3, S-1, S-2, S-3 MCP Data Enhancement QC Package? Yes No

Temp. Upon Receipt 37 °C

Lab Use Only

Sample Pick Up Only

RIAL sampled; attach field hours

Shipped on ice

Workorder No: 2006-07615

RECEIVED
AUG 20 2020

COAG: Containers: PE=Poly, G=Glass, AG=Amber Glass, V=Vial, SI=Sterile Preservatives: A=Ascorbic Acid, NH4=NH4Cl, H=HCl, M=MeOH, N=HNO3, NP=None, S=H2SO4, SB=NaHSO4, SH=NaOH, T=Na2S2O3, Z=ZnOAC
MANAGEMENT: SURF=Surface Water, WW=Water, MM=Mastewater, DM=Drinking Water, S=Soil, SI=Sludge, A=Air, B=Bottle/Refrigerated, WD=Mine, C=



JOSEPH KLINGER, PWS - PRINCIPAL ENVIRONMENTAL SCIENTIST

EDUCATION

MASTER OF SCIENCE: University of Rhode Island, Geology, 1996. Sedimentary Environments and Processes on the Shoreface of the Charlestown/ Greenhill Barrier/Headland Shoreface and Misquamicut Barrier/Headland Shoreface, South Coast of Rhode Island.

ADDITIONAL GRADUATE-LEVEL COURSEWORK: University of Rhode Island

- Applied Coastal Ecology, 1992
- Wetland Ecology & Field Investigations, 1999
- Field Botany and Taxonomy, 2002
- Coastal Marine Ecosystems, 2004
- Ecology of Fragmented Landscapes, 2005
- Soil Morphology and Mapping, 2006
- Soil Genesis & Classification, 2009

WETLAND DELINEATOR TRAINING: Institute for Wetland & Environmental Education & Research, 2002.

BACHELOR OF ARTS: Franklin and Marshall College, Geology, 1992

PROFESSIONAL DEVELOPMENT:

Institute for Wetland & Environmental Education:

- US ACOE Certified Wetland Delineator Training, 2002
- Coastal, 2000 & Winter Woody Plant Identification, 2002

American Society of Civil Engineers

- Wetlands and 404 Permitting, 1999
- Hydrologic Modeling Using HEC-HMS, 2008

RI Sea Grant & Coastal Resources Management Council

- Low Impact Development Design Certificate Workshop, 2007
- Certified Invasive Species Manager Training, 2005

Plymouth County, MA Conservation District

- Hydric Soil Identification Workshop, 2002

CT Assoc. of Wetland Scientists

- Hydrogeomorphic Wetland Classification & Assessment, 2000
- REEF Env. Education Foundation; Stellwagen Bank Nat'l Sanctuary:**
 - Fish Identification, 2002
 - Invertebrate Identification, 2008

Geological Society of America, NE Section

- Water Waves & Coastal Processes Short Course, 1999

University of Rhode Island Feinstein Providence Campus

- Determination of water levels on tidally affected coastlines, 2005

LICENSES, CERTIFICATIONS, REGISTRATIONS

USCG Licensed Captain #2765407 – Inland Master 50 Gross Tons - Commercial Towing Endorsement
The Maritime Consortium, Inc. (DOT/ USCG drug/alcohol compliance)

SCUBA Instructor: National Association of Underwater Instructors #47247

OSHA 40-Hour HAZWOPER Training

Society of Wetland Scientists: Certified Professional Wetland Scientist #1739

RI CRMC: Certified Invasive Species Manager #24 & Certified Low Impact Development Master Designer #0207011

RI DEM Fish & Wildlife: Scientific Collector's Permit (Shellfish)

PROFESSIONAL EXPERIENCE

Ecotones, Inc., North Kingstown, RI Vice President & Principal Environmental Scientist, 2002-present - Responsible for wetland and coastal zone delineation and permitting for residential, commercial, and industrial property in RI, MA, and CT. Also responsible for sub-aquatic habitat assessments (submerged aquatic vegetation, shellfish, and sediment type) in estuarine and marine environments. Responsible for GIS maintenance and services.

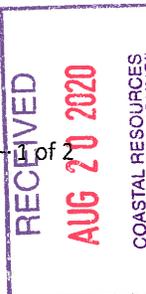
Bryant University, Smithfield, RI. Adjunct Professor, 2012 to present – Courses: Physical Geology, Geology Lab, and Human Impact on Life & the Environment.

University of RI Dept. of Geosciences, Kingston, RI. Lecturer/Per-course Instructor, 2010 to 2013 – Courses: Environmental Geology, Geology of the US National Parks, Structural Geology. Research Associate I & Teaching Assistant, 1992-1997

Pare Engineering Corporation, Lincoln, RI Project Environmental Scientist, 2002, Senior Environmental Scientist, 2001-2002, Environmental Scientist, 1999-2001 Wetland and coastal zone permitting and characterization in RI, MA, and CT.

RI Coastal Resources Management Council (CRMC), Wakefield, RI, Coastal Geologist, 1997-1999 - Responsible for policy and permitting related to coastal environments.

KLINGER - 1 of 2





JOSEPH KLINGER, PWS - PRINCIPAL ENVIRONMENTAL SCIENTIST

REPRESENTATIVE PROJECT EXPERIENCE

Subtidal Habitat Assessments, RI, CT, MA, ME, 2001 to present. Identification, characterization, and delineation areas of submerged aquatic vegetation (eelgrass/widgeon grass). More than 125 acres of bottom habitat evaluated since 2005. Survey of shellfish concentrations for proposed dredge projects and marina development. Sediment and shellfish sampling for environmental analysis and remediation projects.

NRCS EQIP Oyster Reef Monitoring, 2016 to present. Determined area, relief, and oyster metrics including density and size frequency and collected samples for disease analysis of two 1,089 ft² habitat-enhancement oyster reefs. Bissel Cove, North Kingstown and Potter Pond, South Kingstown, RI.

Conanicut Yacht Club, Jamestown, RI, Narragansett Bay, 2016. Approximately 9 acre evaluation of subtidal area in the vicinity of proposed moorings. Completed using side-scan sonar and GPS-overlay remote video observation. Approximately 7 acres of eelgrass delineated.

Weaver Cove Submerged Aquatic Vegetation (SAV) Study, Portsmouth, RI, Narragansett Bay, 2014. Approximately 87 acre SAV evaluation of subtidal habitat using GPS-overlay remote video observation. Identified substrate type and areas of biogenic hard substrate dominated by common slipper shell (*Crepidula fornicata*).

Carr Point Sediment Sampling, Narragansett Bay, RI, 2009. Collection of shallow sediment cores to determine lead shot concentrations offshore of a former shooting range.

Portsmouth Naval Shipyard Sediment Sampling & Subtidal Investigations. Kittery, ME. 2007. Collection of grab and core samples, mapping of eelgrass habitat, and underwater video documentation of bottom conditions.

Tiverton Yacht Club Shellfish Survey, Narragansett Bay, RI, 2007. Shellfish sampling to determine pre-dredge density.

"New" Channel Coastal Feature Delineation & Habitat/Shellfish Study, Winnapaug Pond, Westerly, RI. 2009. Coastal feature delineations and evaluation of bottom habitat type and shellfish density calculations.

Gould Island Sub-tidal Habitat, Narragansett Bay, RI, 2005. Documentation and sampling of subtidal habitat along the island. Included sediment and shellfish sampling, eelgrass mapping, and underwater video and photo documentation. (Pare Engineering and Ecotones, Inc.)

McAllister Point Sediment and Shellfish Sampling, Narragansett Bay, RI, 2004. Sediment & shellfish sampling.

Coasters Harbor Habitat and Sampling, Narragansett Bay, RI, 2002. Sediment sampling and habitat delineation (eelgrass). Created oyster density map in areas outside of eelgrass. (Pare Engineering and Ecotones, Inc.)

PUBLICATIONS/PRESENTATIONS:

Oakley, B.A., Brenner, H., Dowling, M., Klinger, J., Zitello, M., Boothroyd, J.C. 2009. *Depositional environments and sediment transport on a microtidal, wave dominated shoreface*. Proceedings of Coastal Zone 09, Boston, MA.

Klinger, J.P., 2006, *Management of Data Collection Offshore of a Former Torpedo Overhaul Shop, Gould Island, Narragansett Bay, RI*. 21st Annual NEARC Users Group Conference, Nov., 2003, Groton, CT.

Klinger, J.P., 2003, *Wetlands, water tables, and wildlife: Using GIS methods and resources for site-specific evaluation of land management and development constraints*. 18th Annual NEARC Users Group Conference, November, 2003, Newport, RI.

Klinger, J.P., 1998, *Coastal Mitigation Tools and Coastal Exercise*, Community-based Hazard Mitigation Planning – Lowering the Risks and Costs of Disasters, Massachusetts Department of Environmental Management, Massachusetts Emergency Management Agency and FEMA Region I, New England Training Workshop, August, 1998.

Boothroyd, J.C., Klinger, J.P. and Galagan, C.G., 1998, *Coastal Geologic Hazards on the South Shore of Rhode Island*, Guidebook to field trips in Rhode Island and Adjacent Regions of Connecticut and Massachusetts, New England Intercollegiate Geological Conference, 90th Annual Meeting.

Clancy, M, Cobb, J.S., Sylwester, R.E., Martin, A., Boothroyd, J.C., Klinger, J.P. and Tighe, S., 1997, *Estimating Impact from an Oil Spill on a Benthic Community Using Side-Scan Sonar*, Spatial Data & Remote Sensing in Invertebrate Fisheries, Habitat, Research & Management Workshop, 89th Annual Meeting of the Nat'l Shellfisheries Assoc.

Shaw, C.E., Boothroyd, J.C., Klinger, J.P., and Rubinoff, P., 1997, *Geología costera de la región de Xcalak*, Amigos de Sian Ka'an, Número Especial – Xcalak, Boletín 17, Julio 1997.



CAMERON & MITTLEMAN ^{LLP}
Attorneys-at-Law



VIA EMAIL AND FEDERAL EXPRESS:
STATE OF RHODE ISLAND COASTAL
RESOURCES MANAGEMENT COUNCIL
OLIVER H. STEDMAN GOVERNMENT
CENTER
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879
(401) 783-3370

VIA EMAIL AND FEDERAL EXPRESS:
STATE OF RHODE ISLAND DEPARTMENT
OF ENVIRONMENT MANAGEMENT
OFFICE OF TECHNICAL AND CUSTOMER
ASST.
235 Promenade Street
Providence, RI 02908-5767
(401) 222-6822

August 20, 2020

RE: Application of Assent of Jamestown Boatyard, Inc. (hereinafter "JBY")

CRMC File No.: 2019-06-014

RIDEM Water Quality Certification Number: WQC 10-123-DP19-174

MEETING SCHEDULED FOR AUGUST 25, 2020 AT 6:00 PM

Ladies and Gentlemen:

We represent David H. Laurie ("Mr. Laurie") late of Boston, Massachusetts, and The Dumplings Association, Inc. ("DAI"), a Rhode Island non-profit corporation of Jamestown, Rhode Island.

The correspondence forwarded to CRMC yesterday inadvertently failed to include one of the reports referred to therein. Both dredge analysis reports are included with this letter. We regret any inconvenience we may have caused.

In addition, we add the following explanatory information. The reasons for the sediment testing:

1. A note in the CRMC file from an individual at DEM expressed unspecified concerns about the design of the JBY sediment testing.
2. With the change in the dredging footprint made in November 2019, only one JBY sampling location remained within the dredging area, and the results obtained from it seemed cleaner than might be expected for sediment under a 90-year-old boatyard dock.
3. JBY took grab samples, and deeper core samples might be more informative.
4. JBY had done no testing for tributyltin (TBT), a biocide widely used in boat-bottom paints before it was banned.



State of Rhode Island Coastal Resources Management Council
State of Rhode Island Department of Environmental Management
Re: CRMC File No: 2019-06-014
August 20, 2020
Page 2

The two sampling locations:

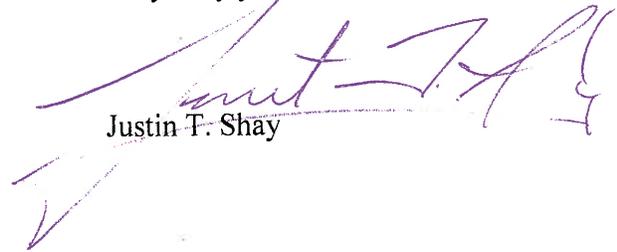
- Location SW5: Northing 145631 / Easting 366632
- Location SE2: Northing 145657 / Easting 366823

The Testing procedures:

- At SW5: Composite core samples were tested for PCBs, PAHs, and heavy metals at one-foot intervals to a depth of 3 feet, the intervals being numbered in descending order. An entire 3-foot composite core was tested for TBT.
- At SE2: An entire two-foot composite core was tested for all the above contaminants. Grain size was also analyzed.

As mentioned in yesterday's letter, Joseph Klinger, PWS will present expert testimony regarding the enclosed reports at the hearing of this matter.

Very truly yours,



Justin F. Shay

JTS/drp
Enclosures

p:\docs\DUMPA44194\LETTERS\2B06086.DOCX



LABORATORY REPORT

Dumplings Association, Inc.
Attn: Mary Marshall
P.O. Box 273
Jamestown, RI 02835

Date Received: 6/3/2020
Date Reported: 6/23/2020
P.O. Number

Work Order #: 2006-08648

Project Name: DREDGE ANALYSIS

Enclosed are the analytical results and Chain of Custody for your project referenced above. The sample(s) were analyzed by our Warwick, RI laboratory unless noted otherwise. When applicable, indication of sample analysis at our Hudson, MA laboratory and/or subcontracted results are noted and subcontracted reports are enclosed in their entirety.

All samples were analyzed within the established guidelines of US EPA approved methods with all requirements met, unless otherwise noted at the end of a given sample's analytical results or in a case narrative.

The Detection Limit is defined as the lowest level that can be reliably achieved during routine laboratory conditions.

These results only pertain to the samples submitted for this Work Order # and this report shall not be reproduced except in its entirety.

We certify that the following results are true and accurate to the best of our knowledge. If you have questions or need further assistance, please contact our Customer Service Department.

Approved by:



Nicole Skyleson
Data Reporting Manager

Laboratory Certification Numbers (as applicable to sample's origin state):

Warwick RI * RI LAI00033, MA M-RI015, CT PH-0508 Hudson MA * M-MA1117, RI LAO00319





R.I. Analytical Laboratories, Inc.

Laboratory Report

Dumplings Association, Inc.

Work Order #: 2006-08648

Project Name: DREDGE ANALYSIS

Sample Number: 001
Sample Description: SEZ COMPOSITE OF 2 2-FOOT CORES
Sample Type : COMPOSITE
Sample Date / Time : 6/02/2020 @ 13:00

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Tributyltin	See Attached			GC/MS	6/11/2020 14:32	*EF
Total Solids	70.1	0.00005	%	SM2540G 18-21ed	6/5/2020 15:50	TP
Total Volatile Solids	2.5	0.00005	%	SM2540G 18-21ed	6/5/2020 15:50	TP
Organic Content	30.7	0.1	%	ASTM D-2974-87	6/5/2020 16:00	TP
Polychlorinated Biphenyls (PCB'S)						
Aroclor-1016	<0.1	0.1	mg/kg dry	SW-846 8082A	6/9/2020 11:38	JMS
Aroclor-1221	<0.1	0.1	mg/kg dry	SW-846 8082A	6/9/2020 11:38	JMS
Aroclor-1232	<0.1	0.1	mg/kg dry	SW-846 8082A	6/9/2020 11:38	JMS
Aroclor-1242	<0.1	0.1	mg/kg dry	SW-846 8082A	6/9/2020 11:38	JMS
Aroclor-1248	<0.1	0.1	mg/kg dry	SW-846 8082A	6/9/2020 11:38	JMS
Aroclor-1254	<0.1	0.1	mg/kg dry	SW-846 8082A	6/9/2020 11:38	JMS
Aroclor-1260	<0.1	0.1	mg/kg dry	SW-846 8082A	6/9/2020 11:38	JMS
Surrogate			RANGE			
Tetrachloro-m-xylene (TCMX)	46		30-150%	SW-846 8082A	6/9/2020 12:36	JMS
Decachlorobiphenyl	37		30-150%	SW-846 8082A	6/9/2020 12:36	JMS
Extraction Date				SW-846 3546	6/4/2020 13:00	SRM
PAH						
Naphthalene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Acenaphthylene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Acenaphthene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Fluorene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Phenanthrene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Anthracene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Fluoranthene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Pyrene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Benzo(a)anthracene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Chrysene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Benzo(b)fluoranthene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Benzo(k)fluoranthene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Benzo(a)pyrene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Indeno(1,2,3-cd)pyrene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Dibenzo(a,h)anthracene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Benzo(g,h,i)perylene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
2-Methylnaphthalene	<0.47	0.47	mg/kg dry	SW-846 8270D	6/13/2020 3:14	JBW
Moisture	29.8		%	SM2540G 18-21ed	6/4/2020 9:30	JMS
Surrogates			RANGE	SW-846 8270D	6/15/2020 14:22	JBW
Nitrobenzene-d5	16*		30-130%	SW-846 8270D	6/13/2020 3:14	JBW
2-Fluorobiphenyl	23*		30-130%	SW-846 8270D	6/13/2020 3:14	JBW
P-Terphenyl-d14	7.5*		30-130%	SW-846 8270D	6/13/2020 3:14	JBW

R.I. Analytical Laboratories, Inc.

Laboratory Report

Dumplings Association, Inc.

Work Order #: 2006-08648

Project Name: DREDGE ANALYSIS

Sample Number: 001
Sample Description: SEZ COMPOSITE OF 2 2-FOOT CORES
Sample Type : COMPOSITE
Sample Date / Time : 6/02/2020 @ 13:00

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Semi Extraction Date				SW-846 3546	6/4/2020 13:00	SRM
Total Metals Analyzed by ICP						
Arsenic	<3.5	3.5	mg/kg dry	SW-846 6010C	6/8/2020 19:57	AJD
Cadmium	<0.35	0.35	mg/kg dry	SW-846 6010C	6/8/2020 19:57	AJD
Chromium	19	2.1	mg/kg dry	SW-846 6010C	6/8/2020 19:57	AJD
Copper	12	3.5	mg/kg dry	SW-846 6010C	6/8/2020 19:57	AJD
Lead	12	2.8	mg/kg dry	SW-846 6010C	6/8/2020 19:57	AJD
Zinc	44	2.8	mg/kg dry	SW-846 6010C	6/8/2020 19:57	AJD
Total Metals						
Mercury	<0.12	0.12	mg/kg dry	SW-846 7471B	6/9/2020 13:40	RB
Percent Solids	70.2		%	SM2540G 18-21ed	6/4/2020 9:30	JMS
ICP Digestion				SW-846 3050B	6/8/2020 15:39	RB
Mercury Digestion				SW-846 7471B	6/9/2020 12:01	RB

625 = * Surrogate recovery below QC acceptance criteria due to suspected sample matrix interference.
 Results were confirmed with matrix spike and duplicate sample extracted in the same analytical extraction set, therefore re-extraction is not required. Matrix spike not only had low surrogates, but also low matrix spike recovery.

Sample Number: 002
Sample Description: SEZ GRAIN SIZE COMPOSITE OF 4 1-FOOT CORES
Sample Type : COMPOSITE
Sample Date / Time : 6/02/2020 @ 13:00

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Wet Sieve analysis	See Attached			ASTM	6/11/2020 0:00	*GT

*EF Triphenyltin analyzed by Eurofins Eaton Analytical.

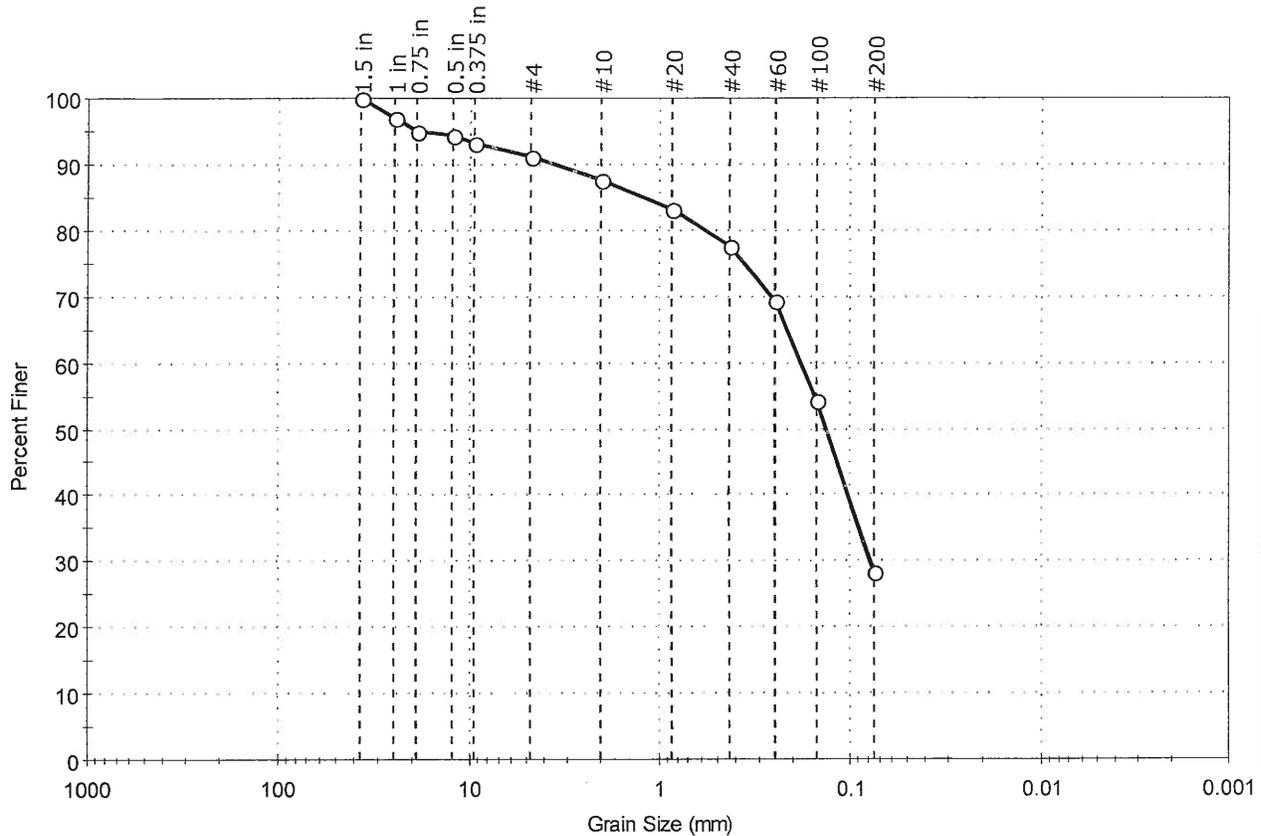
*GT Particle size analyzed by GeoTesting Express.





Client: R.I. Analytical Laboratories, Inc.
 Project: 2006-08648
 Location: 2006-08648
 Boring ID: --- Sample Type: jar Tested By: ckg
 Sample ID: 2006-08648-002 Test Date: 06/11/20 Checked By: bfs
 Depth: --- Test Id: 559390
 Test Comment: ---
 Visual Description: Moist, dark gray silty sand
 Sample Comment: ---

Particle Size Analysis - ASTM D422



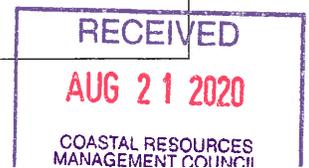
% Cobble	% Gravel	% Sand	% Silt & Clay Size
—	8.8	62.8	28.4

Sieve Name	Sieve Size, mm	Percent Finer	Spec. Percent	Complies
1.5 in	37.50	100		
1 in	25.00	97		
0.75 in	19.00	95		
0.5 in	12.50	94		
0.375 in	9.50	93		
#4	4.75	91		
#10	2.00	88		
#20	0.85	83		
#40	0.42	77		
#60	0.25	69		
#100	0.15	54		
#200	0.075	28		

Coefficients	
D ₈₅ = 1.2151 mm	D ₃₀ = 0.0783 mm
D ₆₀ = 0.1815 mm	D ₁₅ = N/A
D ₅₀ = 0.1335 mm	D ₁₀ = N/A
C _u = N/A	C _c = N/A

Classification	
ASTM	N/A
AASHTO	Silty Gravel and Sand (A-2-4 (0))

Sample/Test Description	
Sand/Gravel Particle Shape : ANGULAR	
Sand/Gravel Hardness : HARD	

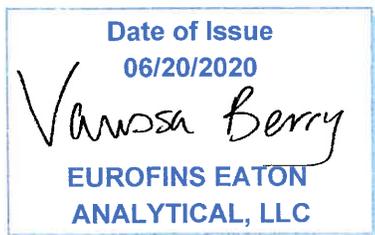


750 Royal Oaks Drive, Suite 100
Monrovia, California 91016-3629
Tel: (626) 386-1100
Fax: (866) 988-3757
1 800 566 LABS (1 800 566 5227)

Laboratory Report

for

Rhode Island Analytical Laboratory
41 Illinois Avenue
Warwick, RI 02888-3007
Attention: Alan Ford
Fax: 978-568-0078



Utah ELCP CA00006

ZIA8: Vanessa Berry
Project Manager

Report: 874868
Project: SUBCONTRACT
Group: Tributyltin Soil

- * Accredited in accordance with TNI 2016 and ISO/IEC 17025:2017.
- * Laboratory certifies that the test results meet all **TNI 2016 and ISO/IEC 17025:2017** requirements unless noted under the individual analysis.
- * Following the cover page are State Certification List, ISO 17025 Accredited Method List, Acknowledgement of Samples Received, Comments, Hits Report, Data Report, QC Summary, QC Report and Regulatory Forms, as applicable.
- * Test results relate only to the sample(s) tested.
- * Test results apply to the sample(s) as received, unless otherwise noted in the comments report (ISO/IEC 17025:2017).
- * This report shall not be reproduced except in full, without the written approval of the laboratory.
- * This report includes ISO/IEC 17025 and non-ISO 17025 accredited methods.



STATE CERTIFICATION LIST

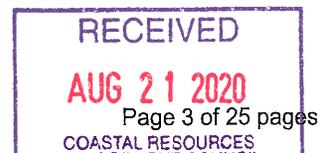
State	Certification Number	State	Certification Number
Alabama	41060	Montana	Cert 0035
Arizona	AZ0778	Nebraska	Certified
Arkansas	Certified	Nevada	CA000062018
California	2813	New Hampshire *	2959
Colorado	Certified	New Jersey *	CA 008
Connecticut	PH-0107	New Mexico	Certified
Delaware	CA 006	New York *	11320
Florida *	E871024	North Carolina	06701
Georgia	947	North Dakota	R-009
Guam	18-005R	Oregon *	CA200003-005
Hawaii	Certified	Pennsylvania *	68-565
Idaho	Certified	Puerto Rico	Certified
Illinois *	200033	Rhode Island	LAO00326
Indiana	C-CA-01	South Carolina	87016
Iowa - Asbestos	413	South Dakota	Certified
Kansas *	E-10268	Tennessee	TN02839
Kentucky	90107	Texas *	T104704230-18-15
Louisiana *	LA180000	Utah (Primary AB) *	CA00006
Maine	CA0006	Vermont	VT0114
Maryland	224	Virginia *	460260
Commonwealth of Northern Marianas Is.	MP0004	Washington	C838
Massachusetts	M-CA006	EPA Region 5	Certified
Michigan	9906	Los Angeles County Sanitation Districts	10264
Mississippi	Certified		

* NELAP/TNI Recognized Accreditation Bodies

The tests listed below are accredited and meet the requirements of ISO/IEC 17025 as verified by the ANSI-ASQ National Accreditation Board/A2LA. Refer to Certificate and scope of accreditation (5890) found at: <https://www.eurofinsus.com/Eaton>

SPECIFIC TESTS	METHOD OR TECHNIQUE USED	Environmental (Drinking Water)	Environmental (Waste Water)	Water as a Component of Food and Bev/Bev/ Bottled Water
1,2,3-TCP (5 PPT & 0.5 PPT)	CA SRL 524M-TCP	x		x
1,4-Dioxane	EPA 522	x		x
2,3,7,8-TCDD	Modified EPA 1613B	x		x
Acrylamide	In House Method (2440)	x		x
Algal Toxins/Microcystin	In House Method (3570)			
Alkalinity	SM 2320B	x	x	x
Ammonia	EPA 350.1		x	x
Ammonia	SM 4500-NH3 H		x	x
Anions and DBPs by IC	EPA 300.0	x	x	x
Anions and DBPs by IC	EPA 300.1	x		x
Asbestos	EPA 100.2	x	x	
BOD / CBOD	SM 5210B		x	x
Bromate	In House Method (2447)	x		x
Carbamates	EPA 531.2	x		x
Carbonate as CO3	SM 2330B	x	x	x
Carbonyls	EPA 556	x		x
COD	EPA 410.4 / SM 5220D		x	
Chloramines	SM 4500-CL G	x	x	x
Chlorinated Acids	EPA 515.4	x		x
Chlorinated Acids	EPA 555	x		x
Chlorine Dioxide	SM 4500-CLO2 D Palin Test	x		x
Chlorine -Total/Free/ Combined Residual	SM 4500-Cl G	x	x	x
Conductivity	EPA 120.1		x	
Conductivity	SM 2510B	x	x	x
Corrosivity (Langelier Index)	SM 2330B	x		x
Cyanide, Amenable	SM 4500-CN G	x	x	
Cyanide, Free	SM 4500CN F	x	x	x
Cyanide, Total	EPA 335.4	x	x	x
Cyanogen Chloride (screen)	In House Method (2470)	x		x
Diquat and Paraquat	EPA 549.2	x		x
DBP/HAA	SM 6251B	x		x
Dissolved Oxygen	SM 4500-O G		x	x
DOC	SM 5310C	x		x
E. Coli	(MTF/EC+MUG)	x		x
E. Coli	CFR 141.21(f)(6)(i)	x		x
E. Coli	SM 9223		x	
E. Coli (Enumeration)	SM 9221B.1/ SM 9221F	x		x
E. Coli (Enumeration)	SM 9223B	x		x
EDB/DCBP	EPA 504.1	x		
EDB/DCBP and DBP	EPA 551.1	x		x
EDTA and NTA	In House Method (2454)	x		x
Endothall	EPA 548.1	x		x
Endothall	In-house Method (2445)	x		x
Enterococci	SM 9230B	x	x	
Fecal Coliform	SM 9221 E (MTF/EC)	x		
Fecal Coliform	SM 9221 C, E (MTF/EC)		x	
Fecal Coliform (Enumeration)	SM 9221E (MTF/EC)	x		x
Fecal Coliform with Chlorine Present	SM 9221E		x	
Fecal Streptococci	SM 9230B	x	x	
Fluoride	SM 4500-F C	x	x	x
Glyphosate	EPA 547	x		x
Glyphosate + AMPA	In House Method (3618)	x		x
Gross Alpha/Beta	EPA 900.0	x	x	x
Gross Alpha Coprecipitation	SM 7110 C	x	x	x
Hardness	SM 2340B	x	x	x
Heterotrophic Bacteria	In House Method (2439)	x		x
Heterotrophic Bacteria	SM 9215 B	x		x
Hexavalent Chromium	EPA 218.6	x	x	x

SPECIFIC TESTS	METHOD OR TECHNIQUE USED	Environmental (Drinking Water)	Environmental (Waste Water)	Water as a Component of Food and Bev/Bev/ Bottled Water
Hexavalent Chromium	EPA 218.7	x		x
Hexavalent Chromium	SM 3500-Cr B		x	
Hormones	EPA 539	x		x
Hydroxide as OH Calc.	SM 2330B	x		x
Kjeldahl Nitrogen	EPA 351.2		x	
Legionella	Legiolert	x		x
Mercury	EPA 200.8	x		x
Metals	EPA 200.7 / 200.8	x	x	x
Microcystin LR	ELISA (2360)	x		x
Microcystin, Total	EPA 546	x		x
NDMA	EEA/Agilent 521.1 In house method (2425)	x		x
Nitrate/Nitrite Nitrogen	EPA 353.2	x	x	x
OCL, Pesticides/PCB	EPA 505	x		x
Ortho Phosphate	EPA 365.1	x	x	x
Ortho Phosphorous	SM 4500P E	x		x
Oxyhalides Disinfection Byproducts	EPA 317.0	x		x
Perchlorate	EPA 331.0	x		x
Perchlorate (low and high)	EPA 314.0	x		x
Perfluorinated Alkyl Acids	EPA 537	x		x
Perfluorinated Pollutant	In house Method (2434)	x		x
pH	EPA 150.1	x		
pH	SM 4500-H+B	x	x	x
Phenylurea Pesticides/ Herbicides	In House Method, based on EPA 532 (2448)	x		x
Pseudomonas	IDEXX Pseudalert (2461)	x		x
Radium-226	GA Institute of Tech	x		x
Radium-228	GA Institute of Tech	x		x
Radon-222	SM 7500RN	x		x
Residue, Filterable	SM 2540C	x	x	x
Residue, Non-filterable	SM 2540D		x	
Residue, Total	SM 2540B		x	x
Residue, Volatile	EPA 160.4		x	
Semi-VOC	EPA 525.2	x		x
Silica	SM 4500-Si D	x	x	
Silica	SM 4500-SiO2 C	x	x	
Sulfide	SM 4500-S ⁻ D		x	
Sulfite	SM 4500-SO ³ B	x	x	x
Surfactants	SM 5540C	x	x	x
Taste and Odor Analytes	SM 6040E	x		x
Total Coliform (P/A)	SM 9221 A, B	x		x
Total Coliform (Enumeration)	SM 9221 A, B, C	x		x
Total Coliform / E. coli	Colisure SM 9223	x		x
Total Coliform	SM 9221B		x	
Total Coliform with Chlorine Present	SM 9221B		x	
Total Coliform / E.coli (P/A and Enumeration)	SM 9223	x		x
TOC	SM 5310C	x	x	x
TOX	SM 5320B		x	
Total Phenols	EPA 420.1		x	
Total Phenols	EPA 420.4	x	x	x
Total Phosphorous	SM 4500 P E		x	
Triazine Pesticides & Degradates	In House (3617)	x		x
Turbidity	EPA 180.1	x	x	x
Turbidity	SM 2130B	x	x	
Uranium by ICP/MS	EPA 200.8	x		x
UV 254	SM 5910B	x		
VOC	EPA 524.2	x		x
VOC	In House Method (2411)	x		x
Yeast and Mold	SM 9610	x		x
Field Sampling	N/A			



Acknowledgement of Samples Received

Addr: **Rhode Island Analytical Laboratory**
41 Illinois Avenue
Warwick, RI 02888-3007

Client ID: RIANALY
Folder #: 874868
Project: SUBCONTRACT
Sample Group: Tributyltin Soil

Attn: Alan Ford
Phone: 978-568-0041 x132

Project Manager: Vanessa Berry
Phone: 503-310-3905
PO #: 273

The following samples were received from you on **June 05, 2020 at 1159**. They have been scheduled for the tests listed below each sample. If this information is incorrect, please contact your service representative. Thank you for using Eurofins Eaton Analytical, LLC.

Sample #	Sample ID	Sample Date
<u>202006050082</u>	SEZ Composite of 2 2-Foot Cores Variable ID: 2006-08648-001 Tributyltin_Subbed	06/02/2020 1300

Test Description

Reported: 06/20/2020

750 Royal Oaks Drive, Suite 100, Monrovia, CA 91016 Tel (626) 386-1100 Fax (866) 988-3757 www.EurofinsUS.com/Eaton

P10





Eaton Analytical

Laboratory Hits

Tel: (626) 386-1100
Fax: (866) 988-3757
1 800 566 LABS (1 800 566 5227)

Report: 874868
Project: SUBCONTRACT
Group: Tributyltin Soil

Rhode Island Analytical Laboratory
Alan Ford
41 Illinois Avenue
Warwick, RI 02888-3007

Samples Received on:
06/05/2020 1159

Analyzed	Analyte	Sample ID	Result	Federal MCL	Units	MRL
----------	---------	-----------	--------	-------------	-------	-----

SUMMARY OF POSITIVE DATA ONLY





Eaton Analytical

Laboratory Data

Tel: (626) 386-1100
Fax: (866) 988-3757
1 800 566 LABS (1 800 566 5227)

Report: 874868
Project: SUBCONTRACT
Group: Tributyltin Soil

Rhode Island Analytical Laboratory
Alan Ford
41 Illinois Avenue
Warwick, RI 02888-3007

Samples Received on:
06/05/2020 1159

Prepped	Analyzed	Prep Batch	Analytical Batch	Method	Analyte	Result	Units	MRL	Dilution
SEZ Composite of 2 2-Foot Cores (202006050082)						Sampled on 06/02/2020 1300			
Variable ID: 2006-08648-001									
Organotins by Krone et al - 6920 Tributyltin with 0.050 ug/L									
06/06/20	06/11/20 14:32			(Organotins by Krone et al)	Tributyltin	ND	ug/kg	3	1

Rounding on totals after summation.
(c) - indicates calculated results. Analysis is a calculated result. Reported results are not rounded until the final step before reporting. Therefore methods that use a test result with further calculation may have slight differences in final result than the component analyses.



Laboratory Comments

Tel: (626) 386-1100
Fax: (626) 988-3757
1 800 566 LABS (1 800 566 5227)

Report: 874868
Project: SUBCONTRACT
Group: Tributyltin Soil

Rhode Island Analytical Laboratory
Alan Ford
41 Illinois Avenue
Warwick, RI 02888-3007

Folder Comments

Analytical results for Tributyltin are submitted by Calscience Environmental Laboratories, Inc.
Garden Grove, CA ELAP ID 2944

The Comments Report may be blank if there are no comments for this report.

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AUG 21 2020



Environment Testing America

ANALYTICAL REPORT

Eurofins Calscience LLC
7440 Lincoln Way
Garden Grove, CA 92841
Tel: (714)895-5494

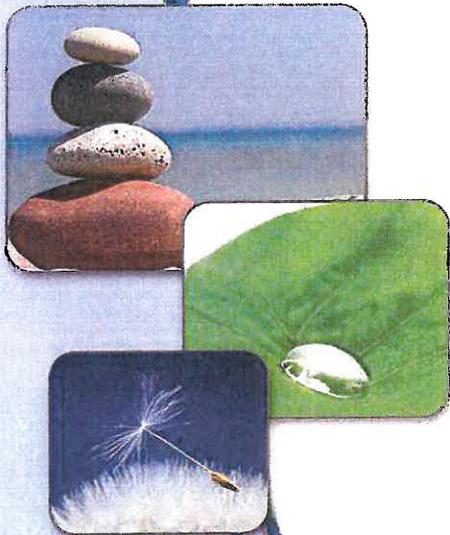
Laboratory Job ID: 570-30259-1
Client Project/Site: 874868

For:
Eurofins Eaton Analytical
750 Royal Oaks Drive
Monrovia, California 91016

Attn: Jaclyn Contreras

Authorized for release by:
6/18/2020 3:03:55 PM

Lori Thompson, Project Manager I
(714)895-5494
lorithompson@eurofinsus.com



LINKS

Review your project results through
Total Access

Have a Question?

Ask The Expert

Visit us at:
www.eurofinsus.com/Env

The test results in this report meet all 2003 NELAC, 2009 TNI, and 2016 TNI requirements for accredited parameters, exceptions are noted in this report. This report may not be reproduced except in full, and with written approval from the laboratory. For questions please contact the Project Manager at the e-mail address or telephone number listed on this page.

This report has been electronically signed and authorized by the signatory. Electronic signature is intended to be the legally binding equivalent of a traditionally handwritten signature.

Results relate only to the items tested and the sample(s) as received by the laboratory.

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AUG 21 2020

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Client: Eurofins Eaton Analytical
 Project/Site: 874868

Job ID: 570-30259-1

3

Qualifiers

GC/MS Semi VOA

Qualifier	Qualifier Description
*3	ISTD response or retention time outside acceptable limits.
F1	MS and/or MSD recovery exceeds control limits.

Glossary

Abbreviation	These commonly used abbreviations may or may not be present in this report.
▫	Listed under the "D" column to designate that the result is reported on a dry weight basis
%R	Percent Recovery
CFL	Contains Free Liquid
CFU	Colony Forming Unit
CNF	Contains No Free Liquid
DER	Duplicate Error Ratio (normalized absolute difference)
Dil Fac	Dilution Factor
DL	Detection Limit (DoD/DOE)
DL, RA, RE, IN	Indicates a Dilution, Re-analysis, Re-extraction, or additional Initial metals/anion analysis of the sample
DLC	Decision Level Concentration (Radiochemistry)
EDL	Estimated Detection Limit (Dioxin)
LOD	Limit of Detection (DoD/DOE)
LOQ	Limit of Quantitation (DoD/DOE)
MCL	EPA recommended "Maximum Contaminant Level"
MDA	Minimum Detectable Activity (Radiochemistry)
MDC	Minimum Detectable Concentration (Radiochemistry)
MDL	Method Detection Limit
ML	Minimum Level (Dioxin)
MPN	Most Probable Number
MQL	Method Quantitation Limit
NC	Not Calculated
ND	Not Detected at the reporting limit (or MDL or EDL if shown)
NEG	Negative / Absent
POS	Positive / Present
PQL	Practical Quantitation Limit
PRES	Presumptive
QC	Quality Control
RER	Relative Error Ratio (Radiochemistry)
RL	Reporting Limit or Requested Limit (Radiochemistry)
RPD	Relative Percent Difference, a measure of the relative difference between two points
TEF	Toxicity Equivalent Factor (Dioxin)
TEQ	Toxicity Equivalent Quotient (Dioxin)
TNTC	Too Numerous To Count

Eurofins Calscience LLC

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 AUG 21 2020
 COASTAL RESOURCES

Case Narrative

Client: Eurofins Eaton Analytical
Project/Site: 874868

Job ID: 570-30259-1

Job ID: 570-30259-1

Laboratory: Eurofins Calscience LLC

4

Narrative

Job Narrative
570-30259-1

Comments

No additional comments.

Receipt

The sample was received on 6/8/2020 1:40 PM; the sample arrived in good condition, and where required, properly preserved and on ice. The temperature of the cooler at receipt was 3.2° C.

GC/MS Semi VOA

No analytical or quality issues were noted, other than those described in the Definitions/Glossary page.

Organic Prep

No analytical or quality issues were noted, other than those described in the Definitions/Glossary page.

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Detection Summary

Page 18 of 30

Client: Eurofins Eaton Analytical
Project/Site: 874868

Job ID: 570-30259-1

Client Sample ID: 202006050082

Lab Sample ID: 570-30259-1

No Detections.

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This Detection Summary does not include radiochemical test results.

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Client Sample Results

Page 19 of 30

Client: Eurofins Eaton Analytical
Project/Site: 874868

Job ID: 570-30259-1

Method: Organotins SIM - Organotins (GC/MS SIM)

Client Sample ID: 202006050082
Date Collected: 06/02/20 13:00
Date Received: 06/08/20 13:40

Lab Sample ID: 570-30259-1
Matrix: Solid

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Tributyltin	ND		3.0	1.5	ug/Kg		06/08/20 18:36	06/11/20 14:32	1

Surrogate	%Recovery	Qualifier	Limits	Prepared	Analyzed	Dil Fac
Tripentyltin	31		27 - 135	06/08/20 18:36	06/11/20 14:32	1

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Surrogate Summary

Client: Eurofins Eaton Analytical
Project/Site: 874868

Job ID: 570-30259-1

Method: Organotins SIM - Organotins (GC/MS SIM)

Matrix: Solid

Prep Type: Total/NA

Percent Surrogate Recovery (Acceptance Limits)

Lab Sample ID	Client Sample ID	TPTT (27-135)
570-30259-1	202006050082	31
660-102478-A-1-A MS	Matrix Spike	45
660-102478-A-1-B MSD	Matrix Spike Duplicate	32
LCS 570-74054/2-A	Lab Control Sample	76
LCSD 570-74054/3-A	Lab Control Sample Dup	65
MB 570-74054/1-A	Method Blank	44
MB 570-74054/1-A	Method Blank	93 *3

Surrogate Legend

TPTT = Triphenyltin

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CONTACT RESOURCES

QC Sample Results

Client: Eurofins Eaton Analytical
Project/Site: 874868

Job ID: 570-30259-1

Method: Organotins SIM - Organotins (GC/MS SIM)

Lab Sample ID: MB 570-74054/1-A
Matrix: Solid
Analysis Batch: 74767

Client Sample ID: Method Blank
Prep Type: Total/NA
Prep Batch: 74054

Analyte	MB MB		RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
	Result	Qualifier							
Tributyltin	ND	*3	3.0	1.5	ug/Kg		06/08/20 15:59	06/11/20 12:42	1
Surrogate	MB MB		Limits			D	Prepared	Analyzed	Dil Fac
%Recovery	Qualifier								
Tripentyltin	93	*3	27 - 135				06/08/20 15:59	06/11/20 12:42	1

Lab Sample ID: MB 570-74054/1-A
Matrix: Solid
Analysis Batch: 74767

Client Sample ID: Method Blank
Prep Type: Total/NA
Prep Batch: 74054

Analyte	MB MB		RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
	Result	Qualifier							
Tributyltin	ND		3.0	1.5	ug/Kg		06/08/20 15:59	06/11/20 17:48	1
Surrogate	MB MB		Limits			D	Prepared	Analyzed	Dil Fac
%Recovery	Qualifier								
Tripentyltin	44		27 - 135				06/08/20 15:59	06/11/20 17:48	1

Lab Sample ID: LCS 570-74054/2-A
Matrix: Solid
Analysis Batch: 74767

Client Sample ID: Lab Control Sample
Prep Type: Total/NA
Prep Batch: 74054

Analyte	Spike Added	LCS LCS		Unit	D	%Rec	%Rec. Limits	
		Result	Qualifier				Limits	
Tributyltin	100	83.14		ug/Kg		83	33 - 147	
Surrogate	LCS LCS		Limits			D	%Rec	Limits
%Recovery	Qualifier							
Tripentyltin	76		27 - 135					

Lab Sample ID: LCSD 570-74054/3-A
Matrix: Solid
Analysis Batch: 74767

Client Sample ID: Lab Control Sample Dup
Prep Type: Total/NA
Prep Batch: 74054

Analyte	Spike Added	LCSD LCSD		Unit	D	%Rec	%Rec. RPD	
		Result	Qualifier				Limits	RPD Limit
Tributyltin	100	69.78		ug/Kg		70	33 - 147	17 20
Surrogate	LCSD LCSD		Limits			D	%Rec	Limits
%Recovery	Qualifier							
Tripentyltin	65		27 - 135					

Lab Sample ID: 660-102478-A-1-A MS
Matrix: Solid
Analysis Batch: 74767

Client Sample ID: Matrix Spike
Prep Type: Total/NA
Prep Batch: 74054

Analyte	Sample Result	Sample Qualifier	Spike Added	MS MS		Unit	D	%Rec	%Rec. Limits	
				Result	Qualifier				Limits	
Tributyltin	24	F1	100	57.55	F1	ug/Kg		33	34 - 142	
Surrogate	MS MS		Limits			D	%Rec	Limits		
%Recovery	Qualifier									
Tripentyltin	45		27 - 135							

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COASTAL RESOURCES

Eurofins Calscience LLC

QC Sample Results

Client: Eurofins Eaton Analytical
 Project/Site: 874868

Job ID: 570-30259-1

Method: Organotins SIM - Organotins (GC/MS SIM) (Continued)

Lab Sample ID: 660-102478-A-1-B MSD Matrix: Solid Analysis Batch: 74767				Client Sample ID: Matrix Spike Duplicate Prep Type: Total/NA Prep Batch: 74054								
Analyte	Sample Result	Sample Qualifier	Spike Added	MSD Result	MSD Qualifier	Unit	D	%Rec	%Rec. Limits	RPD	RPD Limit	
Tributyltin	24	F1	100	44.07	F1	ug/Kg		20	34 - 142	27	50	
Surrogate	MSD %Recovery	MSD Qualifier	Limits									
Tripentyltin	32		27 - 135									

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COASTAL RESOURCES

QC Association Summary

Client: Eurofins Eaton Analytical
Project/Site: 874868

Job ID: 570-30259-1

GC/MS Semi VOA

Prep Batch: 74054

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
570-30259-1	202006050082	Total/NA	Solid	Organotin Prep	
MB 570-74054/1-A	Method Blank	Total/NA	Solid	Organotin Prep	
LCS 570-74054/2-A	Lab Control Sample	Total/NA	Solid	Organotin Prep	
LCSD 570-74054/3-A	Lab Control Sample Dup	Total/NA	Solid	Organotin Prep	
660-102478-A-1-A MS	Matrix Spike	Total/NA	Solid	Organotin Prep	
660-102478-A-1-B MSD	Matrix Spike Duplicate	Total/NA	Solid	Organotin Prep	

Analysis Batch: 74767

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
570-30259-1	202006050082	Total/NA	Solid	Organotins SIM	74054
MB 570-74054/1-A	Method Blank	Total/NA	Solid	Organotins SIM	74054
MB 570-74054/1-A	Method Blank	Total/NA	Solid	Organotins SIM	74054
LCS 570-74054/2-A	Lab Control Sample	Total/NA	Solid	Organotins SIM	74054
LCSD 570-74054/3-A	Lab Control Sample Dup	Total/NA	Solid	Organotins SIM	74054
660-102478-A-1-A MS	Matrix Spike	Total/NA	Solid	Organotins SIM	74054
660-102478-A-1-B MSD	Matrix Spike Duplicate	Total/NA	Solid	Organotins SIM	74054

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COASTAL RESOURCES CONSULTING

Lab Chronicle

Client: Eurofins Eaton Analytical
Project/Site: 874868

Client Sample ID: 202006050082

Lab Sample ID: 570-30259-1

Date Collected: 06/02/20 13:00

Matrix: Solid

Date Received: 06/08/20 13:40

Prep Type	Batch Type	Batch Method	Run	Dil Factor	Initial Amount	Final Amount	Batch Number	Prepared or Analyzed	Analyst	Lab
Total/NA	Prep	Organotin Prep			10.13 g	5 mL	74054	06/08/20 18:36	OM8W	ECL 1
Total/NA	Analysis	Organotins SIM		1			74767	06/11/20 14:32	AJ2Q	ECL 1

Instrument ID: GCMSY

Laboratory References:

ECL 1 = Eurofins Calscience LLC Lincoln, 7440 Lincoln Way, Garden Grove, CA 92841, TEL (714)895-5494

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Eurofins Calscience LLC

Accreditation/Certification Summary

Client: Eurofins Eaton Analytical
Project/Site: 874868

Job ID: 570-30259-1

Laboratory: Eurofins Calscience LLC

All accreditations/certifications held by this laboratory are listed. Not all accreditations/certifications are applicable to this report.

Authority	Program	Identification Number	Expiration Date
California	Los Angeles County Sanitation Districts	10109	09-29-20
California	SCAQMD LAP	17LA0919	11-30-20
California	State	2944	09-29-20
Guam	State	20-003R	10-31-20
Nevada	State	CA00111	07-31-20
Oregon	NELAP	CA300001	01-29-21
USDA	US Federal Programs	P330-20-00034	02-10-23
Washington	State	C916-18	10-11-20



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Method Summary

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Job ID: 570-30259-1

Client: Eurofins Eaton Analytical
Project/Site: 874868

Method	Method Description	Protocol	Laboratory
Organotins SIM	Organotins (GC/MS SIM)	Lab SOP	ECL 1
Organotin Prep	Extraction (Organotins)	None	ECL 1

Protocol References:

Lab SOP = Laboratory Standard Operating Procedure
None = None

Laboratory References:

ECL 1 = Eurofins Calscience LLC Lincoln, 7440 Lincoln Way, Garden Grove, CA 92841, TEL (714)895-5494

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Eurofins Calscience LLC

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Sample Summary

Client: Eurofins Eaton Analytical
Project/Site: 874868

Job ID: 570-30259-1

Lab Sample ID	Client Sample ID	Matrix	Collected	Received	Asset ID
570-30259-1	202006050082	Solid	06/02/20 13:00	06/08/20 13:40	

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Eurofins Calscience LLC

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30259 Date: 6/18/2020

Submittal Form

*REPORTING REQUIREMENTS: Do Not Combine Reports with any other samples submitted under different Folder Numbers!
Report & Invoice must have the Folder # 874868 Job # 1000014

Report all quality control data according to Method. Include dates analyzed. Date extracted (if extracted) and Method reference on the report.
Results must have Complete data & QC with Approval Signature.

eurofins Eurofins Analytical

Ship To:
Eurofins CalScience
7440 Lincoln Way
Garden Grove, CA 92641-1432

Phone: 714-895-5494 Fax: 714-894-7501

Folder #: 874868 Report Due: 06/25/2020

Reports: Jackie Contreras Sub-Contracting Administrator
EMAIL TO: us20_subcontract@eurofins.com
Eurofins Eaton Analytical, LLC 750 Royal Oaks Drive, Suite 100, Monrovia, CA 91016
Phone (626) 386-1165 Fax (626) 386-1122
Invoices to: Eurofins Eaton Analytical, LLC
Accounts Payable 2425 New Holland Pike, Lancaster, PA 17605

Provide in each Report the
Specified State Certification # and
Exp Date for requested tests + matrix.
Samples from: RHODE ISLAND

Sample ID: 202006050082 Client Sample ID for reference on! SEZ Composite of 2 2-Foot Cores

Sample type: Organotins by Krone et al GC/FPD

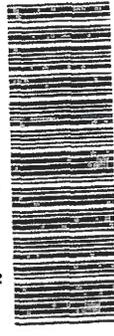
Method: 6920 Tributyltin with 0.050 ug/L

Prep Method: GC/FPD

Analysis Requested:

Sample ID	Sample Date & Time	Matrix	PWS Systemcode	PWSID
202006050082	06/02/20	1300 DW		JLS

Sample Event: Sample Point ID: Facility ID: Static ID:



570-30259 Chain of Custody

Relinquished by: *Jackie Contreras* Date: 6-8-20 Time: 1:00
 Received by: *Jackie Contreras* Date: 6-8-20 Time: 12:58
 Relinquished by: *Jackie Contreras* Date: 6-8-20 Time: 13:40
 Received by: *Jackie Contreras* Date: 6-8-20 Time: 13:40

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750 Royal Oaks Drive, Suite 100, Monrovia, CA 91016 Tel (626) 386-1100 Fax (626) 988-3757 www.EurofinsUS.com/Eaton

NOTIFICATION REQUIRED IF RECEIVED OUTSIDE OF 0-6 CELSIUS

An Acknowledgement of Receipt is requested to attr: Jackie Contreras

Login Sample Receipt Checklist

Client: Eurofins Eaton Analytical

Job Number: 570-30259-1

Login Number: 30259

List Number: 1

Creator: Le, Danny

List Source: Eurofins Calscience

Question	Answer	Comment
Radioactivity wasn't checked or is \leq background as measured by a survey meter.	N/A	
The cooler's custody seal, if present, is intact.	True	
Sample custody seals, if present, are intact.	True	
The cooler or samples do not appear to have been compromised or tampered with.	True	
Samples were received on ice.	True	
Cooler Temperature is acceptable.	True	
Cooler Temperature is recorded.	True	
COC is present.	True	
COC is filled out in ink and legible.	True	
COC is filled out with all pertinent information.	True	
Is the Field Sampler's name present on COC?	False	Received project as a subcontract.
There are no discrepancies between the containers received and the COC.	True	
Samples are received within Holding Time (excluding tests with immediate HTs)	True	
Sample containers have legible labels.	True	
Containers are not broken or leaking.	True	
Sample collection date/times are provided.	True	
Appropriate sample containers are used.	True	
Sample bottles are completely filled.	True	
Sample Preservation Verified.	True	
There is sufficient vol. for all requested analyses, incl. any requested MS/MSDs	True	
Containers requiring zero headspace have no headspace or bubble is <math><6\text{mm}</math> (1/4").	True	
Multiphasic samples are not present.	True	
Samples do not require splitting or compositing.	True	
Residual Chlorine Checked.	N/A	

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CHAIN OF CUSTODY RECORD

41 Illinois Avenue
Warwick, RI 02888-3007
800-937-2580 • Fax: 401-738-1970

131 Coolidge St., Suite 105
Hudson, MA 01749-1331
800-937-2580 • Fax: 978-568-0078

Date Collected	Time Collected	Field Sample Identification	Grab or Composite	# of Containers & Type ^c	Preservation Code ^p	Matrix Code ^m	PCB - Polychlorinated Biphenyls	PAH - Polynuclear Aromatic Hydrocarbons	Metals: As, Cd, Cr, Cu, Pb, Zn, Hg	VSS - Volatile Suspended Solids	TS - Total Solids (reported as %)	Tributyltin (GC/MS)	Wet Sieve Analysis	LOSS ON IGNITION
6-2-20	1:00 PM	SEZ	G	2AG NP	NP	S	X	X	X	X	X	X		
6-2-20	1:00 PM	SEZ TBT	G	2AG NP	NP	S	X	X	X	X	X	X	X	
6-2-20	1:00 PM	SEZ GRAIN SIZE	G	2AG NP	NP	S	X	X	X	X	X	X	X	
(1) COMPOSITE OF 2 2-FOOT CORES (2) COMPOSITE OF 4 1-FOOT CORES														

Client Information
 Company Name: **Dumplings Association, Inc**
 Address: **P.O. Box 273**
 City / State / Zip: **Jamesstown, RI 02835**
 Telephone: _____
 Contact Person: **Mary Marshall**
 Fax: _____

Project Information
 Project Name: **Dredge Analysis**
 P.O. Number: _____
 Report To: **Mary Marshall**
 Sampled by: _____
 Quote No.: **RIA2005018**
 Email report to these addresses: **mmarshall@cox.net jklinger@ecotonesinc.com**

Relinquished By Signatures	Date	Time	Received By Signatures	Date	Time
	6/3/20	10:25A		6-3-20	10:25

Project Comments
 Circle if applicable: GW-1, GW-2, GW-3, S-1, S-2, S-3 MCP Data Enhancement QC Package? Yes No

Temp. Upon Receipt **3.7 °C**

Lab Use Only
 Sample Pick Up Only
 RIAL sampled; attach field hours
 Shipped on ice
 Workorder No: **2006-0361**

Containers: P=Poly, G=Glass, AG=Amber Glass, V=Vial, St=Sterile Preservatives: A=Ascorbic Acid, NH4=NH4Cl, H=HCl, M=MeOH, N=HNO3, NP=None, S=H2SO4, SB=NaHSO4, SH=NaOH, T=Na2S2O3, Z=ZnOAC
 Matrix Codes: GW=Groundwater, SW=Surface Water, WW=Wastewater, DW=Drinking Water, S=Soil, SL=Sludge, A=Air, B=Bulk/Solid, WP=Wipe, O=

LABORATORY REPORT

Dumplings Association, Inc.
Attn: Mary Marshall
P.O. Box 273
Jamestown, RI 02835

Date Received: 5/29/2020
Date Reported: 6/23/2020
P.O. Number

Work Order #: 2005-08370

Project Name: DREDGE ANALYSIS

Enclosed are the analytical results and Chain of Custody for your project referenced above. The sample(s) were analyzed by our Warwick, RI laboratory unless noted otherwise. When applicable, indication of sample analysis at our Hudson, MA laboratory and/or subcontracted results are noted and subcontracted reports are enclosed in their entirety.

All samples were analyzed within the established guidelines of US EPA approved methods with all requirements met, unless otherwise noted at the end of a given sample's analytical results or in a case narrative.

The Detection Limit is defined as the lowest level that can be reliably achieved during routine laboratory conditions.

These results only pertain to the samples submitted for this Work Order # and this report shall not be reproduced except in its entirety.

We certify that the following results are true and accurate to the best of our knowledge. If you have questions or need further assistance, please contact our Customer Service Department.

Approved by:



Nicole Skyleson
Data Reporting Manager

Laboratory Certification Numbers (as applicable to sample's origin state):

Warwick RI * RI LAI00033, MA M-RI015, CT PH-0508 Hudson MA * M-MA1117, RI LAO00319



R.I. Analytical Laboratories, Inc.

Laboratory Report

Dumplings Association, Inc.

Work Order #: 2005-08370

Project Name: DREDGE ANALYSIS

Sample Number: 001
 Sample Description: SW5 0-1
 Sample Type : COMPOSITE
 Sample Date / Time : 5/28/2020 @ 18:36

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Total Solids	80.2	0.00005	%	SM2540G 18-21ed	6/2/2020 15:20	TP
Total Volatile Solids	1.2	0.00005	%	SM2540G 18-21ed	6/2/2020 15:20	TP
Polychlorinated Biphenyls (PCB'S)						
Aroclor-1016	<0.1	0.1	mg/kg dry	SW-846 8082A	6/2/2020 11:35	JMS
Aroclor-1221	<0.1	0.1	mg/kg dry	SW-846 8082A	6/2/2020 11:35	JMS
Aroclor-1232	<0.1	0.1	mg/kg dry	SW-846 8082A	6/2/2020 11:35	JMS
Aroclor-1242	<0.1	0.1	mg/kg dry	SW-846 8082A	6/2/2020 11:35	JMS
Aroclor-1248	<0.1	0.1	mg/kg dry	SW-846 8082A	6/2/2020 11:35	JMS
Aroclor-1254	<0.1	0.1	mg/kg dry	SW-846 8082A	6/2/2020 11:35	JMS
Aroclor-1260	<0.1	0.1	mg/kg dry	SW-846 8082A	6/2/2020 11:35	JMS
Surrogate			RANGE			
Tetrachloro-m-xylene (TCMX)	42		30-150%	SW-846 8082A	6/2/2020 11:35	JMS
Decachlorobiphenyl	28*		30-150%	SW-846 8082A	6/2/2020 11:35	JMS
Extraction Date				SW-846 3546	5/28/2020 16:02	SRM
PAH						
Naphthalene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 19:03	JBW
Acenaphthylene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 19:03	JBW
Acenaphthene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 19:03	JBW
Fluorene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 19:03	JBW
Phenanthrene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 19:03	JBW
Anthracene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 19:03	JBW
Fluoranthene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 19:03	JBW
Pyrene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 19:03	JBW
Benzo(a)anthracene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 19:03	JBW
Chrysene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 19:03	JBW
Benzo(b)fluoranthene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 19:03	JBW
Benzo(k)fluoranthene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 19:03	JBW
Benzo(a)pyrene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 19:03	JBW
Indeno(1,2,3-cd)pyrene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 19:03	JBW
Dibenzo(a,h)anthracene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 19:03	JBW
Benzo(g,h,i)perylene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 19:03	JBW
2-Methylnaphthalene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 19:03	JBW
Moisture	19.9		%	SM2540G 18-21ed	6/1/2020 11:30	JMS
Surrogates			RANGE	SW-846 8270D	6/2/2020 10:03	JBW
Nitrobenzene-d5	92		30-130%	SW-846 8270D	6/1/2020 19:03	JBW
2-Fluorobiphenyl	91		30-130%	SW-846 8270D	6/1/2020 19:03	JBW
P-Terphenyl-d14	110		30-130%	SW-846 8270D	6/1/2020 19:03	JBW
Semi Extraction Date				SW-846 3546	6/1/2020 11:26	SRM

Total Metals Analyzed by ICP

R.I. Analytical Laboratories, Inc.

Laboratory Report

Dumplings Association, Inc.

Work Order #: 2005-08370

Project Name: DREDGE ANALYSIS

Sample Number: 001
Sample Description: SW5 0-1
Sample Type : COMPOSITE
Sample Date / Time : 5/28/2020 @ 18:36

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Arsenic	<4.2	4.2	mg/kg dry	SW-846 6010C	6/1/2020 17:50	AJD
Cadmium	<0.42	0.42	mg/kg dry	SW-846 6010C	6/1/2020 17:50	AJD
Chromium	21	2.5	mg/kg dry	SW-846 6010C	6/1/2020 17:50	AJD
Copper	56	4.2	mg/kg dry	SW-846 6010C	6/1/2020 17:50	AJD
Lead	59	3.3	mg/kg dry	SW-846 6010C	6/1/2020 17:50	AJD
Zinc	150	3.3	mg/kg dry	SW-846 6010C	6/1/2020 17:50	AJD
Total Metals						
Mercury	0.25	0.11	mg/kg dry	SW-846 7471B	6/1/2020 12:34	AJD
Percent Solids	80.1		%	SM2540G 18-21ed	6/1/2020 11:30	JMS
ICP Digestion				SW-846 3050B	6/1/2020 13:57	RB
Mercury Digestion				SW-846 7471B	6/1/2020 11:27	RB

SW-846 8082A - Surrogate recovery below QC acceptance criteria due to suspected matrix interference.

Sample was re-extracted and analyzed yeilding similar results.



R.I. Analytical Laboratories, Inc.

Laboratory Report

Dumplings Association, Inc.

Work Order #: 2005-08370

Project Name: DREDGE ANALYSIS

Sample Number: 002
Sample Description: SW5 1-2
Sample Type : COMPOSITE
Sample Date / Time : 5/28/2020 @ 18:36

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Total Solids	80.8	0.00005	%	SM2540G 18-21ed	6/2/2020 15:20	TP
Total Volatile Solids	1.0	0.00005	%	SM2540G 18-21ed	6/2/2020 15:20	TP
Polychlorinated Biphenyls (PCB'S)						
Aroclor-1016	<0.1	0.1	mg/kg dry	SW-846 8082A	6/2/2020 12:04	JMS
Aroclor-1221	<0.1	0.1	mg/kg dry	SW-846 8082A	6/2/2020 12:04	JMS
Aroclor-1232	<0.1	0.1	mg/kg dry	SW-846 8082A	6/2/2020 12:04	JMS
Aroclor-1242	<0.1	0.1	mg/kg dry	SW-846 8082A	6/2/2020 12:04	JMS
Aroclor-1248	<0.1	0.1	mg/kg dry	SW-846 8082A	6/2/2020 12:04	JMS
Aroclor-1254	<0.1	0.1	mg/kg dry	SW-846 8082A	6/2/2020 12:04	JMS
Aroclor-1260	<0.1	0.1	mg/kg dry	SW-846 8082A	6/2/2020 12:04	JMS
Surrogate			RANGE			
Tetrachloro-m-xylene (TCMX)	52		30-150%	SW-846 8082A	6/2/2020 12:04	JMS
Decachlorobiphenyl	33		30-150%	SW-846 8082A	6/2/2020 12:04	JMS
Extraction Date				SW-846 3546	5/28/2020 16:02	SRM
PAH						
Naphthalene	<0.41	0.41	mg/kg dry	SW-846 8270D	6/1/2020 18:00	JBW
Acenaphthylene	<0.41	0.41	mg/kg dry	SW-846 8270D	6/1/2020 18:00	JBW
Acenaphthene	<0.41	0.41	mg/kg dry	SW-846 8270D	6/1/2020 18:00	JBW
Fluorene	<0.41	0.41	mg/kg dry	SW-846 8270D	6/1/2020 18:00	JBW
Phenanthrene	<0.41	0.41	mg/kg dry	SW-846 8270D	6/1/2020 18:00	JBW
Anthracene	<0.41	0.41	mg/kg dry	SW-846 8270D	6/1/2020 18:00	JBW
Fluoranthene	<0.41	0.41	mg/kg dry	SW-846 8270D	6/1/2020 18:00	JBW
Pyrene	<0.41	0.41	mg/kg dry	SW-846 8270D	6/1/2020 18:00	JBW
Benzo(a)anthracene	<0.41	0.41	mg/kg dry	SW-846 8270D	6/1/2020 18:00	JBW
Chrysene	<0.41	0.41	mg/kg dry	SW-846 8270D	6/1/2020 18:00	JBW
Benzo(b)fluoranthene	<0.41	0.41	mg/kg dry	SW-846 8270D	6/1/2020 18:00	JBW
Benzo(k)fluoranthene	<0.41	0.41	mg/kg dry	SW-846 8270D	6/1/2020 18:00	JBW
Benzo(a)pyrene	<0.41	0.41	mg/kg dry	SW-846 8270D	6/1/2020 18:00	JBW
Indeno(1,2,3-cd)pyrene	<0.41	0.41	mg/kg dry	SW-846 8270D	6/1/2020 18:00	JBW
Dibenzo(a,h)anthracene	<0.41	0.41	mg/kg dry	SW-846 8270D	6/1/2020 18:00	JBW
Benzo(g,h,i)perylene	<0.41	0.41	mg/kg dry	SW-846 8270D	6/1/2020 18:00	JBW
2-Methylnaphthalene	<0.41	0.41	mg/kg dry	SW-846 8270D	6/1/2020 18:00	JBW
Moisture	19.7		%	SM2540G 18-21ed	6/1/2020 11:30	JMS
Surrogates			RANGE	SW-846 8270D	6/2/2020 10:03	JBW
Nitrobenzene-d5	91		30-130%	SW-846 8270D	6/1/2020 18:00	JBW
2-Fluorobiphenyl	93		30-130%	SW-846 8270D	6/1/2020 18:00	JBW
P-Terphenyl-d14	110		30-130%	SW-846 8270D	6/1/2020 18:00	JBW
Semi Extraction Date				SW-846 3546	6/1/2020 11:26	SRM

Total Metals Analyzed by ICP

R.I. Analytical Laboratories, Inc.

Laboratory Report

Dumplings Association, Inc.

Work Order #: 2005-08370

Project Name: DREDGE ANALYSIS

Sample Number: 002
Sample Description: SW5 1-2
Sample Type : COMPOSITE
Sample Date / Time : 5/28/2020 @ 18:36

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Arsenic	<4.0	4.0	mg/kg dry	SW-846 6010C	6/1/2020 17:54	AJD
Cadmium	<0.40	0.40	mg/kg dry	SW-846 6010C	6/1/2020 17:54	AJD
Chromium	17	2.4	mg/kg dry	SW-846 6010C	6/1/2020 17:54	AJD
Copper	6.3	4.0	mg/kg dry	SW-846 6010C	6/1/2020 17:54	AJD
Lead	8.0	3.2	mg/kg dry	SW-846 6010C	6/1/2020 17:54	AJD
Zinc	40	3.2	mg/kg dry	SW-846 6010C	6/1/2020 17:54	AJD
Total Metals						
Mercury	0.23	0.11	mg/kg dry	SW-846 7471B	6/1/2020 12:35	AJD
Percent Solids	80.3		%	SM2540G 18-21ed	6/1/2020 11:30	JMS
ICP Digestion				SW-846 3050B	6/1/2020 13:57	RB
Mercury Digestion				SW-846 7471B	6/1/2020 11:27	RB

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R.I. Analytical Laboratories, Inc.

Laboratory Report

Dumplings Association, Inc.

Work Order #: 2005-08370

Project Name: DREDGE ANALYSIS

Sample Number: 003
 Sample Description: SW5 2-3
 Sample Type : COMPOSITE
 Sample Date / Time : 5/28/2020 @ 18:36

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Total Solids	80.1	0.00005	%	SM2540G 18-21ed	6/2/2020 15:20	TP
Total Volatile Solids	1.2	0.00005	%	SM2540G 18-21ed	6/2/2020 15:20	TP
Polychlorinated Biphenyls (PCB'S)						
Aroclor-1016	<0.1	0.1	mg/kg dry	SW-846 8082A	6/1/2020 12:34	JMS
Aroclor-1221	<0.1	0.1	mg/kg dry	SW-846 8082A	6/1/2020 12:34	JMS
Aroclor-1232	<0.1	0.1	mg/kg dry	SW-846 8082A	6/1/2020 12:34	JMS
Aroclor-1242	<0.1	0.1	mg/kg dry	SW-846 8082A	6/1/2020 12:34	JMS
Aroclor-1248	<0.1	0.1	mg/kg dry	SW-846 8082A	6/1/2020 12:34	JMS
Aroclor-1254	<0.1	0.1	mg/kg dry	SW-846 8082A	6/1/2020 12:34	JMS
Aroclor-1260	<0.1	0.1	mg/kg dry	SW-846 8082A	6/1/2020 12:34	JMS
Surrogate			RANGE			
Tetrachloro-m-xylene (TCMX)	48		30-150%	SW-846 8082A	6/1/2020 12:34	JMS
Decachlorobiphenyl	32		30-150%	SW-846 8082A	6/1/2020 12:34	JMS
Extraction Date				SW-846 3546	5/28/2020 16:02	SRM
PAH						
Naphthalene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 17:28	JBW
Acenaphthylene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 17:28	JBW
Acenaphthene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 17:28	JBW
Fluorene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 17:28	JBW
Phenanthrene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 17:28	JBW
Anthracene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 17:28	JBW
Fluoranthene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 17:28	JBW
Pyrene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 17:28	JBW
Benzo(a)anthracene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 17:28	JBW
Chrysene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 17:28	JBW
Benzo(b)fluoranthene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 17:28	JBW
Benzo(k)fluoranthene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 17:28	JBW
Benzo(a)pyrene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 17:28	JBW
Indeno(1,2,3-cd)pyrene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 17:28	JBW
Dibenzo(a,h)anthracene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 17:28	JBW
Benzo(g,h,i)perylene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 17:28	JBW
2-Methylnaphthalene	<0.42	0.42	mg/kg dry	SW-846 8270D	6/1/2020 17:28	JBW
Moisture	20.4		%	SM2540G 18-21ed	6/1/2020 11:30	SRM
Surrogates			RANGE	SW-846 8270D	6/2/2020 10:03	SRM
Nitrobenzene-d5	86		30-130%	SW-846 8270D	6/1/2020 17:28	JBW
2-Fluorobiphenyl	88		30-130%	SW-846 8270D	6/1/2020 17:28	JBW
P-Terphenyl-d14	110		30-130%	SW-846 8270D	6/1/2020 17:28	JBW
Semi Extraction Date				SW-846 3546	6/1/2020 11:26	SRM

Total Metals Analyzed by ICP

P38



R.I. Analytical Laboratories, Inc.

Laboratory Report

Dumplings Association, Inc.

Work Order #: 2005-08370

Project Name: DREDGE ANALYSIS

Sample Number: 003
Sample Description: SW5 2-3
Sample Type : COMPOSITE
Sample Date / Time : 5/28/2020 @ 18:36

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Arsenic	<3.1	3.1	mg/kg dry	SW-846 6010C	6/1/2020 17:58	AJD
Cadmium	<0.31	0.31	mg/kg dry	SW-846 6010C	6/1/2020 17:58	AJD
Chromium	14	1.8	mg/kg dry	SW-846 6010C	6/1/2020 17:58	AJD
Copper	6.1	3.1	mg/kg dry	SW-846 6010C	6/1/2020 17:58	AJD
Lead	3.9	2.5	mg/kg dry	SW-846 6010C	6/1/2020 17:58	AJD
Zinc	29	2.5	mg/kg dry	SW-846 6010C	6/1/2020 17:58	AJD
Total Metals						
Mercury	<0.11	0.11	mg/kg dry	SW-846 7471B	6/1/2020 12:36	AJD
Percent Solids	79.6		%	SM2540G 18-21ed	6/1/2020 11:30	JMS
ICP Digestion				SW-846 3050B	6/1/2020 13:57	RB
Mercury Digestion				SW-846 7471B	6/1/2020 11:27	RB

Sample Number: 004
Sample Description: SW5 TBT
Sample Type : COMPOSITE
Sample Date / Time : 5/28/2020 @ 18:36

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Tributyltin	See Attached			GC/MS	6/11/2020 14:14	*EF

*EF Triphenyltin analyzed by Eurofins Eaton Analytical.

Samples were received at the laboratory outside of acceptable temperature range of 0-6 C.



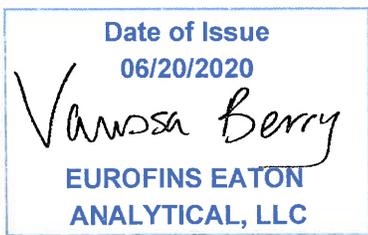


750 Royal Oaks Drive, Suite 100
Monrovia, California 91016-3629
Tel: (626) 386-1100
Fax: (866) 988-3757
1 800 566 LABS (1 800 566 5227)

Laboratory Report

for

Rhode Island Analytical Laboratory
41 Illinois Avenue
Warwick, RI 02888-3007
Attention: Alan Ford
Fax: 978-568-0078



Utah ELCP CA00006

ZIA8: Vanessa Berry
Project Manager

Report: 874645
Project: SUBCONTRACT
Group: Tributyltin Soil

- * Accredited in accordance with TNI 2016 and ISO/IEC 17025:2017.
- * Laboratory certifies that the test results meet all **TNI 2016 and ISO/IEC 17025:2017** requirements unless noted under the individual analysis.
- * Following the cover page are State Certification List, ISO 17025 Accredited Method List, Acknowledgement of Samples Received, Comments, Hits Report, Data Report, QC Summary, QC Report and Regulatory Forms, as applicable.
- * Test results relate only to the sample(s) tested.
- * Test results apply to the sample(s) as received, unless otherwise noted in the comments report (ISO/IEC 17025:2017).
- * This report shall not be reproduced except in full, without the written approval of the laboratory.
- * This report includes ISO/IEC 17025 and non-ISO 17025 accredited methods.

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CALSTAT REGULATORY

STATE CERTIFICATION LIST

State	Certification Number	State	Certification Number
Alabama	41060	Montana	Cert 0035
Arizona	AZ0778	Nebraska	Certified
Arkansas	Certified	Nevada	CA000062018
California	2813	New Hampshire *	2959
Colorado	Certified	New Jersey *	CA 008
Connecticut	PH-0107	New Mexico	Certified
Delaware	CA 006	New York *	11320
Florida *	E871024	North Carolina	06701
Georgia	947	North Dakota	R-009
Guam	18-005R	Oregon *	CA200003-005
Hawaii	Certified	Pennsylvania *	68-565
Idaho	Certified	Puerto Rico	Certified
Illinois *	200033	Rhode Island	LAO00326
Indiana	C-CA-01	South Carolina	87016
Iowa - Asbestos	413	South Dakota	Certified
Kansas *	E-10268	Tennessee	TN02839
Kentucky	90107	Texas *	T104704230-18-15
Louisiana *	LA180000	Utah (Primary AB) *	CA00006
Maine	CA0006	Vermont	VT0114
Maryland	224	Virginia *	460260
Commonwealth of Northern Marianas Is.	MP0004	Washington	C838
Massachusetts	M-CA006	EPA Region 5	Certified
Michigan	9906	Los Angeles County Sanitation Districts	10264
Mississippi	Certified		

* NELAP/TNI Recognized Accreditation Bodies

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The tests listed below are accredited and meet the requirements of ISO/IEC 17025 as verified by the ANSI-ASQ National Accreditation Board/A2LA. Refer to Certificate and scope of accreditation (5890) found at: <https://www.eurofinsus.com/Eaton>

SPECIFIC TESTS	METHOD OR TECHNIQUE USED	Environmental (Drinking Water)	Environmental (Waste Water)	Water as a Component of Food and Bev/Bev/ Bottled Water
1,2,3-TCP (5 PPT & 0.5 PPT)	CA SRL 524M-TCP	x		x
1,4-Dioxane	EPA 522	x		x
2,3,7,8-TCDD	Modified EPA 1613B	x		x
Acrylamide	In House Method (2440)	x		x
Algal Toxins/Microcystin	In House Method (3570)			
Alkalinity	SM 2320B	x	x	x
Ammonia	EPA 350.1		x	x
Ammonia	SM 4500-NH3 H		x	x
Anions and DBPs by IC	EPA 300.0	x	x	x
Anions and DBPs by IC	EPA 300.1	x		x
Asbestos	EPA 100.2	x	x	
BOD / CBOD	SM 5210B		x	x
Bromate	In House Method (2447)	x		x
Carbamates	EPA 531.2	x		x
Carbonate as CO3	SM 2330B	x	x	x
Carbonyls	EPA 556	x		x
COD	EPA 410.4 / SM 5220D		x	
Chloramines	SM 4500-CL G	x	x	x
Chlorinated Acids	EPA 515.4	x		x
Chlorinated Acids	EPA 555	x		x
Chlorine Dioxide	SM 4500-CLO2 D Palin Test	x		x
Chlorine -Total/Free/ Combined Residual	SM 4500-Cl G	x	x	x
Conductivity	EPA 120.1		x	
Conductivity	SM 2510B	x	x	x
Corrosivity (Langelier Index)	SM 2330B	x		x
Cyanide, Amenable	SM 4500-CN G	x	x	
Cyanide, Free	SM 4500CN F	x	x	x
Cyanide, Total	EPA 335.4	x	x	x
Cyanogen Chloride (screen)	In House Method (2470)	x		x
Diquat and Paraquat	EPA 549.2	x		x
DBP/HAA	SM 6251B	x		x
Dissolved Oxygen	SM 4500-O G		x	x
DOC	SM 5310C	x		x
E. Coli	(MTF/EC+MUG)	x		x
E. Coli	CFR 141.21(f)(6)(i)	x		x
E. Coli	SM 9223		x	
E. Coli (Enumeration)	SM 9221B.1/ SM 9221F	x		x
E. Coli (Enumeration)	SM 9223B	x		x
EDB/DCBP	EPA 504.1	x		
EDB/DBCP and DBP	EPA 551.1	x		x
EDTA and NTA	In House Method (2454)	x		x
Endothall	EPA 548.1	x		x
Endothall	In-house Method (2445)	x		x
Enterococci	SM 9230B	x	x	
Fecal Coliform	SM 9221 E (MTF/EC)	x		
Fecal Coliform	SM 9221C, E (MTF/EC)		x	
Fecal Coliform (Enumeration)	SM 9221E (MTF/EC)	x		x
Fecal Coliform with Chlorine Present	SM 9221E		x	
Fecal Streptococci	SM 9230B	x	x	
Fluoride	SM 4500-F C	x	x	x
Glyphosate	EPA 547	x		x
Glyphosate + AMPA	In House Method (3618)	x		x
Gross Alpha/Beta	EPA 900.0	x	x	x
Gross Alpha Coprecipitation	SM 7110 C	x	x	x
Hardness	SM 2340B	x	x	x
Heterotrophic Bacteria	In House Method (2439)	x		x
Heterotrophic Bacteria	SM 9215 B	x		x
Hexavalent Chromium	EPA 218.6	x	x	x

SPECIFIC TESTS	METHOD OR TECHNIQUE USED	Environmental (Drinking Water)	Environmental (Waste Water)	Water as a Component of Food and Bev/Bev/ Bottled Water
Hexavalent Chromium	EPA 218.7	x		x
Hexavalent Chromium	SM 3500-Cr B		x	
Hormones	EPA 539	x		x
Hydroxide as OH Calc.	SM 2330B	x		x
Kjeldahl Nitrogen	EPA 351.2		x	
Legionella	Legiolert	x		x
Mercury	EPA 200.8	x		x
Metals	EPA 200.7 / 200.8	x	x	x
Microcystin LR	ELISA (2360)	x		x
Microcystin, Total	EPA 546	x		x
NDMA	EEA/Agilent 521.1 In house method (2425)	x		x
Nitrate/Nitrite Nitrogen	EPA 353.2	x	x	x
OCL, Pesticides/PCB	EPA 505	x		x
Ortho Phosphate	EPA 365.1	x	x	x
Ortho Phosphorous	SM 4500P E	x		x
Oxyhalides Disinfection Byproducts	EPA 317.0	x		x
Perchlorate	EPA 331.0	x		x
Perchlorate (low and high)	EPA 314.0	x		x
Perfluorinated Alkyl Acids	EPA 537	x		x
Perfluorinated Pollutant	In house Method (2434)	x		x
pH	EPA 150.1	x		
pH	SM 4500-H+B	x	x	x
Pheny/urea Pesticides/ Herbicides	In House Method, based on EPA 532 (2448)	x		x
Pseudomonas	IDEXX Pseudalert (2461)	x		x
Radium-226	GA Institute of Tech	x		x
Radium-228	GA Institute of Tech	x		x
Radon-222	SM 7500RN	x		x
Residue, Filterable	SM 2540C	x	x	x
Residue, Non-filterable	SM 2540D		x	
Residue, Total	SM 2540B		x	x
Residue, Volatile	EPA 160.4		x	
Semi-VOC	EPA 525.2	x		x
Silica	SM 4500-Si D	x	x	
Silica	SM 4500-SiO2 C	x	x	
Sulfide	SM 4500-S ⁻ D		x	
Sulfite	SM 4500-SO ³ B	x	x	x
Surfactants	SM 5540C	x	x	x
Taste and Odor Analytes	SM 6040E	x		x
Total Coliform (P/A)	SM 9221 A, B	x		x
Total Coliform (Enumeration)	SM 9221 A, B, C	x		x
Total Coliform / E. coli	Colisure SM 9223	x		x
Total Coliform	SM 9221B		x	
Total Coliform with Chlorine Present	SM 9221B		x	
Total Coliform / E.coli (P/A and Enumeration)	SM 9223	x		x
TOC	SM 5310C	x	x	x
TOX	SM 5320B		x	
Total Phenols	EPA 420.1		x	
Total Phenols	EPA 420.4	x	x	x
Total Phosphorous	SM 4500 P E		x	
Triazine Pesticides & Degradates	In House (3617)	x		x
Turbidity	EPA 180.1	x	x	x
Turbidity	SM 2130B	x	x	
Uranium by ICP/MS	EPA 200.8	x		x
UV 254	SM 5910B	x		
VOC	EPA 524.2	x		x
VOC	In House Method (2411)	x		
Yeast and Mold	SM 9610	x		
Field Sampling	N/A			

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Acknowledgement of Samples Received

Addr: **Rhode Island Analytical Laboratory**
41 Illinois Avenue
Warwick, RI 02888-3007

Client ID: RIANALY
Folder #: 874645
Project: SUBCONTRACT
Sample Group: Tributyltin Soil

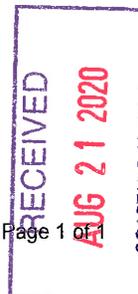
Attn: Alan Ford
Phone: 978-568-0041 x132

Project Manager: Vanessa Berry
Phone: 503-310-3905
PO #: 266

The following samples were received from you on **June 04, 2020 at 1439**. They have been scheduled for the tests listed below each sample. If this information is incorrect, please contact your service representative. Thank you for using Eurofins Eaton Analytical, LLC.

Sample #	Sample ID	Sample Date
<u>202006040237</u>	SW5 TBT	05/28/2020 0636
	Variable ID: 2005-08370-004	
	Tributyltin_Subbed	

Test Description





Eaton Analytical

INTERNAL CHAIN OF CUSTODY RECORD

EEA Folder Number: 874645

SAMPLE TEMP RECEIVED:

Note: If samples are out of temperature range, let the AS/MS know. AS/MS will determine whether to proceed with analysis or not.

SAMPLES REC'D DAY OF COLLECTION? Yes / No

IR Gun ID = 649K (Observation = 6.1 °C) (Corr. Factor -0.3 °C) (Final = 5.8 °C)

TYPE OF ICE: Real Synthetic No Ice Frozen Partially Frozen Thawed N/A

METHOD OF SHIPMENT: Pick-Up / Walk-In / FedEx / UPS / DHL / Area Fast / Top Line / Other: UPS 2ND DAY AIR

Compliance Acceptance Criteria:

TRACKING #: 1Z F32 716 02 5625 9579

- 1) Chemistry: >0, ≤ 6°C, not frozen (NELAP) (if received after 24 hrs of sample collection)
- 2) Microbiology, Distribution: < 10°C, not frozen (can be ≥ 10°C if received on ice the same day as sample collection, within 8 hours)
- 3) Microbiology, Surface Water: < 10°C (if received after 2 hours of sample collection)

If out of temperature range for both Chemistry and Microbiology samples and temperature does not confirm, then measure the temperature of each quadrant and record each temperature of the quadrants

1 = (Observation = _____ °C) (Corr. Factor = _____ °C) (Final = _____ °C)	2 = (Observation = _____ °C) (Corr. Factor = _____ °C) (Final = _____ °C)
3 = (Observation = _____ °C) (Corr. Factor = _____ °C) (Final = _____ °C)	4 = (Observation = _____ °C) (Corr. Factor = _____ °C) (Final = _____ °C)

4 Dioxin (1613 or 2,3,7,8 TCDD): must be between 0-4 °C, not frozen (if received after 24 hrs of sample collection)

5) pH Check. Manufacturer: _____ Lot Number: _____ pH strip type: 0 - 14 or _____ Expiration Date: _____ Results: _____

6) Chlorine check. Manufacturer: Sansafe. Lot No.: _____ Expiration Date: _____ Results: _____

7) VOA Headspace: No Samples with Headspace: Samples with Headspace (see below):
Headspace Documentation (use additional VOC Internal COFC for additional bottles)

Exempt from headspace concerns: Methods 515.4, HAA(6251,552), 505, SPME, @CH, 532LCMS, 556, 536, Anatoxin, LCMS methods using 40 ml vials, International clients:

Samp ID	Bottle #	None/<6 mm	>6mm	Samp ID	Bottle #	None/<6 mm	>6mm

Note Sample IDs which have dissimilar headspace (i.e. potential sampling errors): _____

RECEIVED BY: [Signature] SIGNATURE [Signature] COMPANY/TITLE: Eurofins Eaton Analytical DATE: 6-4-20 TIME: 1430

RECEIVED
QA FO 0083.7 (QA FO-FRM5504) (5/23/18) Ver 7
AUG 21 2020



Eaton Analytical

Laboratory Hits

Tel: (626) 386-1100
Fax: (666) 988-3757
1 800 566 LABS (1 800 566 5227)

Report: 874645
Project: SUBCONTRACT
Group: Tributyltin Soil

Rhode Island Analytical Laboratory
Alan Ford
41 Illinois Avenue
Warwick, RI 02888-3007

Samples Received on:
06/04/2020 1439

Analyzed	Analyte	Sample ID	Result	Federal MCL	Units	MRL
06/11/2020 14:14	Tributyltin	<u>SW5 TBT</u>	16		ug/kg	3

SUMMARY OF POSITIVE DATA ONLY

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AUG 21 2020



Eaton Analytical

Laboratory Data

Tel: (626) 386-1100
Fax: (866) 988-3757
1 800 566 LABS (1 800 566 5227)

Report: 874645
Project: SUBCONTRACT
Group: Tributyltin Soil

Rhode Island Analytical Laboratory
Alan Ford
41 Illinois Avenue
Warwick, RI 02888-3007

Samples Received on:
06/04/2020 1439

Prepped	Analyzed	Prep Batch	Analytical Batch	Method	Analyte	Result	Units	MRL	Dilution
SW5 TBT (202006040237)						Sampled on 05/28/2020 0636			
Variable ID: 2005-08370-004									
Organotins by Krone et al - 6920 Tributyltin with 0.050 ug/L									
06/08/20	06/11/20	14:14		(Organotins by Krone Tributyltin et al)		16	ug/kg	3	1

Rounding on totals after summation.
(c) - indicates calculated results. Analysis is a calculated result. Reported results are not rounded until the final step before reporting. Therefore methods that use a test result with further calculation may have slight differences in final result than the component analyses.

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Laboratory Comments

Tel: (626) 386-1100
Fax: (866) 988-3757
1 800 566 LABS (1 800 566 5227)

Report: 874645
Project: SUBCONTRACT
Group: Tributyltin Soil

Rhode Island Analytical Laboratory
Alan Ford
41 Illinois Avenue
Warwick, RI 02888-3007

Folder Comments

Analytical results for Tributyltin are submitted by Calscience Environmental Laboratories, Inc.
Garden Grove, CA ELAP ID 2944 exp 9-30-2020

The Comments Report may be blank if there are no comments for this report.

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Environment Testing
America

ANALYTICAL REPORT

Eurofins Calscience LLC
7440 Lincoln Way
Garden Grove, CA 92841
Tel: (714)895-5494

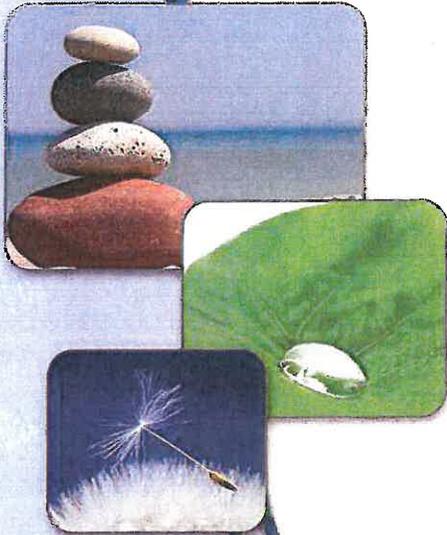
Laboratory Job ID: 570-30078-1
Client Project/Site: 874645

For:
Eurofins Eaton Analytical
750 Royal Oaks Drive
Monrovia, California 91016

Attn: Jaclyn Contreras

Authorized for release by:
6/18/2020 3:01:45 PM

Lori Thompson, Project Manager I
(714)895-5494
lorithompson@eurofinsus.com



LINKS

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results through
Total Access

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The
Expert**

Visit us at:

www.eurofinsus.com/Env

The test results in this report meet all 2003 NELAC, 2009 TNI, and 2016 TNI requirements for accredited parameters, exceptions are noted in this report. This report may not be reproduced except in full, and with written approval from the laboratory. For questions please contact the Project Manager at the e-mail address or telephone number listed on this page.

This report has been electronically signed and authorized by the signatory. Electronic signature is intended to be the legally binding equivalent of a traditionally handwritten signature.

Results relate only to the items tested and the sample(s) as received by the laboratory.

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Qualifiers

GC/MS Semi VOA

Qualifier	Qualifier Description
*3	ISTD response or retention time outside acceptable limits.
F1	MS and/or MSD recovery exceeds control limits.

Glossary

Abbreviation	These commonly used abbreviations may or may not be present in this report.
α	Listed under the "D" column to designate that the result is reported on a dry weight basis
%R	Percent Recovery
CFL	Contains Free Liquid
CFU	Colony Forming Unit
CNF	Contains No Free Liquid
DER	Duplicate Error Ratio (normalized absolute difference)
Dil Fac	Dilution Factor
DL	Detection Limit (DoD/DOE)
DL, RA, RE, IN	Indicates a Dilution, Re-analysis, Re-extraction, or additional Initial metals/anion analysis of the sample
DLC	Decision Level Concentration (Radiochemistry)
EDL	Estimated Detection Limit (Dioxin)
LOD	Limit of Detection (DoD/DOE)
LOQ	Limit of Quantitation (DoD/DOE)
MCL	EPA recommended "Maximum Contaminant Level"
MDA	Minimum Detectable Activity (Radiochemistry)
MDC	Minimum Detectable Concentration (Radiochemistry)
MDL	Method Detection Limit
ML	Minimum Level (Dioxin)
MPN	Most Probable Number
MQL	Method Quantitation Limit
NC	Not Calculated
ND	Not Detected at the reporting limit (or MDL or EDL if shown)
NEG	Negative / Absent
POS	Positive / Present
PQL	Practical Quantitation Limit
PRES	Presumptive
QC	Quality Control
RER	Relative Error Ratio (Radiochemistry)
RL	Reporting Limit or Requested Limit (Radiochemistry)
RPD	Relative Percent Difference, a measure of the relative difference between two points
TEF	Toxicity Equivalent Factor (Dioxin)
TEQ	Toxicity Equivalent Quotient (Dioxin)
TNTC	Too Numerous To Count



Client: Eurofins Eaton Analytical
Project/Site: 874645

Job ID: 570-30078-1

Job ID: 570-30078-1

Laboratory: Eurofins Calscience LLC

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Narrative

Job Narrative
570-30078-1

Comments

No additional comments.

Receipt

The samples were received on 6/5/2020 11:36 AM; the samples arrived in good condition, and where required, properly preserved and on ice. The temperature of the cooler at receipt was 3.3° C.

GC/MS Semi VOA

No analytical or quality issues were noted, other than those described in the Definitions/Glossary page.

Organic Prep

No analytical or quality issues were noted, other than those described in the Definitions/Glossary page.

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Detection Summary

Client: Eurofins Eaton Analytical
Project/Site: 874645

Job ID: 570-30078-1

Client Sample ID: 202006040237

Lab Sample ID: 570-30078-2

Analyte	Result	Qualifier	RL	MDL	Unit	Dil Fac	D	Method	Prep Type
Tributyltin	16		3.0	1.5	ug/Kg	1		Organotins SIM	Total/NA

5

This Detection Summary does not include radiochemical test results.

Eurofins Calscience LLC

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COASTAL RESOURCES

Client Sample Results

Client: Eurofins Eaton Analytical
 Project/Site: 874645

Job ID: 570-30078-1

Method: Organotins SIM - Organotins (GC/MS SIM)

Client Sample ID: 202006040237
 Date Collected: 05/28/20 06:36
 Date Received: 06/05/20 11:36

Lab Sample ID: 570-30078-2
 Matrix: Solid

Analyte	Result	Qualifier	RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
Tributyltin	16		3.0	1.5	ug/Kg		06/08/20 15:59	06/11/20 14:14	1
Surrogate	%Recovery	Qualifier	Limits				Prepared	Analyzed	Dil Fac
Tripentyltin	46		27 - 135				06/08/20 15:59	06/11/20 14:14	1



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 JUN 21 2020
 COASTAL RESOURCES
 MANAGEMENT CONSULTING

Eurofins Calscience LLC

Surrogate Summary

Client: Eurofins Eaton Analytical
Project/Site: 874645

Job ID: 570-30078-1

Method: Organotins SIM - Organotins (GC/MS SIM)

Matrix: Solid

Prep Type: Total/NA

Percent Surrogate Recovery (Acceptance Limits)

Lab Sample ID	Client Sample ID	TPTT (27-135)
570-30078-2	202006040237	46
660-102478-A-1-A MS	Matrix Spike	45
660-102478-A-1-B MSD	Matrix Spike Duplicate	32
LCS 570-74054/2-A	Lab Control Sample	76
LCSD 570-74054/3-A	Lab Control Sample Dup	65
MB 570-74054/1-A	Method Blank	44
MB 570-74054/1-A	Method Blank	93 *3

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Surrogate Legend

TPTT = Triphenyltin

Eurofins Calscience LLC



6/18/2020

QC Sample Results

Client: Eurofins Eaton Analytical
Project/Site: 874645

Job ID: 570-30078-1

Method: Organotins SIM - Organotins (GC/MS SIM)

Lab Sample ID: MB 570-74054/1-A
Matrix: Solid
Analysis Batch: 74767

Client Sample ID: Method Blank
Prep Type: Total/NA
Prep Batch: 74054

Analyte	MB MB		RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
	Result	Qualifier							
Tributyltin	ND	*3	3.0	1.5	ug/Kg		06/08/20 15:59	06/11/20 12:42	1
Surrogate	MB MB		Limits			D	Prepared	Analyzed	Dil Fac
%Recovery	Qualifier								
Tripentyltin	93	*3	27 - 135				06/08/20 15:59	06/11/20 12:42	1

Lab Sample ID: MB 570-74054/1-A
Matrix: Solid
Analysis Batch: 74767

Client Sample ID: Method Blank
Prep Type: Total/NA
Prep Batch: 74054

Analyte	MB MB		RL	MDL	Unit	D	Prepared	Analyzed	Dil Fac
	Result	Qualifier							
Tributyltin	ND		3.0	1.5	ug/Kg		06/08/20 15:59	06/11/20 17:48	1
Surrogate	MB MB		Limits			D	Prepared	Analyzed	Dil Fac
%Recovery	Qualifier								
Tripentyltin	44		27 - 135				06/08/20 15:59	06/11/20 17:48	1

Lab Sample ID: LCS 570-74054/2-A
Matrix: Solid
Analysis Batch: 74767

Client Sample ID: Lab Control Sample
Prep Type: Total/NA
Prep Batch: 74054

Analyte	Spike Added	LCS LCS		Unit	D	%Rec	Limits
		Result	Qualifier				
Tributyltin	100	83.14		ug/Kg		83	33 - 147
Surrogate	LCS LCS		Limits			%Rec.	
%Recovery	Qualifier						
Tripentyltin	76		27 - 135				

Lab Sample ID: LCSD 570-74054/3-A
Matrix: Solid
Analysis Batch: 74767

Client Sample ID: Lab Control Sample Dup
Prep Type: Total/NA
Prep Batch: 74054

Analyte	Spike Added	LCSD LCSD		Unit	D	%Rec	Limits	RPD	Limit
		Result	Qualifier						
Tributyltin	100	69.78		ug/Kg		70	33 - 147	17	20
Surrogate	LCSD LCSD		Limits			%Rec.			
%Recovery	Qualifier								
Tripentyltin	65		27 - 135						

Lab Sample ID: 660-102478-A-1-A MS
Matrix: Solid
Analysis Batch: 74767

Client Sample ID: Matrix Spike
Prep Type: Total/NA
Prep Batch: 74054

Analyte	Sample Result	Sample Qualifier	Spike Added	MS MS		Unit	D	%Rec	Limits
				Result	Qualifier				
Tributyltin	24	F1	100	57.55	F1	ug/Kg		33	34 - 142
Surrogate	MS MS		Limits			%Rec.			
%Recovery	Qualifier								
Tripentyltin	45		27 - 135						



Eurofins Calscience LLC

QC Sample Results

Client: Eurofins Eaton Analytical
 Project/Site: 874645

Job ID: 570-30078-1

Method: Organotins SIM - Organotins (GC/MS SIM) (Continued)

Lab Sample ID: 660-102478-A-1-B MSD
 Matrix: Solid
 Analysis Batch: 74767

Client Sample ID: Matrix Spike Duplicate
 Prep Type: Total/NA
 Prep Batch: 74054

Analyte	Sample	Sample	Spike	MSD	MSD	Unit	D	%Rec	%Rec.	RPD	Limit
	Result	Qualifier	Added	Result	Qualifier				Limits	RPD	
Tributyltin	24	F1	100	44.07	F1	ug/Kg		20	34 - 142	27	50
	<i>MSD</i>	<i>MSD</i>									
<i>Surrogate</i>	<i>%Recovery</i>	<i>Qualifier</i>	<i>Limits</i>								
Tripentyltin	32		27 - 135								

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QC Association Summary

Client: Eurofins Eaton Analytical
 Project/Site: 874645

Job ID: 570-30078-1

GC/MS Semi VOA

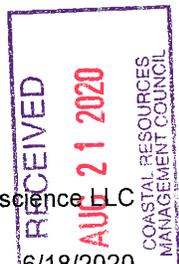
Prep Batch: 74054

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
570-30078-2	202006040237	Total/NA	Solid	Organotin Prep	
MB 570-74054/1-A	Method Blank	Total/NA	Solid	Organotin Prep	
LCS 570-74054/2-A	Lab Control Sample	Total/NA	Solid	Organotin Prep	
LCSD 570-74054/3-A	Lab Control Sample Dup	Total/NA	Solid	Organotin Prep	
660-102478-A-1-A MS	Matrix Spike	Total/NA	Solid	Organotin Prep	
660-102478-A-1-B MSD	Matrix Spike Duplicate	Total/NA	Solid	Organotin Prep	

Analysis Batch: 74767

Lab Sample ID	Client Sample ID	Prep Type	Matrix	Method	Prep Batch
570-30078-2	202006040237	Total/NA	Solid	Organotins SIM	74054
MB 570-74054/1-A	Method Blank	Total/NA	Solid	Organotins SIM	74054
MB 570-74054/1-A	Method Blank	Total/NA	Solid	Organotins SIM	74054
LCS 570-74054/2-A	Lab Control Sample	Total/NA	Solid	Organotins SIM	74054
LCSD 570-74054/3-A	Lab Control Sample Dup	Total/NA	Solid	Organotins SIM	74054
660-102478-A-1-A MS	Matrix Spike	Total/NA	Solid	Organotins SIM	74054
660-102478-A-1-B MSD	Matrix Spike Duplicate	Total/NA	Solid	Organotins SIM	74054

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Eurofins Calscience LLC

6/18/2020

Lab Chronicle

Client: Eurofins Eaton Analytical
Project/Site: 874645

Job ID: 570-30078-1

Client Sample ID: 202006040237

Lab Sample ID: 570-30078-2

Date Collected: 05/28/20 06:36

Matrix: Solid

Date Received: 06/05/20 11:36

Prep Type	Batch Type	Batch Method	Run	Dil Factor	Initial Amount	Final Amount	Batch Number	Prepared or Analyzed	Analyst	Lab
Total/NA	Prep	Organotin Prep			10.01 g	5 mL	74054	06/08/20 15:59	OM8W	ECL 1
Total/NA	Analysis	Organotins SIM		1			74767	06/11/20 14:14	AJ2Q	ECL 1

Instrument ID: GCMSY

Laboratory References:

ECL 1 = Eurofins Calscience LLC Lincoln, 7440 Lincoln Way, Garden Grove, CA 92841, TEL (714)895-5494

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COASTAL RESOURCES
MANAGEMENT COUNCIL

Eurofins Calscience LLC

Accreditation/Certification Summary

Client: Eurofins Eaton Analytical
Project/Site: 874645

Job ID: 570-30078-1

Laboratory: Eurofins Calscience LLC

All accreditations/certifications held by this laboratory are listed. Not all accreditations/certifications are applicable to this report.

Authority	Program	Identification Number	Expiration Date
California	Los Angeles County Sanitation Districts	10109	09-29-20
California	SCAQMD LAP	17LA0919	11-30-20
California	State	2944	09-29-20
Guam	State	20-003R	10-31-20
Nevada	State	CA00111	07-31-20
Oregon	NELAP	CA300001	01-29-21
USDA	US Federal Programs	P330-20-00034	02-10-23
Washington	State	C916-18	10-11-20



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COASTAL RESOURCES
MANAGEMENT DIVISION

Eurofins Calscience LLC

Method Summary

Client: Eurofins Eaton Analytical
Project/Site: 874645

Job ID: 570-30078-1

<u>Method</u>	<u>Method Description</u>	<u>Protocol</u>	<u>Laboratory</u>
Organotins SIM	Organotins (GC/MS SIM)	Lab SOP	ECL 1
Organotin Prep	Extraction (Organotins)	None	ECL 1

Protocol References:

Lab SOP = Laboratory Standard Operating Procedure
None = None

Laboratory References:

ECL 1 = Eurofins Calscience LLC Lincoln, 7440 Lincoln Way, Garden Grove, CA 92841, TEL (714)895-5494

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Eurofins Calscience LLC



Sample Summary

Client: Eurofins Eaton Analytical
Project/Site: 874645

Job ID: 570-30078-1

Lab Sample ID	Client Sample ID	Matrix	Collected	Received	Asset ID
570-30078-2	202006040237	Solid	05/28/20 06:36	06/05/20 11:36	

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Eurofins Calscience LLC

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COASTAL RESOURCES
MANAGEMENT COUNCIL

Login Sample Receipt Checklist

Client: Eurofins Eaton Analytical

Job Number: 570-30078-1

Login Number: 30078
List Number: 1
Creator: Gonzales, Steve

List Source: Eurofins Calscience

Question	Answer	Comment
Radioactivity wasn't checked or is </= background as measured by a survey meter.	True	
The cooler's custody seal, if present, is intact.	True	
Sample custody seals, if present, are intact.	True	
The cooler or samples do not appear to have been compromised or tampered with.	True	
Samples were received on ice.	True	
Cooler Temperature is acceptable.	True	
Cooler Temperature is recorded.	True	
COC is present.	True	
COC is filled out in ink and legible.	True	
COC is filled out with all pertinent information.	True	
Is the Field Sampler's name present on COC?	True	
There are no discrepancies between the containers received and the COC.	True	
Samples are received within Holding Time (excluding tests with immediate HTs)	False	
Sample containers have legible labels.	True	
Containers are not broken or leaking.	True	
Sample collection date/times are provided.	True	
Appropriate sample containers are used.	True	
Sample bottles are completely filled.	True	
Sample Preservation Verified.	N/A	
There is sufficient vol. for all requested analyses, incl. any requested MS/MSDs	True	
Containers requiring zero headspace have no headspace or bubble is <6mm (1/4").	True	
Multiphasic samples are not present.	True	
Samples do not require splitting or compositing.	True	
Residual Chlorine Checked.	N/A	

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CHAIN OF CUSTODY RECORD

41 Illinois Avenue
 131 Coolidge St., Suite 105
 Warwick, RI 02888-3007
 800-937-2580 • Fax: 401-738-1970 800-937-2580 • Fax: 978-568-0078

Date Collected	Time Collected	Field Sample Identification	Grab or Composite	# of Containers & Type	Preservation Code ¹	Matrix Code ^M	PCB - Polychlorinated Biphenyls	PAH - Polynuclear Aromatic Hydrocarbons	Metals: As, Cd, Cr, Cu, Pb, Zn, Hg	VSS - Volatile Suspended Solids	TS - Total Solids (reported as %)	Tributyltin (GC/MS)	Wet Sludge Analysis
5/28	6:36P	SW S 0-1	G	2AG NP	S	X	X	X	X	X	X	X	
5/28	6:36P	SW S 1-2	G	2AG NP	S	X	X	X	X	X	X	X	
5/28	6:36P	SW S 2-3	G	2AG NP	S	X	X	X	X	X	X	X	
5/28	6:36P	SW S TBT	G	2AG NP	S	X	X	X	X	X	X	X	
* 4 1 1/4" DIA. CORES RECOVERED W/IN 1' OF SAMPLE LOCATION (2 1' CORES, 1 3' CORE) - 1' INTERVALS FROM EACH CORE COMBINED TO PROVIDE REQUIRED VOLUME (NON-TBT ANALYSIS) - REMAINING SEDIMENT COMBINED FOR TBT ANALYSIS SAMPLE													

Client Information		Project Information	
Company Name: Dumplings Association, Inc	Project Name: Dredge Analysis	Project Number:	
Address: P.O. Box 273	P.O. Number:	Phone: 781-359-1924 Fax:	
City / State / Zip: Jamestown, RI 02835	Report To: Mary Marshall	Email report to these addresses: mmarshall@cox.net	
Telephone:	Sampled by: J.M. Marshall	Workorder No: 2005-08370	
Contact Person: Mary Marshall	Quote No: RIA2005018		

Relinquished By Signatures	Date	Time	Received By Signatures	Date	Time
<i>[Signature]</i>	5/29/20	11:18AM	<i>[Signature]</i>	5-29-20	11:18

Project Comments
 Circle if applicable: GW-1, GW-2, GW-3, S-1, S-2, S-3 MCP Data Enhancement QC Package? Yes No

RECEIVED

Temp. Upon Receipt **13.6°C**

Lab Use Only
 Sample Pick Up Only
 RIAL sampled; attach field hours
 Shipped on ice
 Workorder No: **2005-08370**



CAMERON & MITTLEMAN ^{LLP}
Attorneys-at-Law

VIA FACSIMILE AND FEDERAL EXPRESS:

STATE OF RHODE ISLAND COASTAL
RESOURCES MANAGEMENT COUNCIL
OLIVER H. STEDMAN GOVERNMENT
CENTER
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879
(401) 783-3370

STATE OF RHODE ISLAND DEPARTMENT
OF ENVIRONMENT MANAGEMENT
OFFICE OF TECHNICAL AND CUSTOMER
ASST.
235 Promenade Street
Providence, RI 02908-5767
(401) 222-6822

September 18, 2020

**RE: Application of Assent of Safe Harbor Jamestown Boat Yard, Inc.
(hereinafter "JBY")**

CRMC File No.: 2019-06-014

RIDEM Water Quality Certification Number: WQC 10-123-DP19-174

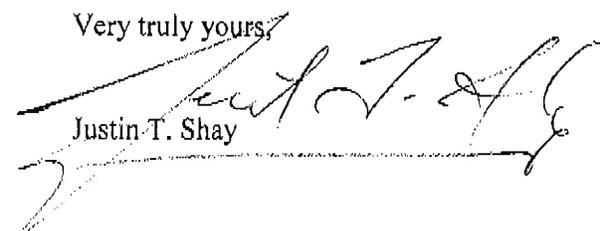
Ladies and Gentlemen:

We represent Ocean Highlands LLC, established by David H. Laurie, late of Boston, Massachusetts, and Jamestown, Rhode Island, property of which abuts Safe Harbor Jamestown Boat Yard on its northwest side (Jamestown Tax Assessor's Plat 10, Lot 17). This letter regards the above-referenced application for assent, about which a public hearing is scheduled for September 22.

It has very recently come to our attention that the required site plan that JBY has submitted with its application (entitled "Existing Conditions Plan for Jamestown Boat Yard, Inc.," dated March 11, 2019) contains a property boundary line that extends diagonally under the boatyard dock and intersects with mean high water on the dock's southeast side. In so doing, this line, as shown in the enclosed plan detail, gives ownership of the land under the shoreside portion of this dock not to JBY, but to its neighbor, Ocean Highlands LLC. JBY's right to extend this dock, as proposed in its current application, is consequently at issue. This property line matter must therefore be resolved as this applicant proceeds in seeking assent. An alternative property survey that JBY has recorded with the town of Jamestown (entitled "Corrective Plan for Jamestown Boat Yard, Inc.," dated January 3, 2020) cannot serve at the present time as a replacement site plan because the derivation of the property boundary shown on this 2020 survey is currently being contested by Ocean Highlands LLC.

Thank you for your consideration in this matter. Please keep us informed if a different alternative survey or site plan is submitted for this applicant's file.

Very truly yours,


Justin T. Shay

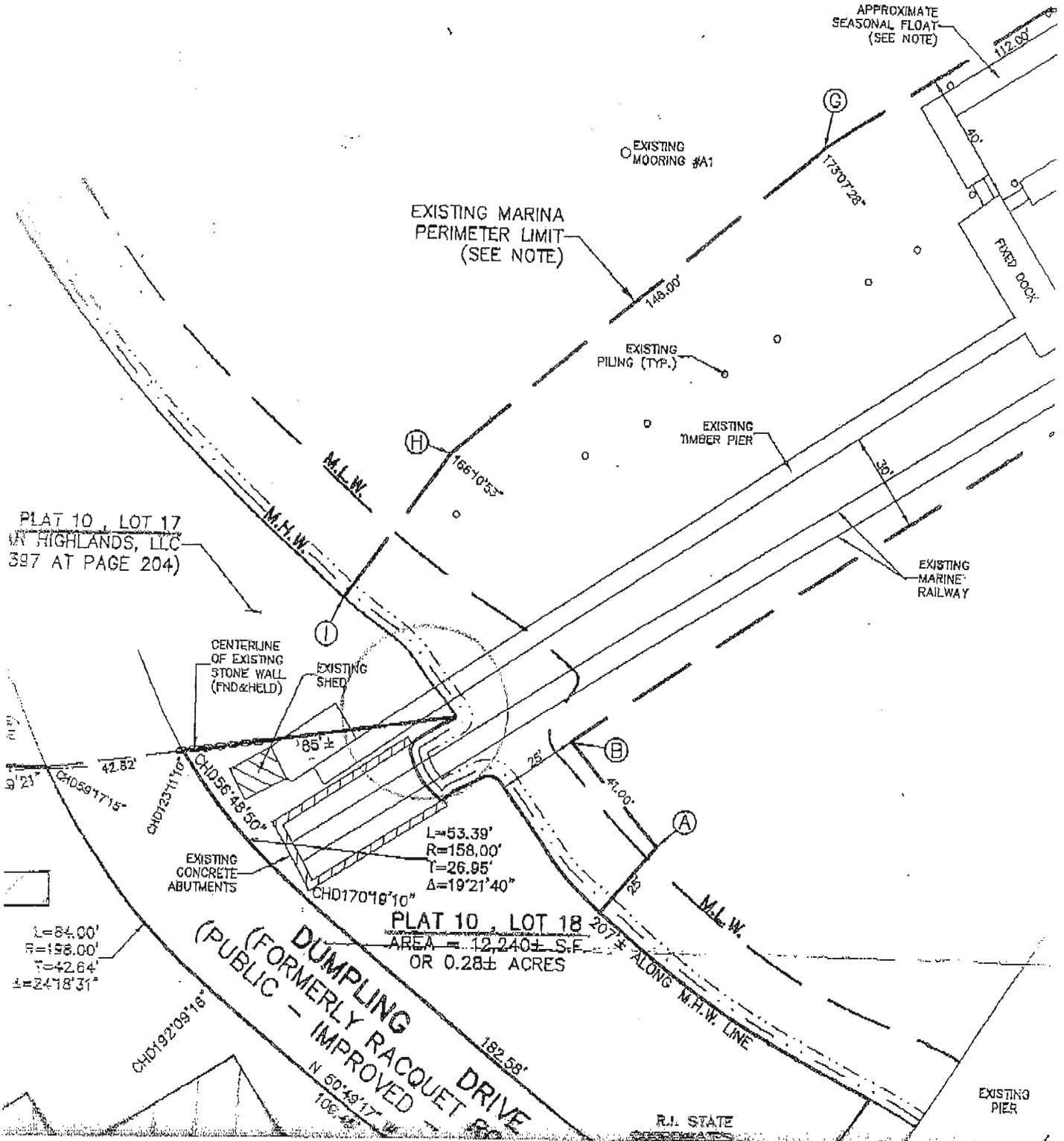
Enclosure

P:\DOCS\DUMPAW419\LETTERS\2B55206.DOCX



PLAN WERE NOT PRESENT DURING
2019. THE SEASONAL
KNOWLEDGE.

EXISTING
MOORING #A7





SOP Number: WR-GNUWW-1
 Effective Date: 3/11/09
 Revision No. 5
 Last Revision Date: 3/11/09
 Page No. 1

APPENDIX 1

Date: 3/22/2018 Applicant(s): Jamestown Boatyard
 Project Name: JBY Marina Improvements Address: 60 Racquet Road Jamestown, RI 02835
 Estimated Volume of Dredge (cy): 3500 New (cy): 3500 Maintenance (cy): 0
 Area of Dredge (sf): 30000 Depth of Dredge (ft): -11 MLW
 Proposed Disposal Location (include Plat/Lot if on land): Providence CAD Cell
 WQ Class of Dredge Area (if known): _____ GW Class of Disposal Area (if known): _____

Sediment Sampling Plan for Dredging Projects

Submit Site plan 8 1/2" x 11" (Google Earth printout and Navigation Chart or engineered plans) Mark all within 200' of proposed dredge limits:

- Outfalls and Gas docks or any other potential areas of contamination
- eelgrass, salt marsh, flounder or shellfish habitat
- Proposed dredge footprint and average depth of dredge

Proposed Depth of Samples 0 TO -11 MLW
 Proposed Coring Method STANDARD

of Sampling Locations 2 locations

Submit Proposed Analysis and detection limits depending on disposal location: The detection limits for an analyte should be no greater than one-third (one-half log unit) of the appropriate value for the analyte and matrix of concern. Whenever possible, an MDL of three to five times below the criteria is expected: If the criteria are Non-Detect then the procedures and MRL's set forth in the OTM (USEPA and USACE 1991) below are appropriate to follow. In-water disposal must meet all Army Corps Requirements.

Place a CHECK in each box you are proposing to sample and CIRCLE intended laboratory method.

Sample	Beach Criteria	CAD Cap Criteria	GA Leachability Criteria TCLP/SPLP	Residential Disposal Criteria ¹	Commercial/Industrial Exposure ²	TCLP Criteria for Haz. Waste ³	Acceptable EPA Method(s)	MRL**
Grain Size	<input type="checkbox"/> <10% silt/clay	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
% Moisture	<input type="checkbox"/> <25%	<input type="checkbox"/>						
TPH	<input type="checkbox"/> ND	<input type="checkbox"/>	<input type="checkbox"/> 500 mg/kg	<input type="checkbox"/> 500 mg/kg	<input type="checkbox"/> 2500 mg/kg		SW 8015C	100 mg/kg
SVOC	<input type="checkbox"/> ND	<input type="checkbox"/>	<input type="checkbox"/> Table 2 ³	<input type="checkbox"/> Table 1 ¹	<input type="checkbox"/> Table 1 ²		8270 SIM	10 ug/kg
PCB	<input type="checkbox"/> ND	<input checked="" type="checkbox"/> 0.4 mg/kg	<input type="checkbox"/> 10 mg/kg	<input type="checkbox"/> 10 mg/kg	<input type="checkbox"/> 10 mg/kg		8982	* .02 mg/kg
PAH		<input checked="" type="checkbox"/> 4.0 mg/kg					8270- Six (6) Tier 1 compounds	
Arsenic (As)	<input type="checkbox"/> 1.7 mg/kg	<input checked="" type="checkbox"/> 10 mg/kg		<input type="checkbox"/> 7.0 mg/kg	<input type="checkbox"/> 7.0 mg/kg	<input type="checkbox"/> 5.0 mg/L	6010, 6020, 7081, 7082, 7000, 7010	0.4 mg/kg
Cadmium (Cd)	<input type="checkbox"/> 1 mg/kg	<input checked="" type="checkbox"/> 0.5 mg/kg	<input type="checkbox"/> 0.03 mg/L	<input type="checkbox"/> 39 mg/kg	<input type="checkbox"/> 1000 mg/kg	<input type="checkbox"/> 1.0 mg/L	6010, 6020, 7000, 7010	0.07 mg/kg
Chromium (Cr)	<input type="checkbox"/> 10 mg/kg	<input checked="" type="checkbox"/> 100 mg/kg	<input type="checkbox"/> 1.1 mg/L	<input type="checkbox"/> 390 mg/kg	<input type="checkbox"/> 10000 mg/kg	<input type="checkbox"/> 5.0 mg/L	6010, 6020, 7000, 7010	0.6 mg/kg
Copper (Cu)	<input type="checkbox"/> 10 mg/kg	<input checked="" type="checkbox"/> 200 mg/kg		<input type="checkbox"/> 3100 mg/kg	<input type="checkbox"/> 10000 mg/kg		6010, 6020, 7000, 7010	0.5 mg/kg
Lead (Pb)	<input type="checkbox"/> 25 mg/kg	<input checked="" type="checkbox"/> 100 mg/kg	<input type="checkbox"/> 0.04 mg/L	<input type="checkbox"/> 150 mg/kg	<input type="checkbox"/> 600 mg/kg	<input type="checkbox"/> 5.0 mg/L	6010, 6020, 7000, 7010	0.5 mg/kg
Mercury (Hg)	<input type="checkbox"/> 0.5 mg/kg	<input checked="" type="checkbox"/> 0.5 mg/kg	<input type="checkbox"/> 0.02 mg/L	<input type="checkbox"/> 23 mg/kg	<input type="checkbox"/> 810 mg/kg	<input type="checkbox"/> 0.2 mg/L	7470, 7471, 7472	0.07 mg/kg
Nickel (Ni)	<input type="checkbox"/> 15 mg/kg	<input checked="" type="checkbox"/> 50 mg/kg	<input type="checkbox"/> 1 mg/L	<input type="checkbox"/> 1000 mg/kg			6010, 6020, 7000, 7010	0.5 mg/kg
Zinc (Zn)	<input type="checkbox"/> 25 mg/kg	<input checked="" type="checkbox"/> 200 mg/kg		<input type="checkbox"/> 6000 mg/kg			6010, 6020, 7000, 7010	1.0 mg/kg
TCLP or SPLP							1311 or 1312	
Barium (Ba)						<input type="checkbox"/> 100 mg/L	6010, 6020	
Selenium (Se)						<input type="checkbox"/> 1.0 mg/L	6010, 6020, 7741, 7742	
Silver (Ag)						<input type="checkbox"/> 5.0 mg/L	6010, 6020	

* For each analyte **For Beach Criteria - any other MRL should be at least three to five times below the criteria

¹ Residential Direct Exposure Criteria are defined in Table 1 in Section 8 of the Rules and Regulations for the Investigation and Remediation of Hazardous Material Releases.

² Commercial/Industrial Direct Exposure Criteria are defined in Table 1 in Section 8 of the Rules and Regulations for the Investigation and Remediation of Hazardous Material Releases.

³ GA Leachability Criteria are defined in Table 2 in Section 8 of the Rules and Regulations for the Investigation and Remediation of Hazardous Material Releases.

Approvals

Dredge Coordinator (CRMC): [Signature] Date: 28 MARCH 2019

WQC Program (DEM): [Signature] Date: 3-28-19

GW Program (DEM), if upland Date: _____

Dredge Coordinator (DEM): [Signature] Date: 3/28/2019

I'm fine w/ sampling locations, but have some with design



Lisa Turner

From: Dan Goulet <dgoulet@crmc.ri.gov>
Sent: Friday, September 18, 2020 3:12 PM
To: Lisa Turner
Subject: FW: [EXTERNAL] : FW: Sample plan approval in printer
Attachments: JBY Approved Sample Plan.pdf

Danni Goulet, PE
Coastal Resources Management Council
4808 Tower Hill Road
Wakefield, RI 02879

401-783-3370
Fax 401-783-3767

From: Personeus, Neal (DEM) [<mailto:neal.personeus@dem.ri.gov>]
Sent: Friday, September 18, 2020 12:37 PM
To: Dan Goulet; Gagnon, Ron (DEM)
Subject: RE: [EXTERNAL] : FW: Sample plan approval in printer

Hi Dan,

They have totally misread my statement. Perhaps two sentences would have been better. I had absolutely no issue with the sampling locations proposed. I did have an issue with the originally proposed dredge design/expansion of facilities as proposed (which were later redesigned).

Please let me know if you any further clarification.

Neal

From: Dan Goulet <dgoulet@crmc.ri.gov>
Sent: Friday, September 18, 2020 11:10 AM
To: Personeus, Neal (DEM) <neal.personeus@dem.ri.gov>; Gagnon, Ron (DEM) <Ron.Gagnon@dem.ri.gov>
Subject: RE: [EXTERNAL] : FW: Sample plan approval in printer

The note says specifically that "im fine with the sampling locations but have some concerns with design" I think they have read this in a way to make their case, not what is says in my opinion

Dan

Danni Goulet, PE
Coastal Resources Management Council
4808 Tower Hill Road
Wakefield, RI 02879

401-783-3370

Fax 401-783-3767

From: Personeus, Neal (DEM) [<mailto:neal.personeus@dem.ri.gov>]
Sent: Friday, September 18, 2020 11:04 AM
To: Dan Goulet; Gagnon, Ron (DEM)
Subject: Re: [EXTERNAL] : FW: Sample plan approval in printer

I have no idea who at DEM had an issue with the testing, which is a problem in trying to figure out their complaint. I just finished a video conference with the Director and will be heading into the office.

From: Dan Goulet <dgoulet@crmc.ri.gov>
Sent: Friday, September 18, 2020 10:11 AM
To: Personeus, Neal (DEM) <neal.personeus@dem.ri.gov>; Gagnon, Ron (DEM) <Ron.Gagnon@dem.ri.gov>
Subject: [EXTERNAL] : FW: Sample plan approval in printer

Neal & Ron

Attached is our Sample Plan approval for JBY with a note that is mischaracterized by the objectors. They say there is a DEM unspecified concerns about the design of the JBY sediment testing – I recall this that you had concerns about the design of the marina expansion

Dan

Danni Goulet, PE
Coastal Resources Management Council
4808 Tower Hill Road
Wakefield, RI 02879

401-783-3370
Fax 401-783-3767



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2751

September 21, 2020

Regulatory Division
CENAE-R
Permit Number: NAE-2019-01700

Safe Harbor
Jamestown Boat Yard
Attn: Stephen DeVoe, General Manager
60 Dumpling Drive
Jamestown, Rhode Island 02835

Dear Mr. DeVoe:

We have reviewed your proposal to perform the following work at your marina at your marine facility in the East Passage of Narragansett Bay, located off property at 60 Dumpling Drive, Jamestown, Rhode Island:

1. maintenance dredge within an approximately 19,710 square foot area with a total of approximately 2,200 cubic yards of material to be dredged mechanically to -10' mean low water and disposed of at the Providence River CAD cell.
2. Install and maintain an 8' x 18' dock extension to the Northern Dock; an 8' x 18' dock extension to the Middle Dock and an 8' x 20' extension to the Southern Dock.

The work is shown on the attached plans entitled, "Marine Facility Improvement, Safe Harbor Jamestown Boatyard, Jamestown, RI 02835", in 8 sheets, dated, "10/31/2019" revised through "2/3/2020".

Based on the information that you have provided, we verify that the activity is authorized under General Permit #4 and General Permit #7 of the enclosed March 3, 2017 Federal permits known as the Rhode Island General Permits (GPs).

Please review the enclosed GPs carefully, including the general conditions beginning on Page 25, to be sure that you and whoever does the work understand its requirements. A copy of the GPs and this verification letter shall be available at the project site throughout the time the work is underway. Performing work within our jurisdiction that is not specifically authorized by this determination or failing to comply with any special condition provided above or all of the terms and conditions of the GPs may subject you to the enforcement provisions of our regulations.

You must perform this work in compliance with the terms and conditions of the GPs and also in compliance with the following special conditions:

1. There shall be no dredging or disposal from **February 1 through October 14**, in order to minimize adverse impacts to fishery resources at both the dredge and disposal sites.

2. At least ten working days in advance of the start date, the First Coast Guard District, Local Notice to Mariners Office (617) 223-8356, and Aids to Navigation Office, (617) 223-8347, shall be notified of the location and estimated duration of the dredging and disposal operations.

3. Dredged material shall be released at a location specified by the Rhode Island Coastal Resources Management Council (RI CRMC) and with the scow moving forward at a minimal speed necessary to maintain steerage.

4. National Dredging Quality Management (DQM) Program Requirements:

a. Discharges of dredged material into the Providence River Confined Aquatic Disposal (CAD) cell require monitoring by the contractor, which must be performed using the DQM system software and hardware system developed by the Corps and as required by the RI CRMC Assent

b. You are responsible for ensuring that the DQM system is operational throughout the project.

5. The permittee shall transplant any shellfish in the area to be dredged in accordance with the special condition included in the Rhode Island Department of Environmental Management's water quality certification.

6. You must complete and return the enclosed **Work Start Notification Form** to this office at least two weeks before the anticipated starting date.

This authorization expires on March 3, 2022. You must commence or be under contract to commence the work authorized herein by March 3, 2022 and complete the work by March 3, 2023. If not, you must contact this office to determine the need for further authorization before beginning or continuing the activity. We recommend that you contact us *before* this authorization expires to discuss permit reissuance. Please contact us immediately if you change the plans or construction methods for work within our jurisdiction. We must approve any changes before you undertake them.

This authorization does not obviate the need to obtain other Federal, state, or local authorizations required by law.

This determination becomes valid only after the Rhode Island Department of Environmental Management (DEM) issues or waives Water Quality Certification (WQC) as required under Section 401 of the Clean Water Act and the Rhode Island Coastal Resources Management Counsel issues their required authorization. In the event that the State denies either of their required authorization, this determination becomes null and void.

We continually strive to improve our customer service. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey

Please contact Ms. Diane M. Ray, of my staff, at (978) 318-8831 if you have any questions.

Sincerely,


for Robert J. DeSista.
Chief, Policy and Technical Analysis Branch
Regulatory Division

Enclosures

Copy furnished:

Jean Abbruzzese, CRMC - jabbruzzese@crmc.ri.gov

Dan Goulet, CRMC – dgoulet@crmc.ri.gov

Matt Rakowski, agent, matt@racecoastal.com

SAFE HARBOR JAMESTOWN BOAT YARD MARINA IMPROVEMENTS

DRAWING LIST	
DRAWING No.	DRAWING TITLE
1	TITLE SHEET & GENERAL NOTES
2	VICINITY MAP
3	AERIAL IMAGE
4	EXISTING SITE PLAN
5	PROPOSED PLAN
6	DREDGE COORDINATES & VOLUMES
7	SECTION A-A
8	SECTION B-B

GENERAL NOTES:

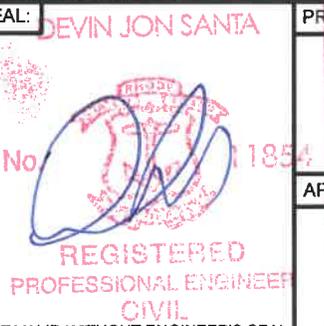
1. THE PURPOSE OF THESE DRAWINGS ARE FOR REGULATORY REVIEW ONLY.
2. VICINITY MAP TAKEN FROM USGS QUADRANGLE SAKONNET POINT .
3. ELEVATIONS REFERENCE MEAN LOW WATER, UNLESS NOTED OTHERWISE.
4. THIS SITE INFORMATION HAS BEEN TAKEN FROM A DRAWING TITLED "JAMESTOWN BOAT YARD, INC.", PREPARED FOR JAMESTOWN BOAT YARD, BY DARVEAU LAND SURVEYING, INC., DATED 3/12/2019.
5. TIDAL ELEVATION DATA HAS BEEN TAKEN FROM BENCH MARK SHEET FOR NEWPORT, RI 8452660 FROM THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION TIDES AND CURRENTS WEBSITE.

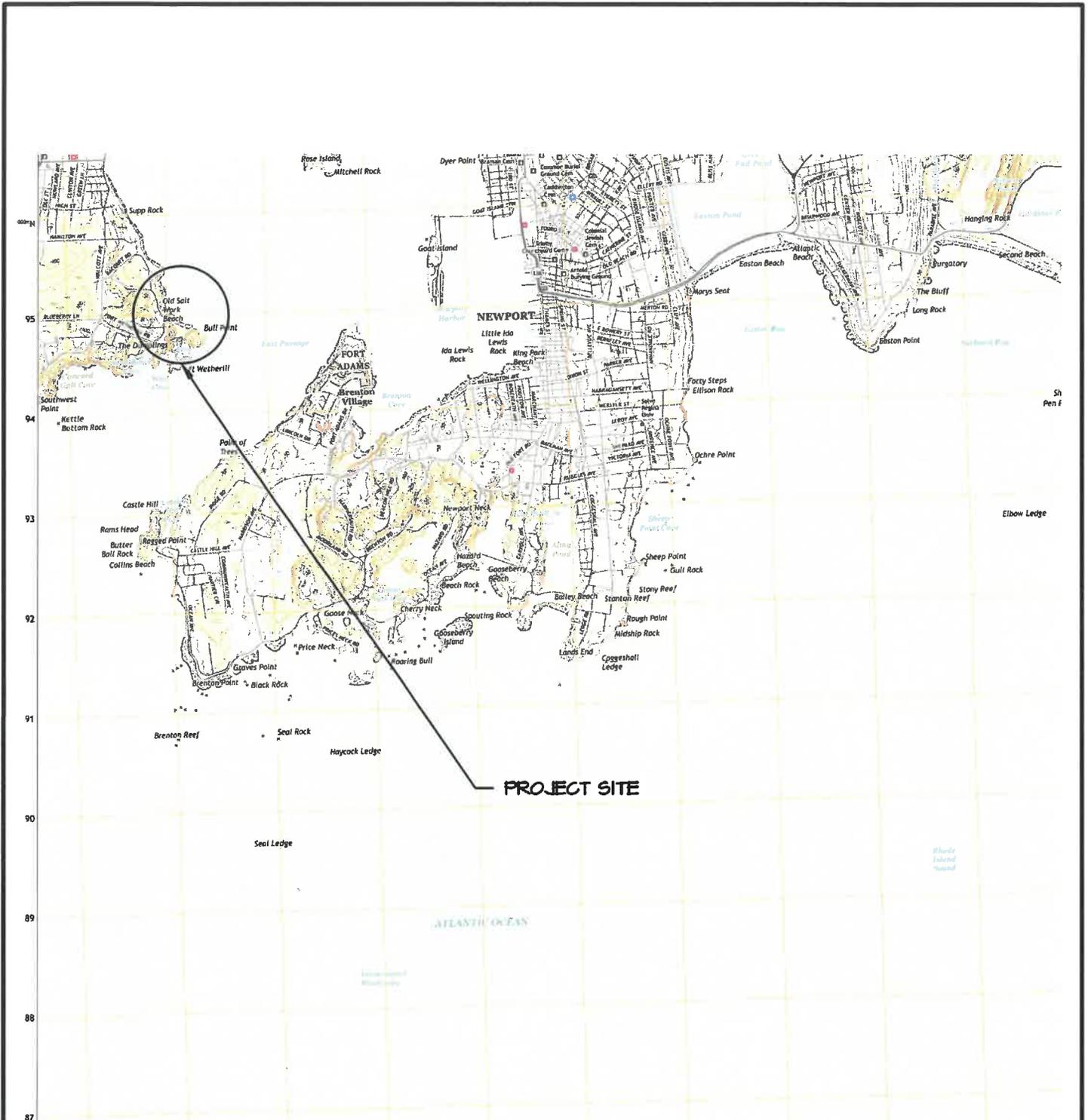
PROJECT TIDAL ELEVATIONS:

DATUM	NAVD 88 (FT)	NGVD 29 (FT)	MLW (FT)
MEAN HIGH WATER	+1.57	+2.46	+3.47
NAVD 88	0.0	+0.89	+1.90
NGVD 29	-0.89	0.0	+1.01
MEAN LOW WATER	-1.90	-1.01	0.0

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DRAWN BY: CBK CHECKED BY: MRR DATUM: N/A SCALE: N/A DATE: 10/31/2019 REV: 3 2/3/2020 PROJECT #: 2018006	SEAL: DEVIN JON SANTA 	PROJECT: MARINE FACILITY IMPROVEMENT SAFE HARBOR JAMESTOWN BOATYARD JAMESTOWN, RI 02835 APPLICANT: SAFE HARBOR JAMESTOWN BOATYARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835	 RACE COASTAL ENGINEERING 611 Access Road Stratford, CT 06615 Tel: 203-377-0663 www.racecoastal.com
NOT VALID WITHOUT ENGINEER'S SEAL			DRAWING NO. 1 of 8



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VICINITY MAP

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DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	N/A
SCALE:	N/A
DATE:	3/26/2019
REV:	3 2/3/2020
PROJECT #:	2018006

SEAL

DEVIN JON SANTA

REGISTERED
 PROFESSIONAL ENGINEER
 NOT VALID WITHOUT ENGINEER'S SEAL

PROJECT:	MARINE FACILITY IMPROVEMENT SAFE HARBOR JAMESTOWN BOATYARD JAMESTOWN, RI 02835
APPLICANT:	SAFE HARBOR JAMESTOWN BOATYARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835

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DRAWING NO. 2 of 8



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AERIAL PLAN

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DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	N/A
SCALE:	N/A
DATE:	3/26/2019
REV: 3	2/3/2020
PROJECT #	2018006

SEAL: **DEVIN JON SANTA**

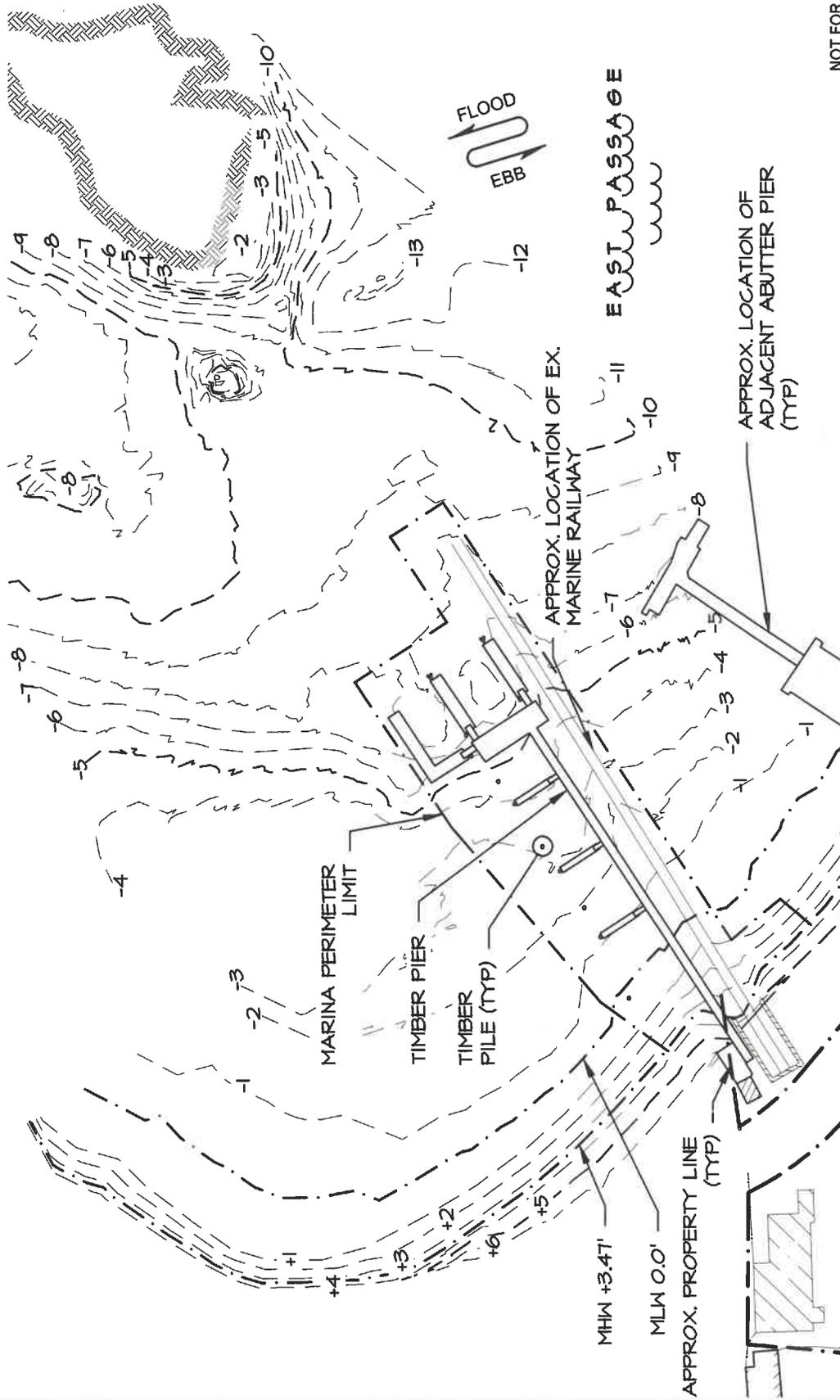
**REGISTERED
 PROFESSIONAL ENGINEER
 CIVIL**

NOT VALID WITHOUT ENGINEER'S SEAL

PROJECT:	MARINE FACILITY IMPROVEMENT SAFE HARBOR JAMESTOWN BOATYARD JAMESTOWN, RI 02835
APPLICANT:	SAFE HARBOR JAMESTOWN BOATYARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835



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EXISTING SITE PLAN

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DRAWING NO. 4 of 8

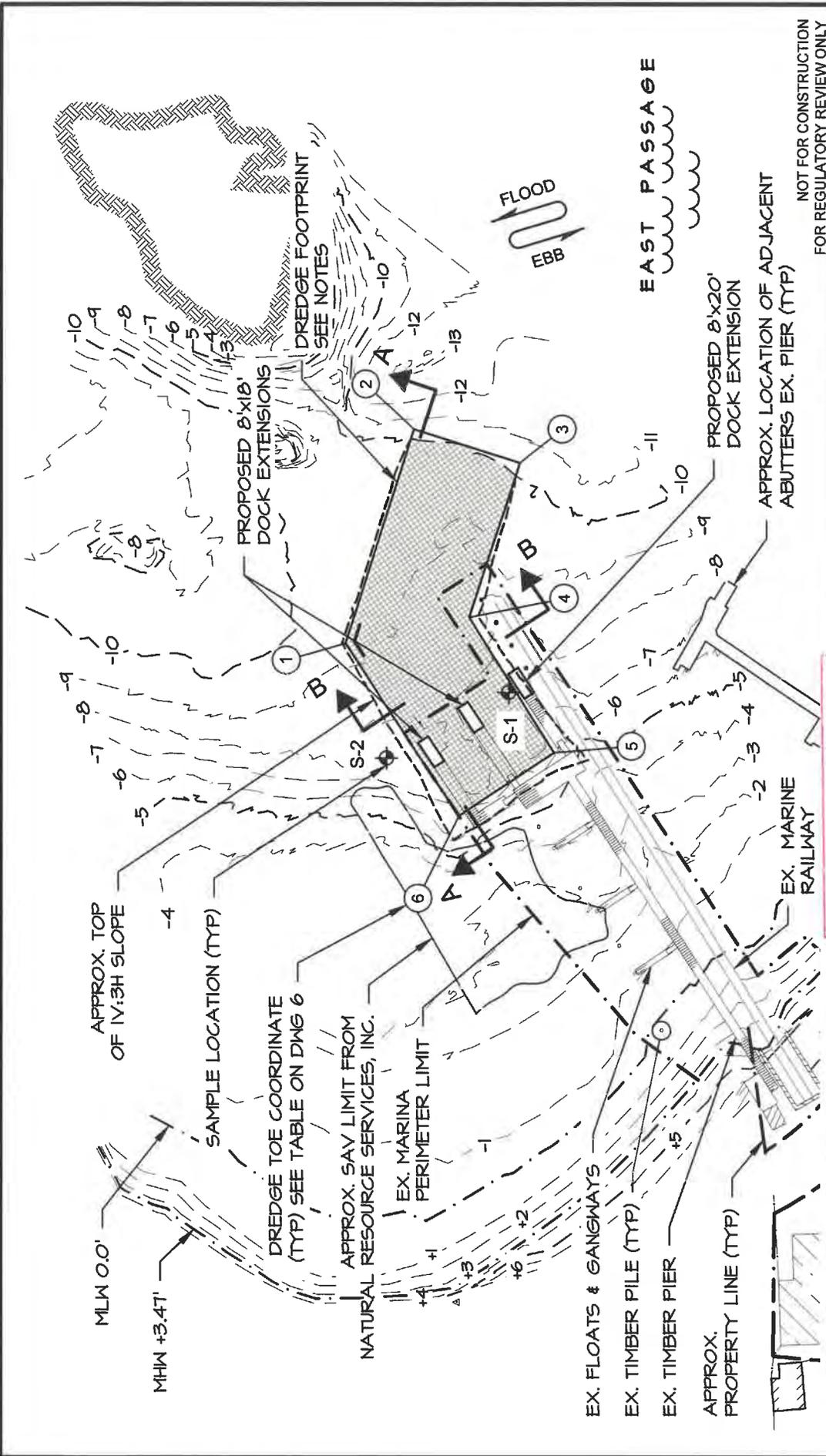
<p>PROJECT: MARINE FACILITY IMPROVEMENT SAFE HARBOR JAMESTOWN BOATYARD JAMESTOWN, RI 02835</p>	<p>APPLICANT: SAFE HARBOR JAMESTOWN BOATYARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835</p>
---	---

DEVIN JON SANTA

No. 1185

REGISTERED PROFESSIONAL ENGINEER
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 CIVIL

DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	MLW
SCALE:	1"=100'-0"
DATE:	3/26/2019
REV. 3	2/3/2020
PROJECT #	2018006

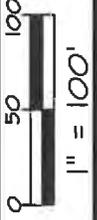


PROPOSED PLAN

NOTES:

- 1. PROPOSED DREDGE AREA
- DREDGE DEPTH -10 MLW

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<p>DRAWN BY: CBK</p> <p>CHECKED BY: MRR</p> <p>DATUM: MLW</p> <p>SCALE: 1"=100'-0"</p> <p>DATE: 3/26/2019</p> <p>REV: 3 2/3/2020</p> <p>PROJECT #20180006</p>	<p>SEAL: DEVIN JON SANTA</p> <p>No. 8548</p> <p>REGISTERED PROFESSIONAL ENGINEER CIVIL</p> <p>NOT VALID WITHOUT ENGINEER'S SEAL</p>	<p>PROJECT: MARINE FACILITY IMPROVEMENT SAFE HARBOR JAMESTOWN BOATYARD JAMESTOWN, RI 02835</p> <p>APPLICANT: SAFE HARBOR JAMESTOWN BOATYARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835</p>	<p>NOT FOR CONSTRUCTION FOR REGULATORY REVIEW ONLY</p> <p>RACE COASTAL ENGINEERING</p> <p>611 Access Road Stratford, CT 06615 Tel: 203-377-0663 www.racecoastal.com</p> <p>DRAWING NO. 5 of 8</p>
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DREDGE TOE COORDINATES (STATE PLANE 83 RI)

LOCATION	NORTHING	EASTING
1	145772.28	366700.05
2	145725.00	366845.81
3	145653.66	366822.67
4	145687.73	366717.64
5	145630.89	366625.53
6	145694.80	366582.48

NOTES:

- DREDGE TOE COORDINATES ARE IN STATE PLANE NAD 83 RI.

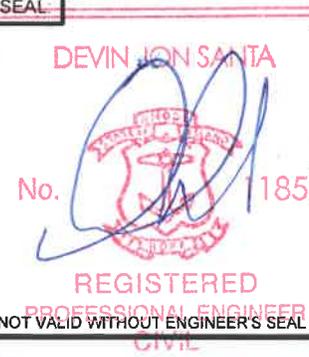
JBY MATERIAL DREDGING

BASE DREDGE VOLUME	±1,140 CY
1' OVERDREDGE ALLOWANCE VOLUME	±2,050 CY
DREDGE FOOTPRINT AREA	±19,710 SF

DREDGE COORDINATES & VOLUMES

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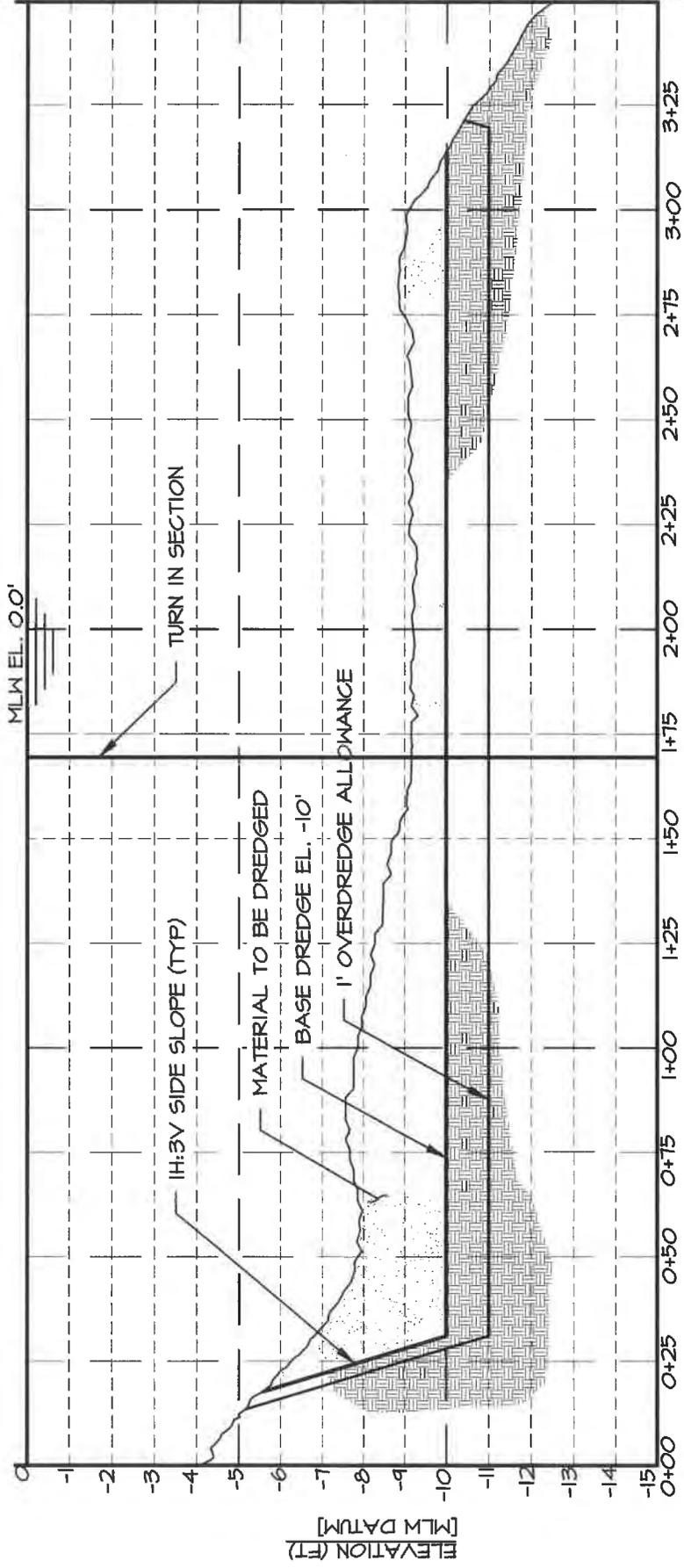
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DRAWN BY: CBK	SEAL	PROJECT:	 <p>RACE COASTAL ENGINEERING</p> <p>611 Access Road Stratford, CT 06615 Tel: 203-377-0663 www.racecoastal.com</p>
CHECKED BY: MRR		MARINE FACILITY IMPROVEMENT SAFE HARBOR JAMESTOWN BOATYARD JAMESTOWN, RI 02835	
DATUM: N/A		APPLICANT:	
SCALE: N/A		SAFE HARBOR JAMESTOWN BOATYARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835	
DATE: 3/26/2019			
REV: 3 2/3/2020			
PROJECT # 2018006	NOT VALID WITHOUT ENGINEER'S SEAL		DRAWING NO. 6 of 8

EX. FLOATING DOCK

PROPOSED DOCK EXTENSION

MHW EL. +3.47'



DEVELOPED SECTION A-A

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611 Access Road Stratford, CT 06615
Tel: 203-377-0663 www.racecoastal.com

PROJECT: MARINE FACILITY IMPROVEMENT
SAFE HARBOR
JAMESTOWN BOATYARD
JAMESTOWN, RI 02835

APPLICANT: SAFE HARBOR
JAMESTOWN BOATYARD
60 DUMPLING DRIVE
JAMESTOWN, RI 02835

SEAL: DEVIN JON SANTA
No. 11854
REGISTERED PROFESSIONAL ENGINEER
CIVIL
NOT VALID WITHOUT ENGINEER'S SEAL

DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	MLW
SCALE:	N/A
DATE:	3/26/2019
REV:	3 2/3/2020
PROJECT #	2018006

GRAPHIC SCALES:

HORIZONTAL:



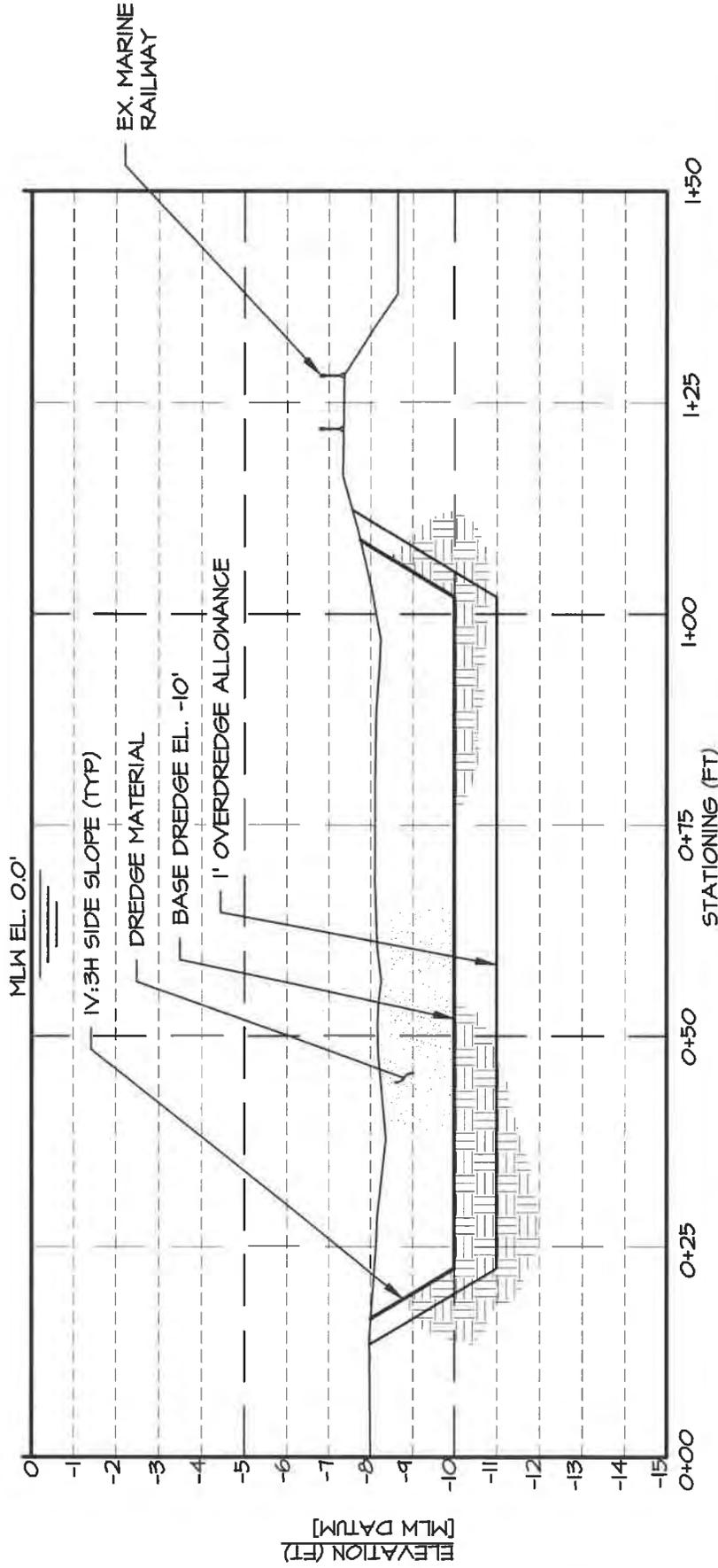
VERTICAL:



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DRAWING NO. 7 of 8

MHH EL. +3.47'



SECTION B-B

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GRAPHIC SCALES:

HORIZONTAL:



1" = 20'

VERTICAL:



1" = 4'

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DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	MLW
SCALE:	N/A
DATE:	3/26/2019
REV:	3 2/3/2020
PROJECT #	2018006

SEAL: **DEVIN JON SAMA**
No. 1854
REGISTERED PROFESSIONAL ENGINEER
CIVIL
NOT VALID WITHOUT ENGINEER'S SEAL

PROJECT:
MARINE FACILITY IMPROVEMENT
SAFE HARBOR
JAMESTOWN BOATYARD
JAMESTOWN, RI 02835

APPLICANT:
SAFE HARBOR
JAMESTOWN BOATYARD
60 DUMPLING DRIVE
JAMESTOWN, RI 02835

RACE
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611 Access Road Stratford, CT 06615
Tel: 203-377-0663 www.racecoastal.com

DRAWING NO. 8 of 8



US Army Corps of Engineers®
New England District

WORK-START NOTIFICATION FORM
(Minimum Notice: Two weeks before work begins)

EMAIL TO: **Diane.M.Ray@usace.army.mil** and **cenae-r@usace.army.mil**; or

MAIL TO: **Diane M. Ray**
Regulatory Division
U.S. Army Corps of Engineers, New England District
696 Virginia Road
Concord, Massachusetts 01742-2751

Corps of Engineers Permit No. **NAE-2019-01700** was issued to **Safe Harbor – Jamestown Boat Yard**. This work is located in the East Passage of Narragansett Bay and authorized the maintenance dredging within an approximately 19,710 s.f. to -10' mean low water with approximately 2,200 cy of material being dredged mechanically and disposed of at the Providence River CAD Cell; and install and maintain an 8' x 18' dock extension to the Northern Dock and Middle Dock and an 8' x 20' dock extension to the Southern Dock.

The people (e.g., contractor) listed below will do the work, and they understand the permit's conditions and limitations.

PLEASE PRINT OR TYPE

Name of Person/Firm: _____

Business Address: _____

Phone & email: () _____ () _____

Proposed Work Dates: Start: _____ Finish: _____

Permittee/Agent Signature: _____ Date: _____

Printed Name: _____ Title: _____

Date Permit Issued: _____ Date Permit Expires: _____

FOR USE BY THE CORPS OF ENGINEERS

PM: Diane Ray Submittals Required: Yes – work start form

Inspection Recommendation: N



**US Army Corps
of Engineers**®
New England District

Errata sheet for the Rhode Island General Permits August 15, 2018

The Corps of Engineers, New England District, has compiled the following corrections and clarifications for the Rhode Island General Permits that were issued on March 3, 2017. We may update this list periodically. Please contact Taylor Bell at taylor.m.bell@usace.army.mil or (978) 318-8952 with any questions or suggestion.

1. Replace General Condition 11(d) as follows:

d. Federal agencies should follow their own procedures for complying with the requirements of the ESA. Non-Federal representatives designated by the Corps to conduct informal consultation or prepare a biological assessment should follow the requirements in the designation document(s) and the ESA. Federal permittees and non-Federal representatives must provide the Corps with the appropriate documentation to demonstrate compliance with those requirements. The Corps will review the documentation and determine whether it is sufficient to address ESA compliance for the GP activity, or whether additional ESA consultation is necessary. Unless it is required elsewhere in this document, a PCN is not required if: (i) another (lead) Federal agency has completed all required §7 consultation; or (ii) a non-Federal representative designated by the Corps in writing has completed all required §7 informal consultation.

2. For General Permit 15, Survey Activities, add the following to the Pre-Construction Notification (PCN) Required column:

Activities associated with the recovery of historic resources, and the drilling and discharge of excavated material from test wells for oil and gas exploration.

Applicant: General Public, State of Rhode Island

Effective Date: March 3, 2017
Expiration Date: March 3, 2022

DEPARTMENT OF THE ARMY
GENERAL PERMITS FOR THE STATE OF RHODE ISLAND AND
LANDS LOCATED WITHIN THE BOUNDARIES OF THE
NARRAGANSETT LAND CLAIM SETTLEMENT AREA

The New England District of the U.S. Army Corps of Engineers (Corps) hereby issues twenty-one (21) general permits (GPs) for activities subject to Corps jurisdiction in waters of the United States (U.S.), including navigable waters, within the boundaries of the State of Rhode Island and lands located within the boundaries of the Narragansett Land Claim Settlement Area. These GPs are issued in accordance with Corps regulations at 33 CFR 320 - 332 [see 33 CFR 325.2(e)(2)], and authorizes activity-specific categories of work that are similar in nature and cause no more than minimal individual and cumulative adverse environmental impacts. These GPs will provide protection to the aquatic environment and the public interest while effectively authorizing activities that have no more than minimal individual and cumulative adverse environmental effects.

GENERAL CRITERIA

In order for activities to qualify for these GPs, they must meet the terms and eligibility criteria of the general permits in Appendix A as well as the general conditions in Appendix B.

Projects may qualify for the following:

- Self-Verification (inland): A Self -Verification Notification Form (SVNF) is not required. The Corps relies on RIDEM or CRMC submittals or permits, as applicable.
- Self-Verification (coastal): A SVNF is not required. The Corps relies on CRMC submittals or permits, as applicable.
- Pre-Construction Notification (PCN):
 - Inland: Written approval from RIDEM giving joint RIDEM/Corps approval is required. For inland activities under CRMC jurisdiction, notification to the Corps is provided by CRMC through their Public Notices or by applicants, as necessary. Written approval from the Corps is required.
 - Coastal: Notification to Corps provided by CRMC through their Public Notices or by applicants as necessary. Written approval from the Corps is required.

If your project is ineligible for self-verification (SV), it may be screened under PCN or may require an individual permit. The thresholds for activities eligible for SV and PCN are defined in Appendices A and B. These GPs do not affect the Corps individual permit review process or activities exempt from Corps regulation.

Rhode Island General Permits

An activity is authorized under GPs 1-21 below only if that activity and the permittee satisfy all of the GP's terms and conditions.

1. Aids to navigation & temporary recreational structures
2. Repair or maintenance of existing currently serviceable, authorized or grandfathered structures and fills, removal of structures
3. Moorings
4. Pile-supported structures and floats, including boat lifts/hoists and other miscellaneous structures and work
5. Boat ramps and marine railways
6. Utility line activities
7. Dredging, transport & disposal of dredged material, beach nourishment, rock removal and rock relocation
8. Discharges of dredged or fill material incidental to the construction of bridges
9. Shoreline and bank stabilization projects
10. Aquatic habitat restoration, establishment and enhancement activities
11. Fish and wildlife harvesting activities
12. Oil spill and hazardous material cleanup
13. Cleanup of hazardous and toxic waste
14. Scientific measurement devices
15. Survey activities
16. Aquaculture projects and fisheries
17. New or expanded developments and recreational facilities
18. Linear transportation projects – wetland crossings only
19. Stream, river & brook crossings (not including wetland crossings)
20. Energy generation and renewable energy generation facilities and hydropower projects
21. Temporary fill not associated with any other GP activities

SECTION 1

REVIEW CATEGORIES AND APPLICATION PROCEDURES WITHIN INLAND WATERS

I. ACTIVITIES COVERED:

The discharge of dredged or fill material into waters of the United States which is regulated by the Corps under Section 404 of the Clean Water Act (CWA), see 33 CFR 328.

II. REVIEW PROCESS:

1. State and Local Approvals:

In order for authorizations under these GPs to be valid and before commencing any work within Corps jurisdiction, Section 401(a)(1) of the Clean Water Act (33 USC Sec. 1341) requires that applicants obtain a Water Quality Certification (WQC) or waiver from the state water pollution control agency to discharge dredged or fill material into waters of the U.S. In Rhode Island the RIDEM - Office of Water Resources - Water Quality Certification Program (RIDEM-OWR-WQC) is the state water pollution control agency. Applicants must apply for and obtain a WQC from the RIDEM-OWR-WQC.

The RIDEM-OWR-WQC has conditionally granted WQC for self-verification (SV) activities in inland wetlands and waterways provided those activities meet the criteria as contained in the attached Appendix A – General Permits document.

The work may also need approval from the Coastal Resources Management Council (CRMC) pursuant to its jurisdiction over freshwater wetlands in the vicinity of the coast, as well as any local approvals, as applicable (see General Condition 1). For inland waters that are not under the jurisdiction of the CRMC (see Section 2), applicants must apply to the RIDEM, Office of Water Resources, Freshwater Wetlands Program (RIDEM-OWR-FWP). Any permit issued by RIDEM-OWR-FWP may act as the WQC in accordance with Rule 13.A.3.(a) of the RI Water Quality Regulations. Therefore, for all inland projects not under the jurisdiction of the CRMC, applicants will receive their WQC and Army Corps authorizations upon receipt of a permit from RIDEM- OWR-FWP.

2. General Permit Review Categories:

a. Self-Verification: An application to the Corps is NOT required. The RIDEM will forward copies of applications and relevant site plans and documents to the Corps, who will then inform RIDEM whether the project can be authorized under SV or whether the review procedures of a PCN will apply. The RIDEM will forward copies of their finalized joint RIDEM/Corps (state/federal) authorization to the Corps.

Eligibility Criteria

Activities in Rhode Island including the lands located within the boundaries of the Narragansett Land Claims Settlement Area that meet the following criteria are eligible under self-verification of these GPs:

- are subject to Corps jurisdiction (See General Condition 2);
- meet the criteria of SV in the attached Appendix A - General Permits;
- meet the general conditions of the GPs; and
- regulated by the State and received all applicable State approvals listed above.

Project proponents seeking SV authorizations must comply with the general conditions and other Federal laws such as the National Historic Preservation Act, the Endangered Species Act and the Wild and Scenic Rivers Act. Therefore, consultation with the Corps and/or outside experts, such as the State Historic Preservation Office and any appropriate Indian tribes, is recommended when there is a high likelihood of the presence of resources of concern.

b. Pre-Construction Notification: Projects not eligible under self-verification may be screened under PCN provided that they meet the terms and criteria for the GPs in Appendix A.

Eligibility Criteria

Activities in Rhode Island including the lands located within the boundaries of the Narragansett Land Claims Settlement Area that meet the following criteria are eligible under PCN of these GPs:

- are subject to Corps jurisdiction (See General Condition 2),
- meet the criteria of PCN in the attached Appendix A – General Permits, and
- meet the General Conditions of the GPs.

3. Applying for Authorization Through the PCN Process:

The Corps will coordinate review of all PCN activities with Federal and State agencies to ensure that the proposed activity results in no more than a minimal impact to the aquatic environment. To be eligible and subsequently authorized, an activity must meet the eligibility criteria in Section 2 above and result in no more than minimal impacts to the aquatic environment as determined by the Corps in coordination with the interagency review team which consists of Federal and State resource agencies. This may require project modifications involving avoidance, minimization, and/or compensatory mitigation for unavoidable impacts to ensure the net effects of a project are minimal. If the Corps determines that the PCN activity qualifies for authorization under these GPs, the Corps will notify the RIDEM. If the RIDEM ultimately decides to issue a permit for the proposed work, the RIDEM will insert the appropriate language in their authorization to notify the applicant that the RIDEM authorization is also their Corps authorization provided that they comply with the GPs conditions. Written approval from RIDEM giving joint state/federal authorization for PCN activities is required before work can commence.

Emergency Situation Procedures: 33 CFR 325.2 (e) (4) states that an “emergency” is a situation which would result in an unacceptable hazard to life, a significant loss of property, or an immediate, unforeseen and significant economic hardship if corrective action requiring a permit is not undertaken within a time period less than the normal time needed to process the application under standard procedures.” Notification to the Corps and RIDEM is required. The Corps will determine if a project qualifies as emergency and will work with all applicable agencies to expedite emergency authorization.

Individual Permit Procedures: Work that is not eligible for authorization under the GPs provided in Appendix A, or that does not meet the terms and conditions of the GPs, will require review under the Corps individual permit procedures (see 33 CFR Part 325.1). The applicant shall submit the appropriate application materials, including the Corps ENG 4345 application form, to the Corps. General information and application forms can be obtained at <http://www.nae.usace.army.mil/Missions/Regulatory/Useful-Documents-Forms-and-Publications/>. A Freshwater Wetlands Application is required from RIDEM-OWR-FWP, and the form and instructions are available at: <http://www.dem.ri.gov/documents/forms/index.php>. The WQC will be authorized within any permit issued by the RIDEM-OWR-FWP.

SECTION 2

REVIEW CATEGORIES AND APPLICATION PROCEDURES FOR PROJECTS WITHIN TIDAL, COASTAL AND NAVIGABLE WATERS

Navigable Waters: Navigable waters of the United States are those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce.

I. ACTIVITIES COVERED:

- Work and structures that are located in, under or over any navigable water of the U.S. (defined at 33 CFR 329) that affect the course, location, condition, or capacity of such waters; or the excavating from or depositing material in navigable waters. (Regulated by the Corps under Section 10 of the Rivers and Harbors Act of 1899);
- The discharge of dredged or fill material into waters of the U.S. (defined at 33 CFR 328), which is regulated by the Corps under Section 404 of the Clean Water Act (CWA); and
- The transportation of dredged material for the purpose of disposal in the ocean. The Corps regulates these activities under Section 103 of the Marine Protection, Research and Sanctuaries Act. See 33 CFR 324.

II. REVIEW PROCESS:

1. RI-CRMC approvals:

In order for authorizations under these GPs to be valid and before commencing any work within Corps jurisdiction, applicants are responsible for applying for and obtaining any of the following required State or local approvals (see General Condition 1):

a. Water Quality Certification (WQC): Issuance or waiver under Section 401 of the Federal CWA (33 USC Section 1341). Section 401(a)(1) of the Clean Water Act requires that applicants obtain a WQC or waiver from the state water pollution control agency (RIDEM-OWR-WQC) to discharge dredged or fill material into waters of the U.S.

b. Coastal Zone Management (CZM): Section 307 of the Coastal Zone Management Act of 1972, as amended, requires applicants to obtain a permit, federal consistency certification or waiver from CRMC that the activity complies with the state's CZM program for activities affecting the state's coastal area.

2. Corps Authorizations:

a. Self-Verification (SV): Applicants are not required to submit an Application. Instead, the Corps will review CRMC Public Notices and determine jurisdiction and the type of authorization needed.

Eligibility Criteria

Activities in Rhode Island may proceed without application or notification to the Corps if they:

- are subject to Corps jurisdiction
- are eligible for SV in Appendix A - General Permits, and
- meet the General Conditions of the GPs
- have obtained a WQC approval or a waiver from the State

Note: Activities subject to Corps jurisdiction that are NOT regulated by CRMC will be subject to the screening requirements of the GPs as noted below.

Project proponents seeking eligibility under the SV category must comply with the General Conditions of the GPs and other federal laws such as the National Historic Preservation Act, the Endangered Species Act (ESA) and the Wild and Scenic Rivers Act. Therefore, consultation with the Corps and/or outside experts such as the State Historic Preservation Office and any appropriate Indian tribes is recommended when there is a likelihood of the presence of resources of concern.

b. Pre-Construction Notification (PCN) (notification/application to CRMC and written authorization required from the Corps): Projects not eligible under the SV category of the GPs may be screened under PCN category, provided they meet the criteria.

Eligibility Criteria

Activities in Rhode Island that meet the following criteria **require written approval from the Corps:**

- are subject to Corps jurisdiction,
- meet the definition of PCN in this Section, and
- meet the General Conditions of the GPs
- have obtained a WQC approval or a waiver from the State

3. Applying for authorization:

The Corps will review CRMC Public Notices and determine which projects need PCN approval. The applicant or applicant's consultant will be contacted if further information is required for our review.

4. Review Procedures:

The Corps will coordinate review of all PCN activities with federal and state agencies (interagency review team), as necessary. To be eligible and subsequently authorized, an activity must meet the eligibility criteria listed above and result in no more than minimal impacts to the aquatic environment as determined by the Corps. This may require project modifications involving avoidance, minimization, and/or compensatory mitigation for unavoidable impacts to ensure the net effects of a project are minimal. Applicants are responsible for applying for the appropriate state and local approvals. Authorizations under these GPs are not valid until all required RI-CRMC authorizations are also granted.

Emergency Situation Procedures: 33 CFR 325.2 (e)(4) states that an “emergency” is a situation which would result in an unacceptable hazard to life, a significant loss of property, or an immediate, unforeseen and significant economic hardship if corrective action requiring a permit is not undertaken within a time period less than the normal time needed to process the application under standard procedures.” Notification to the Corps is required. The Corps will determine if a project qualifies as an emergency and will work with all applicable agencies to expedite authorization in emergency situations.

Individual/Standard Permit Procedures: Work that is not eligible under PCN activities as described therein or that does not meet the terms and general conditions of the GPs, will require the submission of an application to the Corps for an Individual Permit (see 33 CFR Part 325.1). The applicant should submit the appropriate application form and materials at the earliest possible date. General information and application forms can be obtained at our website at <http://www.usace.army.mil/Missions/CivilWorks/RegulatoryProgramandPermits/ObtainPermit.aspx> or by calling us. Individual WQC and CZM consistency concurrence are required, when applicable, from the State of Rhode Island before Corps issuance of an individual permit. The Corps encourages applicants to concurrently apply for a Corps Individual Permit and state permits.

APPENDIX A – GENERAL PERMITS

<u>GP 1. AIDS TO NAVIGATION & TEMPORARY RECREATIONAL STRUCTURES</u>	
<p>(Section 10; navigable waters of the U.S.) The placement of aids to navigation and regulatory markers which are approved by and installed in accordance with the requirements of the U.S. Coast Guard (see 33 CFR, chapter I, subchapter C, part 66)</p>	
Self-Verification (SV) Eligible	Pre-Construction Notification (PCN) Required
<p>Aids to navigation and regulatory markers that are not located within a Corps Federal navigation project (FNP) (see note below).</p> <p>Temporary buoys, markers, floats, etc. for recreational use during specific events, provided they are not located within a Corps FNP and are removed within 30 days after use is discontinued.</p> <p>No structures in vegetated shallows.</p>	<p>Work not eligible for SV.</p> <p>Aids to navigation or temporary markers, floats, etc. that are within a Corps FNP.</p> <p>Temporary markers, floats, etc. that are not to be removed within 30 days.</p>
<p>Note: FNPs are comprised of Federal channels, anchorages and turning basins. More information is provided at: http://www.nae.usace.army.mil/Missions/Navigation/Rhode-Island-Projects</p>	

GP 2. REPAIR OR MAINTENANCE OF EXISTING CURRENTLY SERVICEABLE, AUTHORIZED OR GRANDFATHERED STRUCTURES AND FILLS, REMOVAL OF STRUCTURES (Section 10 & 404; tidal and non-tidal waters of the U.S.)

Repair, rehabilitation, or replacement of any previously authorized, currently serviceable structure, or fill, or of any currently serviceable structure or fill authorized by 33 CFR 330.3, provided that the structure or fill is not to be put to uses differing from those uses specified or contemplated for it in the original permit or the most recently authorized modification. Minor deviations in the structure's configuration or filled area, including those due to changes in materials, construction techniques, requirements of other regulatory agencies, or current construction codes or safety standards that are necessary to make the repair, rehabilitation, or replacement are authorized. Includes removal of structures and fill.

Not authorized under GP 2: (a) Permanent impacts >1/2 acre in tidal and 1 acre in non-tidal waters and/or wetlands, >1000 SF in tidal Special Aquatic Site (SAS) other than vegetated shallows, or >100 SF in tidal vegetated shallows.

Self-Verification (SV) Eligible	Pre-Construction Notification (PCN) Required
<p>≤5,000 SF of impacts in non-tidal waters & wetlands includes <5,000 SF removal of sediment or riprap placement.</p> <p>No fill in tidal waters & wetlands.</p> <p>Bulkhead replacement via installation of new bulkhead within 12" of existing bulkhead & backfill.</p> <p>Drawdown of impoundment for dam/levee repair provided it does not exceed 18 months and one growing season (April through September).</p> <p>Any stream channel modification is limited to the minimum necessary for the repair, rehabilitation, or replacement of the structure or fill; such modifications, including the removal of material from the stream channel, must be immediately adjacent to the project or within the boundaries of the structure or fill.</p> <p>Any bank stabilization measures not associated with the structure requires a separate authorization under GP 9.</p> <p>Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable, when temporary discharges, such as sandbag cofferdams, access fills, etc. are necessary for construction activities or dewatering of construction sites.</p> <p>Temporary fills must consist of materials and be placed in a manner, that will not be eroded by expected high flows. They must be removed in their entirety and the affected areas returned to pre-construction elevations and must be re-vegetated as appropriate.</p> <p>Work to previously approved tide gates with a Corps-approved operation and maintenance plan and tide gates not affecting the hydraulic regime.</p> <p>No impacts in SAS (see Appendix D - Definitions).</p> <p>No slip lining or culvert relining that changes invert elevation.</p>	<p>Work not eligible for SV.</p> <p>Removal of accumulated sediments and debris in the vicinity of existing structures (e.g., bridges, culverted road crossings, water intake structures, etc.) and/or the placement of new or additional riprap, minimum necessary to protect the structure.</p> <p>The removal of accumulated sediment is limited to the minimum necessary to restore the waterway in the vicinity of the structure to the approximate dimensions that existed when the structure was built, but cannot extend farther than 200 feet in any direction from the structure. Excavated materials must be deposited and retained in an area that has no waters of the U.S. unless otherwise specifically approved by the District Engineer.</p> <p>Drawdown of impoundment for dam/levee repair provided it does not exceed 18 months and one growing season (April through September)</p>

Notes: 1. Removal of bridge structures in navigable waters are covered under GP 8, if the Coast Guard issues a bridge permit. 2. Stream, river, brook or other watercourse crossings are not eligible under GP 2 (See GP 19). 3. Grandfather dates include work performed & structures installed before 1968 & fill placed before 1975 for Corps purposes only.

GP 3. MOORINGS (Section 10; navigable waters of the U.S.) New private, non-commercial, non-rental, single-boat moorings & temporary moorings including moorings to facilitate construction or dredging; minor relocation of previously authorized moorings and mooring field expansions, boundary reconfigurations or modifications of previously authorized mooring fields and maintenance and replacement of moorings.

Not authorized under GP 3: Moorings within Federal Navigation channels.

Self-Verification (SV) Eligible	Pre-Construction Notification (PCN) Required
<p>1. Private, non-commercial, non-rental, single-boat moorings and temporary moorings including moorings that facilitate construction or dredging provided:</p> <ul style="list-style-type: none"> a. No new moorings located in Federal anchorages; b. No new moorings located in SAS; c. No new moorings located in shellfish beds; d. Authorized by local harbormaster/town; e. When existing, authorized moorings in SAS are going to be replaced, they shall be replaced with low impact mooring technology that prevents mooring chains from resting or dragging on the bottom substrate at all tides and helical anchors, or equivalent SAS protection systems. See Note 1. <p>2. Minor relocation of previously authorized moorings, provided:</p> <ul style="list-style-type: none"> a. Not located in Federal anchorages; b. Not located in SAS; c. Authorized by the local harbormaster/town. 	<p>Work not eligible for SV.</p> <p>Moorings associated with an existing boating facility. See Note 2.</p> <p>Private moorings without harbormaster or local approval.</p> <p>Moorings located such that they, and/or vessels docked or moored at them, are within the buffer zone of the horizontal limits of a Federal Anchorage. The buffer zone is equal to 3 times the authorized depth of that channel.</p>

Notes:

1. Locating new individual moorings in SAS, including eelgrass, should be avoided to the maximum extent practicable. If SAS cannot be avoided, plans should show elastic mooring systems that prevent mooring chains from resting or dragging on the bottom substrate at all tides and helical anchors, or equivalent SAS protection systems, where practicable. For moorings that appear to impact SAS, the Corps may require an eelgrass survey.
2. Boating facility are facilities that provide for a fee, rent, or sell mooring space, such as marinas, yacht clubs, boat clubs, boat yards, town facilities, dockminiums, etc.

GP 4. PILE-SUPPORTED STRUCTURES & FLOATS, INCLUDING BOAT LIFTS/HOISTS AND OTHER MISCELLANEOUS STRUCTURES AND WORK (Section 10; navigable waters of the U.S.) New, expansions, reconfigurations or modifications of structures for navigation access including floats, stairs, and boat/float lifts.

Not authorized under GP 4: (a) fill or excavation; (b) no structures within Federal Navigation channels; or (c) structures associated with a NEW boating facility, which are facilities that provide for a fee, rent, or sell mooring space, such as marinas, yacht clubs, boat clubs, boat yards, town facilities, dockominiums, etc.

Self-Verification (SV) Eligible	Pre-Construction Notification (PCN) Required
<p>Private residential structures with a length limit not to exceed 75’ beyond mean high and limited to 4’ in width. The fixed pier component of the dock located in tidal wetlands shall be constructed such that the lowest horizontal member of the fixed pier is no lower than five (5) feet off the surface of any underlying wetland area.</p> <p>Floats must be supported at least 18” above the intertidal and shallow sub-tidal substrate during all tidal cycles.</p> <p>No structures located within vegetated shallows.</p> <p>No structures or floats can be located within the buffer zone (3x the authorized depth of the FNP) of the horizontal limits of FNPs.</p> <p>No structures or floats can extend across >25% of the waterway width at mean low water.</p> <p>No new structures within 25’ of property line extensions.</p> <p>No new structures or floats associated with boating facilities.</p> <p>Reconfiguration of existing authorized structures; private or commercial, provided those structures do not extend beyond the existing perimeter of the facility or encroach into SAS.</p>	<p>Work not eligible for SV.</p> <p>New structures within an existing boating facility, provided those structures do not extend beyond the existing perimeter of the facility.</p> <p>Structures or work in or affecting tidal or navigable waters that are not defined under any other GP activity.</p> <p>Structures that are located within 25 feet of riparian property line extensions unless the properties are owned by the same owner. If so, the Corps may require a letter of no objection from the abutter(s).</p>

GP 5. BOAT RAMPS & MARINE RAILWAYS (Sections 10 and 404; tidal and non-tidal waters of the U.S.) Activities required for the construction of boat ramps and marine railways, including excavation and fill.

Not authorized under GP 5: (a) Permanent and temporary fill >1 acre of non-tidal waters and/or wetlands, (b) permanent and temporary impacts >1/2 acre in tidal waters; >1000 SF in tidal SAS other than vegetated shallows, or >100 SF in tidal vegetated shallows; or (c) dredging in navigable waters of the U.S. (see GP 7)

Self-Verification (SV) Eligible	Pre-Construction Notification (PCN) Required
No work in tidal waters and wetlands of the U.S.	Work not eligible for SV.
≤5,000 SF of non-tidal waters and/or wetland fill (permanent and temporary).	Work occurs in tidal waters and wetlands of the U.S.
No work April 1 through June 30 in non-tidal waters that support diadromous fish species.	Boat ramps are located within 25 feet of riparian property line extensions unless the properties are owned by the same owner. If so, the Corps may require a letter of no objection from the abutter(s).

GP 6. UTILITY LINE ACTIVITIES (Sections 10 & 404; tidal & non-tidal waters of the U.S.) Activities required for: (a) The construction, maintenance, relocation, repair, & removal of utility lines, including outfall and intake structures, and the associated excavation, backfill, or bedding for utility lines. This GP includes but is not limited to utility lines such as electric, water, oil, sewer, gas or cable; (b) The construction, maintenance or expansion of utility line substation and other appurtenant facilities associated with an electric line, gas line or other utility line in non-tidal waters; and (c) The construction and maintenance of foundations for overhead utility line towers, poles, and anchors provided the foundations are the minimum size necessary and separate footings for each tower leg (rather than a larger single pad) are used where practicable, considering system reliability and other factors. This GP authorizes the construction of access roads to facilitate construction of the above activities provided the activity, in combination with all other activities included in one single and complete project, does not cause the permanent loss of greater than 1 acre of non-tidal waters of the U.S (see Note 1 below). Impacts resulting from mechanized pushing, dragging or other similar activities that redeposit excavated soil material shall be figured into the area limit determination.

Not authorized under GP 6: (a) Permanent and temporary fill >1 acre of non-tidal waters and/or wetlands (see Note 1), (b) permanent and temporary impacts >1/2 acre in tidal waters; >1000 SF in tidal SAS other than vegetated shallows, or >100 SF in tidal vegetated shallows; or (c) blasting or storage of equipment in wetlands.

Self-Verification (SV) Eligible	Pre-Construction Notification (PCN) Required
<p>No work in, over or under tidal waters.</p> <p>No outfalls.</p> <p>≤5,000 SF of non-tidal waters and/or wetland fill (permanent and temporary). See Note 1.</p> <p>Intake structures that are dry hydrants used exclusively for firefighting activities with no stream impoundments.</p> <p>No silt producing activities from April 1 through June 30 in non-tidal waters that support diadromous fish species.</p>	<p>Work not eligible for SV.</p> <p>Overhead utility lines constructed over Section 10 waters and submarine utility lines that are routed in or under such waters.</p>

Notes :

1. Construction mats of any area necessary to conduct activities do not count towards the 5,000 SF or 1-acre threshold and should be removed as soon as work is completed.
2. Temporary fills necessary to conduct the utility line activity are also allowed, provided the utility line activity is **within** Corps jurisdiction. Material resulting from trench excavation may be temporarily sidecasted into waters of the United States for no more than three months, provided the material is not placed in such a manner that it is dispersed by currents or other forces. If the utility line activity is not within Corps jurisdiction but temporary fill will be placed in Corps jurisdiction, then see GP 21 for temporary fills, etc.

GP 7. DREDGING (Section 10; navigable waters of the U.S.), TRANSPORT AND DISPOSAL OF DREDGED MATERIAL (Sections 10, 404 & 103; tidal waters of U.S.), BEACH NOURISHMENT (Sections 10 & 404; tidal waters of the U.S.); ROCK REMOVAL (Section 10, navigable waters of U.S.) AND ROCK RELOCATION (Sections 10 & 404; tidal waters of the U.S.) New, improvement and

maintenance dredging (see note below) including: (a) Disposal of dredged material at a confined aquatic disposal, beach nourishment, near shore, designated open water or ocean water disposal site, provided the Corps finds the dredged material to be suitable for such disposal; (b) Beach nourishment not associated with dredging; and (c) Rock removal and relocation for navigation.

Not authorized under GP 7: (a) New dredging with >1000 SF of impacts to intertidal areas or saltmarsh or >100 SF of impacts to vegetated shallows; (b) Maintenance dredging and/or disposal with >1/2 acre of impacts to tidal Special Aquatic Sites (SAS); (c) New dredging where the primary purpose is sand mining for beach nourishment; (d) Beach scraping; (e) Rock removal and relocation for navigation >1/2 acre; (f) Beach nourishment or rock relocation > 1 acre in non-tidal areas; or (g) Blasting.

Self-Verification (SV) Eligible

Pre-Construction Notification (PCN) Required

Maintenance dredging in tidal waters of any yardage provided:

- Contained upland disposal;
- Proper siltation controls used & maintained to prevent runback into waterway/wetland;
- No impacts to SAS, intertidal areas or shellfish beds;
- Not located within 100' of vegetated shallows or shellfish areas;
- Work occurs from October 1 through January 31.

In tidal areas rock/boulder relocation with ≤ 200 SF of impacts and no impacts to SAS.

No rock removal in tidal areas.

<5000 SF of beach nourishment or rock relocation in non-tidal areas.

Work not eligible for SV.

Maintenance dredging not eligible for SV; improvement dredging and new dredging.

Disposal options include upland disposal, open water disposal, confined aquatic disposal cells (CAD cells), near-shore disposal or beach nourishment.

Note: Improvement is dredging to deeper depths in areas previously dredged or authorized. Maintenance dredging includes areas and depths previously authorized by the Corps and dredged.

GP 8. DISCHARGES OF DREDGED OR FILL MATERIAL INCIDENTAL TO THE CONSTRUCTION OF BRIDGES (Sections 10 & 404; navigable waters of the U.S.)

Discharges of dredged or fill material incidental to the construction and modification of bridges across navigable waters of the U.S., including cofferdams abutments, foundation seals, piers, approach fills, and temporary construction and access fills provided that the USCG authorizes the construction of the bridge structure under Section 9 of the Rivers and Harbors Act of 1899 or other applicable laws. A USCG Authorization Act Exemption or a STURRA (144h) exemption do not constitute USCG authorization.

Not authorized under GP 8: Causeways.

Self-Verification (SV) Eligible	Pre-Construction Notification (PCN) Required
<p>Discharges of dredged or fill material incidental to the construction and modification of bridges.</p> <p>No fill in SAS.</p>	<p>Work not eligible for SV.</p>

GP 9. SHORELINE & BANK STABILIZATION PROJECTS (Sections 10 & 404; tidal and non-tidal waters of the U.S.) Bank stabilization activities necessary for erosion protection along the banks of lakes, ponds, streams, estuarine and ocean waters, and any other open waters. Includes bulkheads, seawalls, riprap, revetments or slope protection & similar structures as well as vegetative planting, soil bioengineering or alternative techniques that are a combination of the two (e.g. living shorelines), specifically for the purpose of shoreline protection.

Not authorized under GP 9: (a) Bank stabilization >500 LF in total length including both stream banks; (b) Permanent and temporary impacts >1/2 acre in tidal waters or 1 acre in non-tidal waters, >1000 SF in tidal Special Aquatic Sites (SAS) other than vegetated shallows, or >100 SF in tidal vegetated shallows; (c) Stream channelization or relocation activities; or (d) breakwaters, groins and jetties.

Self-Verification (SV) Eligible	Pre-Construction Notification (PCN) Required
<p>Coastal shoreline & bank stabilization projects ≤200 linear feet; and other stream, river, or brook bank stabilization projects ≤200 linear feet (includes total for more than one stream bank) provided:</p> <p>No discharge of fill material within SAS, including mudflats, tidal wetlands, vegetated shallows and/or shellfish beds.</p> <p>Soft stabilization measures such as bioengineered fiber roll revetments or equivalent, shall be used wherever practicable.</p> <p>No vertical stone structures or embankments angled steeper than 1V: 1H. No new bulkheads.</p> <p>Fill is limited to 1 foot or less seaward of existing conditions.</p> <p>≤5,000 SF (temporary or permanent) fill in non-tidal waters and/or wetlands.</p> <p>No fill within the streambed.</p> <p>Unconfined work, not including installation and removal of cofferdams, is limited to July 1 through October 31 in non-tidal waters.</p> <p>Work occurring behind a cofferdam may occur at any time.</p>	<p>Work not eligible for SV.</p> <p>The slope of the structure is steeper than 1V:3H in lakes/ponds; and 1V:1H in non-tidal streams and tidal waters and streams.</p> <p>Fill waterward of the HTL in coastal waters including alternative stabilization techniques that are a combination of soft and hard shoreline stabilization techniques that will affect SAS, change the natural shoreline configuration or alter natural or ecological processes.</p>

GP 10. AQUATIC HABITAT RESTORATION, ESTABLISHMENT & ENHANCEMENT

ACTIVITIES (Sections 10 and 404; tidal and non-tidal waters of the U.S.) Activities in waters of the United States associated with the restoration, enhancement and establishment of non-tidal and tidal wetlands and riparian areas, including invasive, non-native or nuisance species control; the restoration and enhancement of non-tidal streams and other non-tidal open waters; the relocation of non-tidal waters, including non-tidal streams and associated wetlands for reestablishment of a natural stream morphology and reconnection of the floodplain; the restoration and enhancement of shellfish, finfish and wildlife; and the rehabilitation or enhancement of tidal streams, tidal wetlands and tidal open waters; provided those activities result in net increases in aquatic resource functions and services.

Not authorized under GP 10: (a) Conversions of wetlands to open water, except for the excavation of new salt pannes; or (b) Artificial reefs.

Self-Verification (SV) Eligible	Pre-Construction Notification (PCN) Required
<p>Special aquatic site planting and transplanting ≤100 SF in tidal waters.</p> <p>No new ditching to eliminate mosquito breeding habitat.</p> <p>No thin layer deposition.</p> <p>No fill for purposes of converting marsh to upland.</p> <p>Placement of caged shellfish brood stock, seed shellfish, spatted-shell, cultch, or shellfish restoration materials in tidal waters for the restoration or enhancement of existing, publicly-managed, shellfish beds provided there is no placement in or impacts to SAS and does not result in degradation of habitat for other aquatic resources. This applies only to RIDEM projects or projects conducted in partnership with RIDEM.</p> <p>≤5,000 SF of non-tidal waterway and/or non-tidal wetland fill provided the activity is supported in writing by a state or non-Corps Federal environmental resource management agency.</p> <p>No stream channelization.</p>	<p>Work not eligible for SV</p> <p>Pro-active salt marsh restoration work that includes draining of ponded dieback areas through excavation of runnels and shallow creeks with handheld tools or low-impact ground equipment; blocking or unclogging of historic mosquito ditches to restore tidal flushing and to drain impounded water; excavation of pools to support fish habitat and waterfowl foraging habitat; and placing excavated materials on the marsh surface to allow for salt marsh recolonization,</p> <p>Pond or lake reestablishment or restoration.</p> <p>Water impoundments for habitat creation or enhancement projects.</p> <p>Dam removals.</p> <p>Integrated Marsh Management in tidal wetlands for combined wetland enhancement and mosquito control and reduction including excavation of pools for fish habitat.</p>

<p>GP 11. FISH & WILDLIFE HARVESTING ACTIVITIES (Sections 10 and 404; tidal and non-tidal waters of the U.S.) Activities in waters of the United States associated with fish and wildlife harvesting devices including pound nets, crab traps, crab dredging, eel pots, lobster traps, duck blinds, and clam and oyster digging, fish aggregating devices, and small fish attraction devices such as open water fish concentrators (sea kites, etc.).</p> <p>Not authorized under GP 11: (a) Artificial reefs, impoundment(s) or semi-impoundment(s) of water; (b) Permanent and temporary impacts >1/2 acre in tidal waters, >1000 SF in tidal Special Aquatic Sites (SAS) other than vegetated shallows, or >100 SF in tidal vegetated shallows; or (c) Shellfish dredging, either mechanical or hydraulic in SAS.</p>	
<p>Self-Verification (SV) Eligible</p>	<p>Pre-Construction Notification (PCN) Required</p>
<p>Activities associated with fish and wildlife harvesting devices including pound nets, crab traps, crab dredging, eel pots, lobster traps, duck blinds, clam and oyster digging, small fish aggregating and attraction devices such as open water fish concentrators.</p> <p>No permanent impacts to SAS, including salt marshes and vegetated shallows.</p> <p>No structures, cages or traps located in SAS.</p>	<p>Work not eligible for SV</p> <p>Devices located in tidal SAS, including salt marsh and vegetated shallows.</p>

<p>GP 12. OIL SPILL & HAZARDOUS MATERIAL CLEANUP (Sections 10 and 404; tidal and non-tidal waters of the U.S.): (a) Activities conducted in response to a discharge or release of oil and hazardous substances that are subject to the National Oil and Hazardous Substances Pollution Contingency Plan (40 CFR 300) including containment, cleanup, and mitigation efforts, provided activities are done under either (i) The Spill Prevent, Control & Countermeasure Plan require by 40 CFR 112.3; (ii) The direction or oversight of the Federal on-site coordinator designated by 40 CFR 300; or (iii) Any approved existing State, regional or local contingency plan provided that the Regional Response Team concurs with the proposed response efforts or does not object to the response effort. (b) Activities required for the cleanup of oil releases in waters of the U.S. from electrical equipment that are governed by EPA’s polychlorinated biphenyl (PCB) spill response regulations at 40 CFR 761. (c) Booms placed in tidal waters. d. Use of structures & fills for spill response training exercises. Special Aquatic Sites (SAS) must be restored in place to pre-impact elevations.</p>	
<p>Self-Verification (SV) Eligible</p>	<p>Pre-Construction Notification (PCN) Required</p>
<p>1. Activities that are conducted in accordance with (a) or (b) above.</p> <p>2. Booms placed in navigable waters for hazardous and toxic waste containment, absorption and prevention, provided they are removed upon completion of the cleanup.</p> <p>3. Temporary impacts for spill response training exercises are ≤5,000 SF in non-tidal waters and ≤1,000 SF in tidal waters, and temporary structures in tidal waters with no impacts to SAS and in place for ≤30 days.</p>	<p>1. Work not eligible for SV.</p> <p>2. The activity is planned or scheduled, not an emergency response, and will cause turbidity or sediment resuspension in tidal waters or streams.</p> <p>3. Permanent structures or impacts for spill response training exercises.</p>

<p><u>GP 13. CLEANUP OF HAZARDOUS & TOXIC WASTE (Sections 10 and 404; tidal and non-tidal waters of the U.S.)</u> Specific activities to effect the containment, stabilization or removal of hazardous or toxic waste materials, including court ordered remedial action plans or related settlements which are performed, ordered or sponsored by a government agency with established legal or regulatory authority (see note below). Special Aquatic Sites must be restored in place to pre-impact elevations.</p> <p><u>Not authorized under GP 13:</u> (a) the establishment of new disposal sites; or (b) the expansion of existing sites used for the disposal of hazardous or toxic waste.</p>	
<p>Self-Verification (SV) Eligible</p>	<p>Pre-Construction Notification (PCN) Required</p>
<p>Permanent and temporary impacts are $\leq 5,000$ SF in non-tidal waters and wetlands.</p> <p>Booms placed in navigable waters for oil and hazardous substance containment, absorption and prevention, provided they are removed upon completion of the cleanup.</p>	<p>Work not eligible for SV.</p> <p>Work in navigable waters of the U.S. other than booms placed for hazardous and toxic waste containment, absorption and prevention.</p>
<p>Note: Activities undertaken entirely on a Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) site by authority of CERCLA, are not required to obtain permits under Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act.</p>	

<p><u>GP 14. SCIENTIFIC MEASUREMENT DEVICES (Sections 10 and 404; tidal and non-tidal waters of the U.S.)</u> Scientific devices for measuring and recording scientific data, such as staff gauges, tide and current gauges, meteorological stations, water recording and biological observation devices, water quality testing and improvement devices, and similar structures. Also eligible as PCNs are small temporary weirs and flumes constructed primarily to record water quantity and velocity provided the discharge is less than 25 cubic yards in waters flowing less than 25 cubic feet per second.</p> <p><u>Not authorized under GP 14:</u> (a) Permanent and temporary impacts >1 acre in non-tidal waters and wetlands; or (b) Permanent and temporary impacts $>1/2$ acre in tidal waters, >1000 SF in tidal SAS other than vegetated shallows, or >100 SF in tidal vegetated shallows.</p>	
<p>Self-Verification (SV) Eligible</p>	<p>Pre-Construction Notification (PCN) Required</p>
<p>Permanent and temporary impacts are $\leq 5,000$ SF in non-tidal waters and wetlands.</p> <p>No impacts in non-tidal SAS, other than non-tidal wetlands.</p> <p>No fill in tidal waters and/or wetlands.</p> <p>No impacts in tidal vegetated shallows.</p> <p>Devices in tidal waters that do not restrict movement of aquatic organisms and will not adversely affect the course, condition or capacity of a waterway.</p> <p>No weirs or flumes.</p>	<p>Work not eligible for SV.</p> <p>Weirs or flumes.</p>
<p>Note: Upon completion of the use of the device to measure and record scientific data, the measuring device, and any other structures or fills associated with that device (e.g., foundations, anchors, buoys, lines, etc.), must be removed to the maximum extent practicable.</p>	

GP 15. SURVEY ACTIVITIES (Sections 10 and 404; tidal and non-tidal waters of the U.S.) Survey activities such as soil borings, core sampling, seismic exploratory operations, plugging of seismic shot holes and other exploratory-type bore holes, exploratory trenching (see Note 1) and historic resources surveys.

Not authorized under GP 15: (a) Permanent and temporary fill >1 acre of non-tidal waters and/or wetlands; or (b) permanent and temporary impacts >1/2 acre in tidal waters; >1000 SF in tidal SAS other than vegetated shallows or >100 SF in tidal vegetated shallows.

Self-Verification (SV) Eligible	Pre-Construction Notification (PCN) Required
<p>Permanent and temporary impacts ≤5,000 SF in non-tidal waters and wetlands.</p> <p>No impacts, other than soil borings or core sampling, in tidal waters.</p> <p>No permanent structures or drilling and discharge of excavated material from test wells for oil and gas exploration allowed.</p>	<p>Work not eligible for SV.</p>

Notes:

1. For the purposes of this GP, the term “exploratory trenching” means mechanical land clearing of the upper soil profile to expose bedrock or substrate, for the purpose of mapping or sampling the exposed material.
2. The area in which the exploratory trench is dug must be restored to its preconstruction elevation upon completion of the work and must not drain a water of the U.S. In wetlands, the top 6 to 12 inches of the trench should normally be backfilled with topsoil from the trench.
3. Construction mats of any area necessary to conduct activities do not count towards the 5,000 SF or 1-acre threshold and should be removed as soon as work is completed.

GP 16. AQUACULTURE PROJECTS & FISHERIES (Sections 10 and 404; navigable waters of the U.S.)

The installation of buoys, floats, racks, trays, nets, lines or other structures in navigable waters for the containment and cultivation of indigenous species of shellfish and seaweed/kelp. Also authorized are anchored upweller floats, small-scale shellfish hatchery seawater intake/discharge structures, and discharges of dredged or fill material associated with cultivation such as the placement of cultch or spatting-shell on bottom. Depth of cultch or spatting-shell must not result in visible degradation of habitat for other aquatic resources.

Not authorized under GP 16: Impacts to SAS, including vegetated shallows.

Self-Verification (SV) Eligible	Pre-Construction Notification (PCN) Required
<p>Placement of seed shellfish, spatting-shell or cultch for commercial shellfish aquaculture on Rhode Island state leased grounds for a RIDEM project or project conducted in partnership with RIDEM.</p> <p>The installation of temporary structures for research, educational or experimental aquaculture gear impacting $\leq 1,000$ SF for indigenous species under the supervision of the CRMC Aquaculture Coordinator provided there is no adverse effect to navigation.</p> <p>Suspended cages or bags located wholly below and within the footprint of an existing <u>authorized</u> fixed or floating structure in water depths ≤ 10 feet mean low water (MLW); provided no loose lines and there is a vertical clearance of at least 2 feet between the bottom of the gear and the sea floor at MLW.</p> <p>Shellfish upweller floats not to exceed 160 sf (anchored/berthed only, no piling installation), with a vertical clearance of at least 2 feet between the bottom of the gear and the sea floor at MLW, cannot be located within the buffer of an FNP.</p>	<p>Work not eligible for SV.</p> <p>Vertical-drop longlines and suspended gear for the culture of shellfish or other marine organisms, such as kelp and seaweed.</p> <p>Cages, trays, racks, netting or other structures on the ocean bottom or floating on the water surface used to contain, cultivate or depurate shellfish.</p> <p>Intake and discharge structure with a diameter ≤ 3 inches, for the withdrawal and discharge of water to support small-scale shellfish land-based hatchery with negative impact on source or discharge waters.</p> <p>Activities that involve a change from authorized gear for bottom culture to floating or suspended gear.</p> <p>Boundaries of vegetated shallows may be required to be located/surveyed in the field. See Corps website for guidance: http://www.nae.usace.army.mil/Missions/Regulatory/Jurisdiction-and-Wetlands/.</p>

<p><u>GP 17. NEW OR EXPANDED DEVELOPMENTS & RECREATIONAL FACILITIES (Section 404; non-tidal waters of the U.S.)</u> Discharges of dredged or fill material for the construction or expansion of developments and/or recreational facilities. This GP authorizes attendant features that are necessary for the use such as parking lots, garages, and yards. Fill area includes all temporary and permanent fill, and regulated discharges associated with excavation.</p> <p><u>Not authorized under GP 17:</u> (a) Temporary and permanent impacts that are >1 acre (see note below) in non-tidal waters and wetlands; (b) Stormwater treatment or detention systems, or subsurface sewerage disposal systems in waters of the U.S.; or (c) New roadway and driveway crossings in non-tidal waters and/or wetlands. See GPs 18 & 19.</p>	
Self-Verification (SV) Eligible	Pre-Construction Notification (PCN) Required
Permanent and temporary impacts ≤5,000 SF of non-tidal waters and/or wetlands provided no impacts to Special Aquatic Sites other than wetlands (e.g. riffle and pool stream habitat, shellfish beds).	Work not eligible for SV.
<p>Note: Construction mats of any area necessary to conduct activities do not count towards the 5,000 SF or 1-acre threshold and should be removed as soon as work is completed.</p>	

<p><u>GP 18. LINEAR TRANSPORTATION PROJECTS – EXCLUDING STREAM, RIVER AND BROOK CROSSINGS (Section 404; non-tidal waters of the U.S.)</u> Discharges of dredged or fill material required for the construction, expansion, modification, or improvement of linear transportation projects (e.g., driveways, roads, highways, railways, trails, airport runways, and taxiways) and attendant features.</p> <p><u>Not authorized under GP 18:</u> (a) Permanent and temporary impacts for any single and complete project that are >1 acre (see note below); or (b) Stream, river, or brook crossing projects (see GP 19).</p>	
Self-Verification (SV) Eligible	Pre-Construction Notification (PCN) Required
Permanent and temporary impacts ≤5,000 SF of non-tidal wetland fill provided: <ul style="list-style-type: none"> • No work in non-tidal SAS other than wetlands. • No slip lining or culvert relining that changes invert elevation. 	Work not eligible for SV.
<p>Note: Construction mats of any area necessary to conduct activities do not count towards the 5,000 SF or 1-acre threshold and should be removed as soon as work is completed.</p>	

GP 19. STREAM, RIVER & BROOK CROSSINGS (NOT INCLUDING WETLAND CROSSINGS)

(Sections 10 and 404; tidal and non-tidal waters of the U.S.) Discharges of dredged or fill material required for the construction, expansion, modification, or improvement of linear transportation projects (e.g., driveways, roads, highways, railways, trails, airport runways, and taxiways) and attendant features, provided that work is performed in accordance with Best Management Practices to the extent practicable.

Not authorized under GP 19: (a) Permanent impacts for any single and complete projects that are >1 acre in non-tidal waters and wetlands (see note below), >1/2 acre in tidal waters of the U.S., >1000 SF in tidal Special Aquatic Sites (SAS) other than vegetated shallows or >100 SF in tidal vegetated shallows; (b) Temporary impacts >1 acre in tidal waters, >5000 SF in tidal SAS other than vegetated shallows, or >1000 SF in vegetated shallows; or (c) Wetland Crossings (see GP 18).

Self-Verification (SV) Eligible	Pre-Construction Notification (PCN) Required
<p>No impacts to tidal waters and/or wetlands.</p> <p>Permanent and temporary impacts ≤5,000 SF of non-tidal waters and wetlands provided for stream, river, brook crossings by means of a bridge or open-bottom structure.</p> <p>Full culverts (with bottoms) in non-perennial watercourses.</p> <p>No open trench excavation in flowing waters.</p> <p>Unconfined, in-stream work, not including installation and removal of cofferdams, is limited to the low-flow period, July 1 through October 31 unless RIDEM requires different resource-driven time of year restriction.</p> <p>Work occurring behind a cofferdam may occur at any time.</p> <p>No stream relocations; no dams or dikes; no new culvert crossings of perennial streams. No slip lining or culvert relining that changes invert elevation.</p>	<p>Work not eligible for SV.</p> <p>Full culverts with bottoms in perennial streams.</p> <p>Riprap placed across the bed of the brook.</p>
<p>Note: Construction mats of any area necessary to conduct activities do not count towards the 5,000 SF or 1-acre threshold and should be removed as soon as work is completed.</p>	

GP 20. ENERGY GENERATION & RENEWABLE ENERGY GENERATION FACILITIES (Sections 10 and 404; tidal waters of the U.S.) & HYDROPOWER PROJECTS (Sections 10 and 404; tidal waters of the U.S.) Structures and work in navigable waters of the U.S. and discharges of dredged or fill material into tidal waters of the U.S. for the construction, expansion, modification or removal of: (a) Land-based renewable energy production facilities, including attendant features; (b) Water-based wind or hydrokinetic renewable energy generation pilot projects and their attendant features; and (c) Discharges of dredged or fill material associated with hydropower projects. Attendant features may include, but are not limited to, land-based collection and distribution facilities, control facilities, and parking lots. For each single and complete project in (b) above, no more than 10 generation units (e.g., wind turbines or hydrokinetic devices) are authorized in navigable waters of the U.S.

Self-Verification (SV) Eligible	Pre-Construction Notification (PCN) Required
Permanent and temporary impacts $\leq 5,000$ SF in non-tidal waters and wetlands.	<p>For land-based facilities:</p> <ul style="list-style-type: none"> • Permanent impacts are $\leq 1/2$ acre in tidal waters; or ≤ 100 SF in tidal vegetated shallows or $\leq 1,000$ SF in other tidal SAS. • Temporary impacts are ≤ 1 acre in tidal waters; $\leq 1,000$ SF in vegetated shallows and $\leq 5,000$ SF in other tidal SAS. • Temporary or permanent impacts are < 1 acre in non-tidal waters or wetlands. <p>For water-based wind or hydrokinetic renewable energy generation pilot projects, and hydropower projects, permanent and temporary impacts are $\leq 1/2$ acre in tidal waters.</p>

Note: Construction mats of any area necessary to conduct activities do not count towards the 5,000 SF or 1-acre threshold and should be removed as soon as work is completed.

GP 21. TEMPORARY FILL NOT ASSOCIATED WITH ANY OTHER GP ACTIVITIES (Section 404; non-tidal waters of the U.S.) Temporary discharges, such as sandbag/earth cofferdams, access fills, etc., necessary for construction activities or dewatering of construction sites.

Not authorized under GP 21: Temporary impacts > 1 acre in non-tidal waters and wetlands. Construction mats of any area necessary to conduct activities do not count towards the 5,000 SF or 1-acre threshold and should be removed as soon as work is completed.

Self-Verification (SV) Eligible	Pre-Construction Notification (PCN) Required
Temporary impacts $\leq 5,000$ SF of temporary non-tidal waters and/or non-tidal wetland.	Work not eligible for SV.

APPENDIX B - GENERAL CONDITIONS

1. Other Permits. Permittees must obtain other Federal, State, or local authorizations required by law. Applicants are responsible for applying for and obtaining all required State or local approvals. Work that is not regulated by the State, but is subject to Corps jurisdiction, may be eligible for these general permits (GPs).

2. Federal Jurisdiction

a. Applicability of these GPs shall be evaluated with reference to Federal jurisdictional boundaries. Activities shall be evaluated with reference to “waters of the U.S.” under the Clean Water Act (33 CFR 328) and “navigable waters of the U.S.” under §10 of the Rivers and Harbors Act of 1899 (33 CFR 329). Applicants are responsible for ensuring that the boundaries used satisfy the Federal criteria defined at 33 CFR 328-329. These sections prescribe the policy, practice and procedures to be used in determining the extent of the Corps jurisdiction. (Note: Waters of the U.S. includes all waters pursuant to 33 CFR 328.3(a), and adjacent wetlands as that term is defined in 33 CFR 328.3(c).)

b. Applicants shall identify all aquatic resources on the project site. They are all presumed to be waters of the U.S. unless an approved jurisdictional determination has been obtained from the Corps that determines otherwise. Wetlands shall be delineated in accordance with the Corps of Engineers Wetlands Delineation Manual and the most recent Northcentral/Northeast Regional Supplement.

3. Mitigation (Avoidance, Minimization, and Compensatory Mitigation)

a. Activities must be designed and constructed to avoid and minimize adverse effects, both temporary and permanent, to waters of the U.S. to the maximum extent practicable at the project site (i.e., on site). Consideration of mitigation (avoiding, minimizing, rectifying, reducing, or compensating) is required to the extent necessary to ensure that the adverse effects to the aquatic environment are no more than minimal.

b. Applicants should consider riparian/forested buffers for stormwater management and low impact development (LID) best management practices (BMPs) to reduce impervious cover and manage stormwater to minimize impacts to the maximum extent practicable.

c. Compensatory mitigation¹ for effects to waters of the U.S., including direct, secondary and temporal², will generally be required for projects with permanent impacts that exceed the SV area limits, and may be required for temporary impacts that exceed the SV area limits, to offset unavoidable impacts which remain after all appropriate and practicable avoidance and minimization has been achieved and to ensure that the adverse effects to the aquatic environment are no more than minimal. Proactive restoration projects or temporary impact work with no secondary effects may generally be excluded from this requirement.

4. Discretionary Authority. Notwithstanding compliance with the terms and conditions of this permit, the Corps retains discretionary authority to require an Individual Permit review based on concerns for the aquatic environment or for any other factor of the public interest [33 CFR 320.4(a)]. This authority is invoked on a case-by-case basis whenever the Corps determines that the potential consequences of the proposal warrant Individual Permit review based on the concerns stated above. This authority may be invoked for projects with cumulative adverse environmental effects that are more than minimal, or if there is a special resource or concern associated with a particular project. Whenever the Corps notifies an applicant that an Individual Permit may be required, authorization under these GPs is voided and no work may be conducted until a Corps Individual Permit is obtained or until the Corps notifies the applicant that further review has demonstrated that the work may be reviewed under these GPs.

5. Single and Complete Projects. The term “single and complete project” is defined at 33 CFR 330.2(i) as the total project proposed or accomplished by one owner/developer or partnership or other association of owners/developers. The GPs shall not be used for piecemeal work and shall be applied to single and complete

¹ Compensatory mitigation projects provided to offset losses of aquatic resources must comply with the applicable provisions of 33 CFR 332. Also reference the New England District Compensatory Mitigation Guidance at <http://www.nae.usace.army.mil/Missions/Regulatory/Mitigation.aspx>

² Temporal loss: The time lag between the losses of aquatic resource functions caused by the permitted impacts and the replacement of aquatic resource functions at the compensatory mitigation site(s) (33 CFR 332.2).

projects.

a. For non-linear projects, a single and complete project must have independent utility. Portions of a multi-phase project that depend upon other phases of the project do not have independent utility. Phases of a project that would be constructed, even if the other phases were not built, can be considered as separate single and complete projects with independent utility.

b. Unless the Corps determines the activity has independent utility, all components of a single project and/or all planned phases of a multi-phased project (e.g., subdivisions should include all work such as roads, utilities, and lot development) shall be treated together as constituting one single and complete project.

c. For linear projects such as power lines or pipelines with multiple crossings, a “single and complete project” is all crossings of a single water of the U.S. (i.e. single waterbody) at a specific location. For linear projects crossing a single waterbody several times at separate and distant locations, each crossing is considered a single and complete project. However, individual channels in a braided stream or river, or individual arms of a large, irregularly-shaped wetland or lake, etc., are not separate waterbodies, and crossings of such features cannot be considered separately.

6. Use of Multiple General Permits. When a single and complete project requires the use of multiple GPs, the acreage of impacts (loss) to Waters of the U.S. cannot exceed the acreage limit as specified. For example, if a road crossing over inland waters is constructed under GP 18, with an associated utility line crossing authorized by GP 6, the maximum acreage loss of waters of the United States for the total project cannot exceed 1 acre.

7. Corps Property and Federal Projects.

a. In addition to any authorization under these GPs, proponents must contact the Corps Real Estate Division at (978) 318-8585 for work occurring on or potentially affecting Corps properties and/or Corps-controlled easements to initiate reviews and determine what real estate instruments are necessary to perform work. Permittees may not commence work on Corps properties and/or Corps-controlled easements until they have received any required Corps real estate documents evidencing site-specific permission to work.

b. Any proposed temporary or permanent modification or use of a Federal project (including but not limited to a levee, dike, floodwall, channel, anchorage, seawall, bulkhead, jetty, wharf, pier or other work built but not necessarily owned by the United States), or any use which would obstruct or impair the usefulness of the Federal project in any manner, and/or would involve changes to the authorized Federal project’s scope, purpose, and/or functioning, is not eligible for SV and will also require review and approval by the Corps pursuant to 33 USC 408. Where Section 408 is applicable, a decision on a Department of the Army general permit application will not be rendered prior to the decision on a Section 408 request.

8. National Lands. Activities that impinge upon the value of any National Wildlife Refuge, National Forest, National Marine Sanctuary or any area administered by the National Park Service, U. S. Fish and Wildlife Service (USFWS) or U.S. Forest Service are not eligible for SV.

9. Wild and Scenic Rivers. No activity may occur in a component of the National Wild and Scenic River System, or in a river officially designated by Congress as a “study river” for possible inclusion in the system while the river is in an official study status, unless the appropriate Federal agency with direct management responsibility for such river, has determined in writing that the proposed activity will not adversely affect the Wild and Scenic River designation or study status. Information on Wild and Scenic Rivers may be obtained from the appropriate Federal land management agency responsible for the designated Wild and Scenic River or study river (e.g. National Park Service, U.S. Forest Service, Bureau of Land Management, USFWS). There are no designated Wild and Scenic rivers in Rhode Island though the Pawcatuck River is a study river and may be designated in the future. See <https://www.rivers.gov/rhode-island.php> for additional information.

10. Historic Properties.

a. No undertaking shall cause effects (defined at 33 CFR 325 Appendix C and 36 CFR 800) on properties listed on, determined to be eligible for listing on, or potentially eligible for listing on the National Register of

Historic Places³, including previously unknown historic properties within the permit area, unless the Corps or another Federal action agency has satisfied the consultation requirements of Section 106 of the National Historic Preservation Act (NHPA). The State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO) and the National Register of Historic Places can assist with locating information on: i) previously identified historic properties; and ii) areas with potential for the presence of historic resources, which may require identification and evaluation by qualified historic preservation and/or archaeological consultants in consultation with the Corps and the SHPO and/or THPO(s).

b. For activities eligible for SV or PCN (inland projects), the Corps will ensure that the activity will not cause effects as stated in 9(a).

c. If a project proponent discovers any previously unknown historic, cultural or archeological remains and artifacts while accomplishing the activity authorized by this permit, they must immediately notify the district engineer of what they have found, and to the maximum extent practicable, avoid construction activities that may affect the remains and artifacts until the required coordination has been completed. The district engineer will initiate the Federal, Tribal and state coordination required to determine if the items or remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places

11. Federal Threatened and Endangered Species.

a. No activity is authorized which: i) is likely to directly or indirectly jeopardize the continued existence of any listed or proposed species or result in the destruction or adverse modification of designated or proposed critical habitat, as identified under the Federal Endangered Species Act (ESA); ii) result in take of a listed species or adversely modifies designated critical habitat; or iii) violates the ESA.

b. For listed species or critical habitat under USFWS jurisdiction, project proponents must review an “Official Species List” obtained from <http://ecos.fws.gov/ipac> and submit a PCN if any listed species or designated critical habitat is indicated (include the list with all PCNs). However, an activity is SV eligible if the Official Species List states the northern long-eared bat (NLEB) (*Myotis septentrionalis*) is present, but the activity: i) will not remove trees ≥ 3 inches dbh; ii) is not within the “buffer” of a NLEB hibernacula or maternity roost tree; and iii) does not involve work on an existing dam, riprap or bridges.

c. For listed species or habitat under NMFS jurisdiction, the Corps will coordinate with NMFS as appropriate for all work eligible for SV that may have an effect on listed species or habitat; therefore SV eligible project proponents are not required to check for listed species or habitat for their projects.

d. Federal applicants should follow their own procedures for complying with the requirements of the ESA. Work may be eligible for SV if another Federal agency has satisfied the requirements of Section 7 of the ESA. Upon request, permittees must provide the Corps with the appropriate documentation to demonstrate compliance with those requirements.

12. Pile Removal. Derelict, degraded or abandoned piles and sheet piles in navigable waters, except for those inside of existing work footprints for piers, must be completely removed or cut and/or driven to 3 feet below the substrate to prevent interference with navigation and in some cases to remove polluting materials. Existing creosote piles in the project area that are affected by project activities should be completely removed. In areas of fine-grained substrates, piles must be removed by the direct, vibratory or clamshell pull method⁴ to minimize turbidity and sedimentation impacts. Removed piles shall be disposed of in an upland location landward of MHW or OHW and not in wetlands, tidal wetlands, their substrate or mudflats.

³ The majority of historic properties are not listed on the National Register of Historic Places and may require identification and evaluation by qualified historic preservation and/or archaeological consultants in consultation with the Corps and the SHPO and/or THPO.

⁴ **Direct Pull:** Each piling is wrapped with a choker cable or chain that is attached at the top to a crane. The crane then pulls the piling directly upward, removing the piling from the sediment. **Vibratory Pull:** The vibratory hammer is a large mechanical device (5-16 tons) that is suspended from a crane by a cable. The vibrating hammer loosens the piling while the crane pulls up. **Clamshell Pull:** This can remove intact, broken or damaged pilings. The clamshell bucket is a hinged steel apparatus that operates like a set of steel jaws. The bucket is lowered from a crane and the jaws grasp the piling stub as the crane pulls up. The size of the clamshell bucket is minimized to reduce turbidity during piling removal.

13. Navigation.

- a. No activity may cause more than a minimal adverse effect on navigation.
- b. Any safety lights and signals prescribed by the U.S. Coast Guard, through regulations must be installed and maintained at the permittee's expense on authorized facilities in navigable waters of the U.S.
- c. Any structure or work that extends closer to the horizontal limits of any Corps Federal Navigation Project than a distance of three times the project's authorized depth shall be subject to removal at the owner's expense prior to any future Corps dredging or the performance of periodic hydrographic surveys. This is applicable to SV eligible and PCN activities.
- d. There shall be no unreasonable interference with navigation by the existence or use of the activity authorized herein, and no attempt shall be made by the permittee to prevent the full and free use by the public of all navigable waters at or adjacent to the activity authorized herein.
- e. The permittee understands and agrees that if future U.S. operations require the removal, relocation, or other alteration of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the U.S. No claim shall be made against the U.S. on account of any such removal or alteration.
- f. An application to the Corps is required for all work in, over or under an FNP or its buffer zone unless otherwise indicated in Appendix A.

14. Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following: a) damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes; b) damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the U.S. in the public interest; c) damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit; (d) design or construction deficiencies associated with the permitted work; e) damage claims associated with any future modification, suspension, or revocation of this permit.

15. Heavy Equipment in Wetlands. Operating heavy equipment (drill rigs, fixed cranes, etc.) within wetlands shall be minimized, and such equipment shall not be stored, maintained or repaired in wetlands, to the maximum extent practicable. Where construction requires heavy equipment operation in wetlands, the equipment shall: a) have low ground pressure (typically <6 psi); b) be placed on swamp/construction/timber mats (herein referred to as "construction mats" or "mats") that are adequate to support the equipment in such a way as to minimize disturbance of wetland soil and vegetation; or c) be operated on adequately dry or frozen wetlands such that shear pressure does not cause subsidence of the wetlands immediately beneath equipment and upheaval of adjacent wetlands. Construction mats are to be placed in the wetland from the upland or from equipment positioned on swamp mats if working within a wetland. Dragging construction mats into position is prohibited. Other support structures that are capable of safely supporting equipment may be used with written Corps authorization. Similarly, the permittee may request written authorization from the Corps to waive use of mats during frozen or dry conditions. An adequate supply of spill containment equipment shall be maintained on site. Construction mats should be managed in accordance with the following construction mat best management practices:

- Mats should be in good condition to ensure proper installation, use and removal.
- Where feasible, mats should be carried and not dragged unless they are being used as a grading implement.
- Where feasible, place mats in a location that would minimize the amount needed for the wetlands crossing.
- Minimize impacts to wetland areas during installation, use, and removal.
- Install adequate erosion and sediment controls at approaches to mats to promote a smooth transition to, and minimize sediment tracking onto, mats.
- In most cases, mats should be placed along the travel area so that the individual boards are resting perpendicular to the direction of traffic. No gaps should exist between mats. Place mats far enough on either side of the resource area to rest on firm ground.

- Provide standard construction mat BMP details to work crews.

16. Temporary Fill

- Temporary fill, construction mats and corduroy roads shall be **entirely** removed as soon as they are no longer needed to construct the authorized work. Temporary fill shall be placed in its original location or disposed of at an upland site and suitably contained to prevent its subsequent erosion into waters of the U.S.
- All temporary fill and disturbed soils shall be stabilized to prevent its eroding into waters of the U.S. where it is not authorized. Work shall include phased or staged development to ensure only areas under active development are exposed and to allow for stabilization practices as soon as practicable. Temporary fill must be placed in a manner that will prevent it from being eroded by expected high flows.
- Unconfined temporary fill authorized for discharge into waters of the U.S. shall consist of material that minimizes impacts to water quality (e.g. washed stone, stone, etc.).
- Appropriate measures must be taken to maintain normal downstream flows and minimize flooding to the maximum extent practicable when temporary structures, work, and discharges of dredged or fill material, including cofferdams, are necessary for construction activities, access fills, or dewatering of construction sites. Materials shall be placed in a location and manner that does not adversely impact surface or subsurface water flow into or out of the wetland. Temporary fill authorized for discharge into wetlands shall be placed on geotextile fabric or other appropriate material laid on the pre-construction wetland grade where practicable to minimize impacts and to facilitate restoration to the original grade. Construction mats are excluded from this requirement.
- Construction debris and/or deteriorated materials shall not be located in waters of the U.S.

17. Restoration of Inland Wetland Areas

- Upon completion of construction, all disturbed wetland areas (the disturbance of these areas must be authorized) shall be stabilized with a wetland seed mix containing only plant species native to New England and shall not contain any species listed in the “Invasive and Other Unacceptable Plant Species” Appendix D in the “New England District Compensatory Mitigation Guidance” found at <http://www.nae.usace.army.mil/Missions/Regulatory/Mitigation.aspx>.
- The introduction or spread of invasive plant species in disturbed areas shall be controlled. If swamp or timber mats are to be used, they shall be thoroughly cleaned before re-use.
- In areas of authorized temporary disturbance, if trees are cut they shall be cut at or above ground level and not uprooted in order to prevent disruption to the wetland soil structure and to allow stump sprouts to revegetate the work area, unless otherwise authorized.
- Wetland areas where permanent disturbance is not authorized shall be restored to their original condition and elevation, which under no circumstances shall be higher than the pre-construction elevation. Original condition means careful protection and/or removal of existing soil and vegetation, and replacement back to the original location such that the original soil layering and vegetation schemes are approximately the same, unless otherwise authorized.

18. Coastal Bank Stabilization. Projects involving construction or reconstruction/maintenance of bank stabilization structures within Corps jurisdiction should be designed to minimize environmental effects, effects to neighboring properties, scour, etc. to the maximum extent practicable. For example, vertical bulkheads should only be used in situations where reflected wave energy can be tolerated. This generally eliminates bodies of water where the reflected wave energy may interfere with or impact on harbors, marinas, or other developed shore areas. A revetment is sloped and is typically employed to absorb the direct impact of waves more effectively than a vertical seawall. It typically has a less adverse effect on the beach in front of it, abutting properties and wildlife. For more information on this topic, go to the Corps Coastal Engineering Manual (supersedes the Shore Protection Manual), located at http://www.publications.usace.army.mil/USACE-Publications/Engineer-Manuals/?udt_43544_param_page=4.

19. Soil Erosion and Sediment Controls

a. Appropriate soil erosion and sediment controls⁵ (hereinafter referred to as “controls”) must be used and maintained in effective operating condition during construction, and all exposed soil and other fills, as well as any work below the OHW mark or high tide line, must be permanently stabilized at the earliest practicable date. Permittees are encouraged to perform work within waters of the U.S. during periods of low-flow or no-flow, or during low tides. Areas of fill and/or cofferdams must be included in total waterway/wetlands impacts to determine applicability of the GPs.

b. Controls in streams should be installed and removed during the same TOY work window when practicable. A PCN is required for controls that encroach: i) >25% of the stream width measured from OHW in non-tidal diadromous streams from March 15 to June 30; or ii) >25% of the waterway width measured from MHW in tidal waters from Feb. 1 to June 30, or >50% of the waterway width measured from MHW in tidal waters from July 1 to Jan. 14. This is to protect upstream fish passage. Proponents must also maintain downstream fish passage throughout the project. These conditions may be modified if specified by the Corps in writing.

c. No dewatering shall occur with direct discharge to waters or wetlands. Excess water in isolated work areas shall be pumped or directed to a sedimentation basin, tank or other dewatering structures in an upland area adequately separated from waters or wetlands where suspended solids shall be removed prior to discharge back into waters or wetlands. All discharge points back into waters and wetlands shall use appropriate energy dissipaters and erosion and sedimentation control BMPs.

d. Controls shall be removed upon completion of work, but not until all exposed soil and other fills, as well as any work waterward of OHW or the HTL, are permanently stabilized at the earliest practicable date. Sediment and debris collected by these devices shall be removed and placed at an upland location in a manner that will prevent its later erosion into a waterway or wetland. Controls may be left in place if they are biodegradable, and flows and aquatic life movements are not disrupted.

e. The material within sandbags shall not be released during their removal and trenches must be backfilled as soon as practicable to reduce turbidity impact duration.

20. Aquatic Life Movements and Management of Water Flows

a. No activity may substantially disrupt the necessary life cycle movements of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area, unless the activity’s primary purpose is to impound water. Unless otherwise stated, activities impounding water in a stream require a PCN to ensure impacts to aquatic life species are avoided and minimized. All permanent and temporary crossings of waterbodies (e.g., streams, wetlands) shall be:

i. Suitably culverted, bridged, or otherwise designed and constructed to maintain low flows to sustain the movement of those aquatic species; and

ii. Properly aligned and constructed to prevent bank erosion or streambed scour both adjacent to and inside the culvert. Permanent and temporary crossings of wetlands shall be suitably culverted, spanned or bridged in such a manner as to preserve hydraulic and ecological connectivity between the wetlands on either side of the road.

b. To avoid adverse impacts on aquatic organisms, the low flow channel/thalweg shall remain unobstructed during periods of low flow, except when it is necessary to perform the authorized work.

c. To the maximum extent practicable, the pre-construction course, condition, capacity, and location of open waters must be maintained for each activity, including stream channelization and storm water management activities. The activity must be constructed to withstand expected high flows. The activity must not restrict or impede the passage of normal or high flows, unless the primary purpose of the activity is to impound water or manage high flows. The activity may alter the preconstruction course, condition, capacity, and location of open waters if it benefits the aquatic environment (e.g., stream restoration or relocation activities).

⁵Appropriate soil erosion, sediment and turbidity controls include cofferdams, bypass pumping around barriers immediately up and downstream of the work footprint (i.e., dam and pump), installation of sediment control barriers (i.e., silt fence, vegetated filter strips, geotextile silt fences, filter tubes, erosion control mixes, hay bales or other devices) downhill of all exposed areas, stream fords, retention of existing vegetated buffers, application of temporary mulching during construction, phased construction, and permanent seeding and stabilization, etc.

21. Discharge of Pollutants. All activities involving any discharge of pollutants into waters of the U.S. authorized under these GPs shall be consistent with applicable water quality standards, effluent limitations, standards of performance, prohibitions, and pretreatment standards and management practices established pursuant to the CWA (33 U.S.C. 1251), and applicable state and local laws. If applicable water quality standards, limitations, etc., are revised or modified during the term of this permit, the authorized work shall be modified to conform with these standards within 6 months of the effective date of such revision or modification, or within a longer period of time deemed reasonable by the District Engineer in consultation with the Regional Administrator of the EPA. Applicants may presume that State Water Quality Standards are met with the issuance of a 401 WQC or waiver (Applicable to the Section 404 activity). Note however, that this permit does not cover point source discharges of pollutants like construction dewatering of contaminated water; separate State permits are required for point sources.

22. Spawning, Breeding, and Migratory Areas

a. Jurisdictional activities and impacts such as excavations, discharges of dredged or fill material, and/or suspended sediment producing activities in jurisdictional waters that provide value as fish migratory areas, fish and shellfish spawning or nursery areas, or amphibian and migratory bird breeding areas, during spawning or breeding seasons shall be avoided and minimized to the maximum extent practicable.

b. Jurisdictional activities in waters of the U.S. that provide value as breeding areas for migratory birds must be avoided to the maximum extent practicable. The permittee is responsible for obtaining any “take” permits required under the USFWS’s regulations governing compliance with the Migratory Bird Treaty Act or the Bald and Golden Eagle Protection Act. The permittee should contact the appropriate local office of the USFWS to determine if such “take” permits are required for a particular activity.

23. Storage of Seasonal Structures. Coastal structures, such as pier sections and floats, that are removed from the waterway for a portion of the year (often referred to as seasonal structures) shall be stored in an upland location, located above MHW and not in tidal wetlands. These seasonal structures may be stored on the fixed, pile-supported portion of the structure that is seaward of MHW. This is intended to prevent structures from being stored on the marsh substrate and the substrate seaward of MHW.

24. Vernal Pools

a. On projects requiring a PCN, vernal pools must be identified on the plan showing aquatic resource delineations.

b. A PCN is required if a discharge of dredged or fill material is proposed in a vernal pool located within Federal jurisdictional boundaries.

c. Adverse impacts to vernal pools should be avoided and minimized to the maximum extent practicable.

25. Environmental Functions and Values. The permittee shall make every reasonable effort to carry out the construction or operation of the work authorized herein in a manner that minimizes any adverse impacts on existing fish, wildlife, and the environmental functions to the extent practicable. The permittee will discourage the establishment or spread of plant species identified as non-native invasive species by any federal or state agency.

26. Invasive Species. The introduction, spread, or the increased risk of invasion of invasive plant or animal species on the project site, into new or disturbed areas, or areas adjacent to the project site caused by the site work shall be avoided. Hence, swamp and timber mats shall be thoroughly cleaned before reuse.

27. Permit/Authorization Letter On-Site. For PCN projects, the permittee shall ensure that a copy of these GPs and the accompanying authorization letter are at the work site (and the project office) whenever work is being performed, and that all personnel with operational control of the site ensure that all appropriate personnel performing work are fully aware of its terms and conditions. The entire permit authorization shall be made a part of any and all contracts and sub-contracts for work that affects areas of Corps jurisdiction at the site of the work authorized by these GPs. This shall be achieved by including the entire permit authorization in the specifications for work. The term “entire permit authorization” means these GPs, including general conditions and the authorization letter (including its drawings, plans, appendices and other attachments) and also includes

permit modifications. If the authorization letter is issued after the construction specifications, but before receipt of bids or quotes, the entire permit authorization shall be included as an addendum to the specifications. If the authorization letter is issued after receipt of bids or quotes, the entire permit authorization shall be included in the contract or sub-contract as a change order. Although the permittee may assign various aspects of the work to different contractors or sub-contractors, all contractors and sub-contractors shall be obligated by contract to comply with all environmental protection provisions contained within the entire authorization letter, and no contract or sub-contract shall require or allow unauthorized work in areas of Corps jurisdiction.

28. Inspections. The permittee shall allow the Corps to make periodic inspections at any time deemed necessary in order to ensure that the work is being or has been performed in accordance with the terms and conditions of this permit. The Corps may also require post-construction engineering drawings for completed work or post-dredging survey drawings for any dredging work.

29. Maintenance. The permittee shall maintain the activity authorized by these GPs in good condition and in conformance with the terms and conditions of this permit. This does not include maintenance of dredging projects. Maintenance dredging is subject to the review thresholds in General Permit #7 in Appendix A as well as any conditions included in a written Corps authorization. Maintenance dredging includes only those areas and depths previously authorized and dredged. Some maintenance activities may not be subject to regulation under Section 404 in accordance with 33 CFR 323.4(a)(2).

30. Property Rights. These GPs do not convey any property rights, either in real estate or material, or any exclusive privileges, nor does it authorize any injury to property or invasion of rights or any infringement of federal, state, or local laws or regulations.

31. Transfer of GP Verifications. When the work authorized by these GPs are still in existence at the time the property is transferred, the terms and conditions, including any special conditions, will continue to be binding on the entity or individual who received the authorization, as well as the new owner(s) of the property. If the permittee sells the property associated with a GP authorization, the permittee may transfer the GP authorization to the new owner by submitting a letter to the Corps to validate the transfer. A copy of the GP authorization letter must be attached to the letter, and the letter must include the following statement: "The terms and conditions of these general permits, including any special conditions, will continue to be binding on the new owner(s) of the property". This letter should be signed by both the seller and new property owner(s).

32. Modification, Suspension, and Revocation. This permit and any individual authorizations issued thereof may either be modified, suspended, or revoked in whole or in part pursuant to the policies and procedures of 33 CFR 325.7; and any such action shall not be the basis for any claim for damages against the United States.

33. Special Conditions. The Corps may impose other special conditions on a project authorized pursuant to this general permit that are determined necessary to minimize adverse environmental effects or based on any other factor of the public interest. These may be based on concerns from the Rhode Island Department of Environmental Management, the Rhode Island Coastal Resources Management Council or a Federal resource agency. Failure to comply with all conditions of the authorization, including special conditions, will constitute a permit violation and may subject the permittee to criminal, civil, or administrative penalties and/or restoration.

34. False or Incomplete Information. If the Corps makes a determination regarding the eligibility of a project under this permit, and subsequently discovers that it has relied on false, incomplete, or inaccurate information provided by the permittee, the authorization will not be valid, and the U.S. government may institute appropriate legal proceedings.

35. Abandonment. If the permittee decides to abandon the activity authorized under this GP, unless such abandonment is merely the transfer of property to a third party, he/she may be required to restore the area to the satisfaction of the Corps.

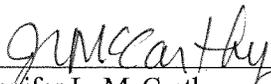
36. Enforcement cases. These GPs do not apply to any existing or proposed activity in Corps jurisdiction

associated with an on-going Corps or EPA enforcement action, until such time as the enforcement action is resolved or the Corps determines that the activity may proceed independently without compromising the enforcement action.

37. Duration of Authorization

a. These GPs expire five years from the date issued as listed at the top of the cover sheet. Activities authorized by these GPs that have either commenced (i.e., are under construction) or are under contract to commence in reliance upon this authorization will have an additional year from the expiration date to complete the work. The permittee must be able to document to the Corps satisfaction that the project was under construction or under contract by the expiration date of these GPs. If work is not completed within the one year extended timeframe, the permittee must contact the Corps. The Corps may issue a new authorization provided the project meets the terms and conditions of the RI GPs in effect at the time.

b. Activities authorized under these GPs will remain authorized until the GP expires, unless discretionary authority has been exercised on a case-by-case basis to modify, suspend, or revoke the authorization in accordance with 33 CFR 325.2(e)(2). Activities completed under the SV or PCN authorizations of these GPs will continue to be authorized after its expiration date.



Jennifer L. McCarthy
Chief, Regulatory Division

3 March 2017

Date

APPENDIX C

CONTACTS FOR RHODE ISLAND GENERAL PERMIT:

1. FEDERAL

U.S. Army Corps of Engineers

New England District, Regulatory Division
696 Virginia Road
Concord, Massachusetts 01742-2751
(800) 343-4789 or (978) 318-8335
(978) 318-8303 - fax

National Park Service

North Atlantic Region
15 State Street
Boston, Massachusetts 02109
(617) 223-5203
(*Wild & Scenic Rivers*)

Federal Endangered Species (F&WS):

U.S. Fish and Wildlife Service
70 Commercial Street, Suite 300
Concord, New Hampshire 03301-5087
(603) 223-2541

Federal Endangered Species & EFH (NMFS)

National Marine Fisheries Service
55 Great Republic Drive
Gloucester, MA 01930
Phone: (978) 281-9102
(978) 281-9301 - fax

U.S. Environmental Protection Agency, Region I

5 Post Office Square, Suite 100
Boston, Massachusetts 02109
(617) 918-2000

2. STATE OF RHODE ISLAND

RI Department of Environmental Management

Office of Water Resources
235 Promenade Street
Providence, Rhode Island 02908
(401) 222-6820
(401) 222-3564 (fax)

RI Coastal Resources Management Council

Oliver Stedman Government Center
4808 Tower Hill Road
Wakefield, Rhode Island 02879-1900
(401) 783-3370
(401) 783-3767 (fax)

3. HISTORIC RESOURCES

Archaeological Information

Rhode Island Historical Preservation & Heritage Commission
150 Benefit Street
Providence, Rhode Island 02908
(401) 222-2678
(401) 222-2968 (fax)

Tribal Historic Preservation Officer

Tribal Historic Preservation Office
Narragansett Tribe
P.O. Box 700
Wyoming, Rhode Island 02898
(401) 539-1190
(401) 742-5048 (cell)
(401) 539-4217 (fax)

4. ORGANIZATIONAL WEBSITES

U. S. Army Corps of Engineers – New England District

www.nae.usace.army.mil/missions/regulatory.aspx

U. S. Army Corps of Engineers Headquarters www.usace.army.mil (click “Services for the Public”)

U.S. Environmental Protection Agency www.epa.gov/owow/wetlands/

National Marine Fisheries Service www.nmfs.noaa.gov

U.S. Fish and Wildlife Service www.fws.gov

National Park Service www.nps.gov/rivers/index.html/

Federal Emergency Management Agency www.fema.gov

RI-CRMC www.crmc.ri.gov/

RIDEM www.dem.ri.gov/programs/water

U.S. Environmental Protection Agency, Region 1 – Low Impact Development-practices and state-specific resources www.epa.gov/ne/topics/water/lid.html

U.S. Environmental Protection Agency – Green Infrastructure website www.epa.gov/greeninfrastructure

APPENDIX D

DEFINITIONS

Artificial Reef: A structure which is constructed or placed in waters for the purpose of enhancing fishery resources and commercial and recreational fishing opportunities.

Boating facilities: These provide, rent or sell mooring space, such as marinas, boat/yacht clubs, boat yards, dockominiums, town facilities, dockominiums, etc. Not classified as boating facilities are piers shared between two abutting properties or town mooring fields that charge an equitable user fee based on the actual costs incurred.

Construction mats: Construction, swamp and timber mats (hereinafter referred to as “construction mats”) are generic terms used to describe structures that distribute equipment weight to prevent wetland damage while facilitating passage and providing work platforms for workers and equipment. They are comprised of sheets or mats made from a variety of materials in various sizes. A timber mat consists of large timbers bolted or cabled together.

Compensatory mitigation: The restoration (re-establishment or rehabilitation), establishment (creation), enhancement, and/or in certain circumstances preservation of aquatic resources for the purposes of offsetting unavoidable adverse impacts which remain after all appropriate and practicable avoidance and minimization has been achieved.

Currently serviceable: Useable as is or with some minor maintenance, but not so degraded as to essentially require reconstruction.

Direct effects: Effects that are caused by the activity and occur at the same time and place.

Dredged material & discharge of dredged material: These are defined at 33 CFR 323.2(c) and (d). The term dredged material means material that is excavated or dredged from waters of the United States.

Discharge: The term “discharge” means any discharge of dredged or fill material into waters of the United States.

Enhancement: The manipulation of the physical, chemical, or biological characteristics of an aquatic resource to heighten, intensify, or improve a specific aquatic resource function(s). Enhancement results in the gain of selected aquatic resource function(s), but may also lead to a decline in other aquatic resource function(s). Enhancement does not result in a gain in aquatic resource area.

Ephemeral stream: An ephemeral stream has flowing water only during, and for a short duration after, precipitation events in a typical year. Ephemeral stream beds are located above the water table year-round. Groundwater is not a source of water for the stream. Runoff from rainfall is the primary source of water for stream flow.

Establishment (creation): The manipulation of the physical, chemical or biological characteristics present to develop an aquatic resource that did not previously exist at an upland site. Establishment results in a gain in aquatic resource area.

Expansions: Work that increases the footprint of fill, depth of basin or drainage feature, structures or floats, or slip capacity.

Fill material & discharge of fill material: These are defined at 33 CFR 323.2(e) and (f). The term fill material is defined as material placed in waters of the U.S. where the material has the effect of either replacing any portion of a water of the U.S. with dry land or changing the bottom elevation of any portion of a water of the U.S.

Federal navigation projects (FNPs): These areas are maintained by the Corps; authorized, constructed and maintained on the premise that they will be accessible and available to all on equal terms; and are comprised of Corps Federal anchorages, Federal channels and Federal turning basins. Information, including the limits, is provided at <http://www.nae.usace.army.mil/Missions/Navigation.aspx>

FNP Buffer Zone: The buffer zone of a Corps FNP is equal to three times the authorized depth of the FNP. For additional information see <http://www.nae.usace.army.mil/Missions/Navigation/Rhode-Island-Projects/>

Historic Property: Any prehistoric or historic district, site (including archaeological site), building, structure, or other object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria (36 CFR part 60).

Intermittent stream: An intermittent stream has flowing water during certain times of the year, when groundwater provides water for stream flow. During dry periods, intermittent streams may not have flowing water. Runoff from rainfall is a supplemental source of water for stream flow.

Indirect effects: Effects that are caused by the activity and are later in time or farther removed in distance, but are still reasonably foreseeable.

Individual Permit: A Department of the Army authorization that is issued following a case-by-case evaluation of a specific structure or work in accordance with the procedures of 33 CFR 322, or a specific project involving the proposed discharge(s) in accordance with the procedures of 33 CFR 323, and in accordance with the procedures of 33 CFR 325 and a determination that the proposed discharge is in the public interest pursuant to 33 CFR 320.

Living Shoreline: A term used to describe a combination of mostly naturally derived materials including plants, shell and rock or manufactured rock-like surfaces that are used along a shoreline exhibiting erosion to dissipate wave energy and to collect naturally deposited sediment.

Maintenance: Maintenance does not include any modification that changes the character, scope, or size of the original fill design.

Navigable waters of the United States: Navigable waters of the United States are those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce.

Ordinary High Water Mark (OHW): A line on the shore established by the fluctuations of water and indicated by physical characteristics, or by other appropriate means that consider the characteristics of the surrounding areas. See 33 CFR 328.3(e).

Perennial stream: A perennial stream has flowing water year-round during a typical year. The water table is located above the stream bed for most of the year. Groundwater is the primary source of water for stream flow. Runoff from rainfall is a supplemental source of water for stream flow.

Practicable: Available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

Preservation: The removal of a threat to, or preventing the decline of, aquatic resources by an action in or near those aquatic resources. This term includes activities commonly associated with the protection and maintenance of aquatic resources through the implementation of appropriate legal and physical mechanisms. Preservation does not result in a gain of aquatic resource area or functions.

Re-establishment: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former aquatic resource. Re-establishment results in rebuilding a former aquatic resource and results in a gain in aquatic resource area.

Rehabilitation: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of repairing natural/historic functions to a degraded aquatic resource. Rehabilitation results in a gain in aquatic resource function, but does not result in a gain in aquatic resource area.

Restoration: The manipulation of the physical, chemical, or biological characteristics of a site with the goal of returning natural/historic functions to a former or degraded aquatic resource. For the purpose of tracking net gains in aquatic resource area, restoration is divided into two categories: reestablishment and rehabilitation.

Secondary effects: These are effects on an aquatic ecosystem that are associated with a discharge of dredged or fill materials, but do not result from the actual placement of the dredged or fill material. Information about secondary effects on aquatic ecosystems shall be considered prior to the time final Section 404 action is taken by permitting authorities. Some examples of secondary effects on an aquatic ecosystem are a) aquatic areas drained, flooded, fragmented, or mechanically cleared, b) fluctuating water levels in an impoundment and downstream associated with the operation of a dam, c) septic tank leaching and surface runoff from residential or commercial developments on fill, and d) leachate and runoff from a sanitary landfill located in waters of the U.S. See 40 CFR 230.11(h).

Shellfish dredging: Shellfish dredging typically consists of a net on a frame towed behind a boat to capture shellfish and leave the sediment behind. Dredges may skim the surface, utilize hydraulic jets, toothed rakes or suction apparatus.

Special aquatic sites: These include inland and saltmarsh wetlands, mud flats, vegetated shallows (submerged aquatic vegetation), sanctuaries and refuges, coral reefs, and riffle and pool complexes. These are defined at 40 CFR 230.3 and listed in 40 CFR 230 Subpart E.

Stream bed: The substrate of the stream channel between the OHW marks. The substrate may be bedrock or inorganic particles that range in size from clay to boulders. Wetlands contiguous to the streambed, but outside of the OHW marks, are not considered part of the streambed.

Stream channelization: The manipulation of a stream's course, condition, capacity, or location that causes more than minimal interruption of normal stream processes. A channelized stream remains a water of the United States.

Structure: An object that is arranged in a definite pattern of organization. Examples of structures include, without limitation, any pier, boat dock, boat ramp, wharf, dolphin, weir, boom, breakwater, bulkhead, revetment, riprap, jetty, artificial island, artificial reef, permanent mooring structure, power transmission line, permanently moored floating vessel, piling, aid to navigation, or any other manmade obstacle or obstruction.

Temporary impacts: Temporary impacts include waters of the U.S. that are temporarily filled, flooded, excavated, drained or mechanically cleared because of the regulated activity.

Tide gates: Structures such as duckbills, flap gates, manual and self-regulating tide gates, etc. that regulate or prevent upstream tidal flows.

Utility Line: Any pipe or pipeline for the transportation of any gaseous, liquid, liquescent, or slurry substance, for any purpose, and any cable, line, or wire for the transmission for any purpose of electrical energy, telephone, data, and telegraph messages, and radio and television communication. The term utility line does not include activities that drain a water of the U.S., such as drainage tile or French drains, but it does apply to pipes conveying drainage from another area.

Vegetated shallows: Permanently inundated areas that under normal circumstances support communities of rooted aquatic vegetation, such as eelgrass and widgeon grass (*Rupiamaritima*) in marine systems (doesn't include salt marsh) as well as a number of freshwater species in rivers and lakes. Note: These areas are also commonly referred to as submerged aquatic vegetation (SAV).

Vernal pools (VPs): For the purposes of these GPs, VPs are depressional wetland basins that typically go dry in most years and may contain inlets or outlets, typically of intermittent flow. Vernal pools range in both size and depth depending upon landscape position and parent material(s). In most years, VPs support one or more of the following obligate indicator species: wood frog, spotted salamander, blue-spotted salamander, marbled salamander, Jefferson's salamander and fairy shrimp. However, they should preclude sustainable populations of predatory fish.

Weir: A barrier across a river designed to alter the flow characteristics. In most cases, weirs take the form of a barrier, smaller than most conventional dams, across a river that causes water to pool behind the

structure (not unlike a dam) and allows water to flow over the top. Weirs are commonly used to alter the flow regime of the river, prevent flooding, measure discharge and help render a river navigable.

Waters of the United States: Waters of the United States are defined in Title 33 CFR Part 328. These waters include more than navigable waters of the U.S. and are the waters where permits are required for the discharge of dredged or fill material pursuant to Section 404 of the Clean Water Act. Waters of the U.S. include jurisdictional wetlands.