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

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

FILE COPY

APPLICATION FOR STATE ASSENT

To perform work regulated by the provisions of Chapter 279 of the Public Laws of 1971 Amended.

Project Location 513 County Road, Barrington (No. Street City/Town)	File No. (CRMC USE ONLY) 2021-03-003
Owner's Name Town of Barrington	Plat: 16 Lot(s): 20
Mailing Address 283 County Road City/Town Barrington State RI Zip Code 02806	Contact No.: (401) 247-1900 Email Address: phervey@barrington.ri.gov
Contractor RI Reg. # Address	Email address: Tel. No.
Designer Fuss & O' Neill Address 317 Iron Horse Way, Providence RI	Tel. No. 401-861-3070
Name of Waterway Barrington River	Estimated Project Cost (EPC): Application Fee: Exempt

Describe accurately the work proposed. (Use additional sheets of paper if necessary and attach this form.)
The project includes construction of a paddlecraft dock, non-motorized boat launch, viewing platform, marsh restoration area, native buffer creation, shoreline restoration, gravel access road and parking improvements, and associated site features. See attached narrative for additional information.

Have you or any previous owner filed an application for and/or received an assent for any activity on this property?
(If so please provide the file and/or assent numbers): _____

Is this site within a designated historic district? ☐ **YES** ■ **NO**

Is this application being submitted in response to a coastal violation? ☐ **YES** ■ **NO**

If YES, you must indicate NOV or C&D Number: _____

Name/mailing addresses of adjacent property owners whose property adjoins the project site. Accurate mailing addresses will insure proper notification. _____Applicant must initial to certify accuracy of adjacent property owners and accuracy of mailing addresses.
see attached (Appendix D)

STORMTOOLS (Http://www.beachsamp.org/resources/stormtools/) is a planning tool to help applicants evaluate the impacts of sea level rise and storm surge on their projects. The Council encourages applicants to use STORMTOOLS to help them understand the risk that may be present at their site and make appropriate adjustments to the project design.

NOTE: The applicant acknowledges by evidence of their signature that they have reviewed the Rhode Island Coastal Resources Management Program, and have, where possible, adhered to the policies and standards of the program. Where variances or special exceptions are requested by the applicant, the applicant will be prepared to meet and present testimony on the criteria and burdens of proof for each of these relief provisions. The applicant also acknowledges by evidence of their signature that to the best of their knowledge the information contained in the application is true and valid. If the information provided to the CRMC for this review is inaccurate or did not reveal all necessary information or data, then the permit granted under this application may be found to be null and void. Applicant requires that as a condition to the granting of this assent, members of the CRMC or its staff shall have access to the applicant's property to make on-site inspections to insure compliance with the assent. This application is made under oath and subject to the penalties of perjury.

08/04

RECEIVED
MAR 02 2021
COASTAL RESOURCES MANAGEMENT COUNCIL

Owner's Signature (sign and print) James J. Cunha
Town Manager
Barrington, RI

PLEASE REVIEW REVERSE SIDE OF APPLICATION FORM

/ajt/lat

11/2019

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

2/23/2021
Date

James J. Cunha
Town Manager
Barrington, RI

Print Name and Mailing Address

RECEIVED
MAR 02 2021
COASTAL RESOURCES MANAGEMENT COUNCIL

/ajt 11/2019

TO: **Coastal Resources Management Council**
4808 Tower Hill Road Suite 3
Wakefield, RI 02879
Phone: (401) 783-3370 / Fax: (401) 783-2069

C R M C
Resources

FROM: Building Official DATE: 2/5/2021

SUBJ: Application of: Walker Farm Recreation and Resilience Improvements

Location: Plat 16, Lot 20

Address: 513 County Road, Barrington, RI

Plat(s): 16 Lot(s): 20

To Construct: Shoreline improvements, access road and parking improvements, observation platform, floating dock, paddlecraft launch, salt marsh reestablishment, native buffer development

I hereby certify that I have reviewed _____ foundation plan(s).
_____ plan(s) for entire structure
✓ site plans
Titled: Walker Farm Recreation and Resilience Improvements

Date of Plan (last revision): February 2021

___ and find that the issuance of a local building permit is not required as in accordance with Section _____ of the Rhode Island State Building Code.

✓ and find that the issuance of a local building permit is required. I hereby certify that this permit shall be issued once the applicant demonstrates that the proposed construction/activity fully conforms to the applicable requirements of the RISBC, and all other local, state and federal regulations are met.

___ and find that a Septic System Suitability Determination (SSD) must be obtained from the RI Dept. of Environmental Management.

___ and find that a Septic System Suitability Determination (SSD) need not be obtained from the RI Dept. of Environmental Management.

___ and find NO structural or non-structural fill is proposed in a FEMA-designated V-Zone or Coastal A-zone.

___ and find that the proposed fill is considered non-structural fill and meets FEMA NFIP guidelines.

___ and find that said plans conform with all elements of the zoning ordinance, and that if said plans require zoning board approval, that the applicant has secured such approval and that the requisite appeal period has passed with no appeal filed or appeal is final. The Zoning Board approval shall expire on: _____.

2/5/2021
Building Official's Signature Date

___ and find that said plans conform with all elements of the zoning ordinance, and that if said plans require zoning board approval, that the applicant has secured such approval and that the requisite appeal period has passed with no appeal filed or appeal is final.

2/5/2021
Zoning Officer's Signature Date

rev. /ajt 07-2020

CRMC File Number:

RI CRMC COASTAL HAZARD APPLICATION WORKSHEET

APPLICANT NAME: Town of Barrington

PROJECT SITE ADDRESS:

STEP 1. PROJECT DESIGN LIFE

☐ A. For properties in a FEMA-designated **A** or **X** Zone, provide the first floor elevation (FFE) of the proposed structure referenced to NAVD88, **OR**
For properties in a FEMA-designated **V** or **Coastal A** Zone, please provide the elevation of the lowest horizontal structural member (LHSM) referenced to NAVD88.

FFE N/A ft

OR

LHSM elevation ft

■ B. How long do you want your project to last? Identify the expected design life for the project (CRMC recommends a **minimum of 30 years**)

Design Life: 20 yrs

■ C. Add the number of years you identified in 1B to the current year. (For example, if you are completing this form in the year 2020, and you want your project to last 30 years, your design life year will be 2050.)

Design Life Year: 2040

■ D. **CHECK** beneath the sea level rise (SLR) projection that matches or comes closest to project design life year.

Year	2020	2030	2040	2050	2060	2070	2080	2090	2100
SLR	1.05	1.67	2.33	3.25	4.20	5.35	6.69	8.14	9.61
	○	○	◉	○	○	○	○	○	○

Source: Sea Level Rise (SLR) Projections (Feb. 2017). NOAA High Curve, 83% Confidence Interval. Newport, RI Tide Gauge. All values are expressed in feet relative to NAVD88. http://www.corpsclimate.us/ccaceslcurves.cfm

NOTE: The STORMTOOLS sea level rise scenarios depict how high the water will be above the average height of the daily high tide over the 19-year period between 1983 and 2001. There have been between 4 and 5 inches of sea level rise in Rhode Island since then. The higher modeled water level accounts for the uncertainties in ice sheet and ocean dynamics.

STEP 2. SITE ASSESSMENT

■ A. Open *RICRMC Coastal Hazard Mapping Tool*. Following the tutorial along the left side of the screen, enter the project site address and turn on the sea level layer closest to the number you circled in 1D.

■ B. **ENTER** the STORMTOOLS SLR map layer closest to the SLR value you checked in Step 1D above. If the value falls between the available STORMTOOLS SLR map layers, round up to the closest of these sea level rise (SLR) numbers: 1ft, 2ft, 3ft, 5ft, 7ft, 10ft, or 12ft

3 ft

■ C. Does the STORMTOOLS SLR map layer you circled above expose your project site to future tidal inundation? **CHECK YES or NO**

◉ YES
○ NO

■ D. List any **roads or access routes** that are potentially inundated from SLR. To do this, ZOOM OUT from your project location, change BASEMAP on the viewer to "street view" – see Step 2A.

Site Access Road

***Please be advised that CRMC staff may also review the implications of sea level rise in combination with nuisance storm flooding and discuss these potential project concerns with the applicant. Nuisance flooding impacts may be viewed in STORMTOOLS here.*

STEP 3. STORMTOOLS DESIGN ELEVATION (SDE)

■ A. Based on the project location, CHECK the SDE Viewer for your site, and open the corresponding tab in Mapping Tool:

○ **South Coast SDE Viewer: Napatree to Pt. Judith** ◉ **Narragansett Bay SDE Viewer: North and East of Pt. Judith**

■ B. Follow the tutorial included along the left panels of the viewer to enter the address of your project site. Select the tab across the top that corresponds to the sea level rise projection you identified in STEP 1

■ C. Click on the map at project site to identify **STORMTOOLS Design Elevation (SDE)** from the pop up box. **Enter the SDE value:** 4.4 ft

16-20' 0-2' SLR

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COASTAL RESOURCES MANAGEMENT COUNCIL

RI CRMC COASTAL HAZARD APPLICATION WORKSHEET

STEP 4. SHORELINE CHANGE

A. Using the *CRMC Shoreline Change maps*, indicate the transect number closest to your site, and erosion rate listed for that transect. **Transect Number:** 1445 **Erosion Rate:** 0.03 **ft/year**

B. **CHECK** below the Projected Erosion Rate that corresponds to the design life you identified above.

Year	2050	2060	2070	2080	2090	2100
Projected Future Erosion Multiplier	1.34	1.45	1.57	1.70	1.84	2.00
	◉	○	○	○	○	○

Source: Projected Shoreline Change Rate multipliers. (Oakley et al., 2016)

C. **COMPLETE EROSION SETBACK CALCULATION:**

Historic shoreline change rate, STEP 4A		Design Life, STEP 1C		Projected Future Erosion Multiplier, STEP 4B		Erosion Setback (ft) 4A x 1C x 4B
0.03	X	20	X	1.34	=	0.804

***NOTE:** Setbacks are required per the CRMC Red Book, Section 1.1.9. **A minimum setback of 50-feet is required**, but a greater setback may be necessary and/or desirable based on this analysis.*

STEP 5. CERI & OTHER SITE CONSIDERATIONS

A. If you live in a community where a Coastal Environmental Risk Index (CERI) has been completed (Barrington, Bristol, Charlestown, Narragansett, South Kingstown, Warren, Warwick, Westerly), CHECK the level of projected damage to your location, as indicated on the map that corresponds to the design life identified in STEP 1.

CERI Level:	Moderate	High	Severe	Extreme	Inundated by 2100	Not applicable
	○	○	◉ 0'	◉ 2'	◉ 5'	○

B. Consider and discuss with your design consultant other forces or factors that might impact the development, such as coastal habitats, shoreline features, public access, wastewater, storm water, depth to water table/groundwater dynamics, saltwater intrusion, or other issues not listed above. In addition, pressure from rising sea levels will result in rising subsurface groundwater levels ultimately effecting wells and septic systems.

TS 8/2021

STEP 6. LARGE PROJECTS

This step is for Large Projects and Subdivisions only, six (6) or more units, as defined by the CRMC Red Book Section 1.1.6.I(1)(f). This step may be skipped for other projects.

A. Use the Sea Level Affecting Marshes Model (SLAMM) Maps to assess potential impacts to large projects and subdivisions from salt marsh migration resulting from projected sea level rise. CRMC SLAMM maps can be accessed here.

◉ **YES** ○ **NO**

The CRMC recommends using the 5-foot SLR projection within SLAMM to assess future potential project impacts on migrating marshes. Does the SLAMM map that corresponds to the design life you identified in STEP 1 expose your project site to future salt marsh migration? **CHECK YES or NO**

Panel #15

STEP 7: DESIGN EVALUATION

A. Using Chapter 7 of the RI Shoreline Change SAMP as a guide, investigate mitigation options for the exposure identified above and include that in the final application.

This fully completed Coastal Hazard Application Guidance worksheet must accompany the application. If you are a design or engineering professional, please print and sign here that you have discussed the findings of this worksheet with the Owner.

DESIGN/ENGINEER SIGNATURE: _____ **DATE:** 2/23/2021

OWNER'S SIGNATURE: _____ **DATE:** 2/23/2021

CRMC File Number:

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APPLICANT NAME: Town of Barrington

PROJECT SITE ADDRESS:

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FFE ft

OR

LHSM elevation ft

■ B. How long do you want your project to last? Identify the expected design life for the project (CRMC recommends a **minimum of 30 years**)

Design Life: 20 **yrs**

■ C. Add the number of years you identified in 1B to the current year. (For example, if you are completing this form in the year 2020, and you want your project to last 30 years, your design life year will be 2050.)

Design Life Year: 2040

■ D. **CHECK** beneath the sea level rise (SLR) projection that matches or comes closest to project design life year.

Year	2020	2030	2040	2050	2060	2070	2080	2090	2100
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	○	○	◉	○	○	○	○	○	○

Source: Sea Level Rise (SLR) Projections (Feb. 2017). NOAA High Curve, 83% Confidence Interval. Newport, RI Tide Gauge. All values are expressed in feet relative to NAVD88. http://www.corpsclimate.us/ccaceslcurves.cfm

NOTE: The STORMTOOLS sea level rise scenarios depict how high the water will be above the average height of the daily high tide over the 19-year period between 1983 and 2001. There have been between 4 and 5 inches of sea level rise in Rhode Island since then. The higher modeled water level accounts for the uncertainties in ice sheet and ocean dynamics.

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3 ft

■ C. Does the STORMTOOLS SLR map layer you circled above expose your project site to future tidal inundation? **CHECK YES or NO**

◉ YES
○ NO

■ D. List any **roads or access routes** that are potentially inundated from SLR. To do this, ZOOM OUT from your project location, change BASEMAP on the viewer to "street view" – see Step 2A.

Site Access Road

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■ C. Click on the map at project site to identify **STORMTOOLS Design Elevation (SDE)** from the pop up box. **Enter the SDE value:** 4.4 **ft**

RI CRMC COASTAL HAZARD APPLICATION WORKSHEET

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Year	2050	2060	2070	2080	2090	2100
Projected Future Erosion Multiplier	1.34	1.45	1.57	1.70	1.84	2.00
	◉	○	○	○	○	○

Source: Projected Shoreline Change Rate multipliers. (Oakley et al., 2016)

■ C. **COMPLETE EROSION SETBACK CALCULATION:**

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CERI Level:	Moderate	High	Severe	Extreme	Inundated by 2100	Not applicable
	○	○	○	○	◉	○

■ B. Consider and discuss with your design consultant other forces or factors that might impact the development, such as coastal habitats, shoreline features, public access, wastewater, storm water, depth to water table/groundwater dynamics, saltwater intrusion, or other issues not listed above. In addition, pressure from rising sea levels will result in rising subsurface groundwater levels ultimately effecting wells and septic systems.

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■ A. Use the Sea Level Affecting Marshes Model (SLAMM) Maps to assess potential impacts to large projects and subdivisions from salt marsh migration resulting from projected sea level rise. CRMC SLAMM maps can be accessed here. ◉ **YES** ○ **NO**

The CRMC recommends using the 5-foot SLR projection within SLAMM to assess future potential project impacts on migrating marshes. Does the SLAMM map that corresponds to the design life you identified in STEP 1 expose your project site to future salt marsh migration? **CHECK YES or NO**

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DESIGN/ENGINEER SIGNATURE: _____ **DATE:** 2/23/2021

OWNER'S SIGNATURE: _____ **DATE:** 2/23/2021

RISE affect my property?

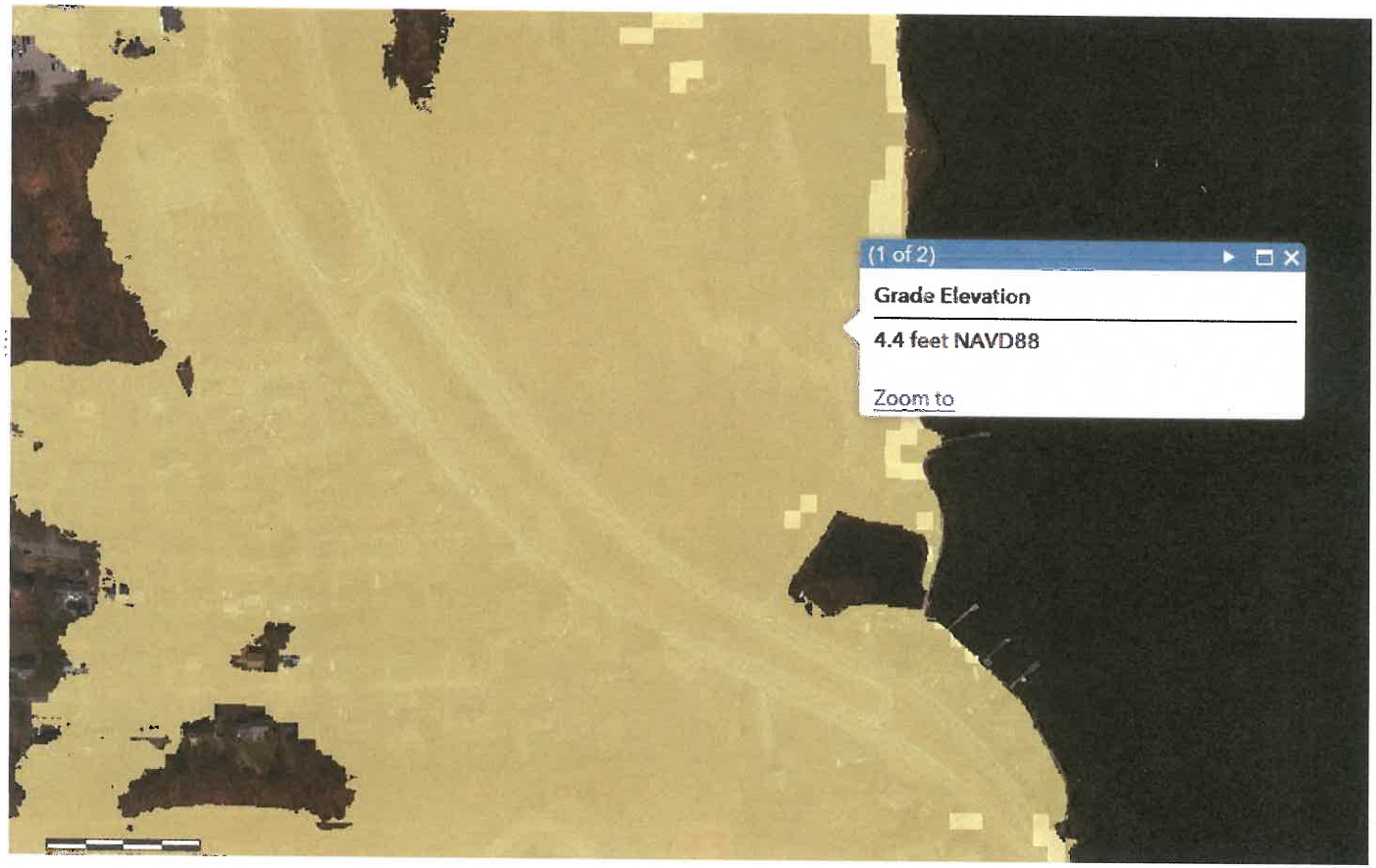
- [ ] Will 2-FEET of SEA LEVEL RISE affect my property?
- [x] Will 3-FEET of SEA LEVEL RISE affect my property?
- [ ] Will 5-FEET of SEA LEVEL RISE affect my property?
- [ ] Will 7-FEET of SEA LEVEL RISE affect my property?
- [ ] Will 10-FEET of SEA LEVEL RISE affect my property?
- [ ] Will 12-FEET of SEA LEVEL RISE affect my property?
- [ ] Is my property vulnerable to a 100-year return period (1% annual chance) COASTAL STORM, and how DEEP will the water be?
- [ ] Is my property vulnerable to a 100-year return period (1% annual chance) COASTAL STORM in 2050 (with over 2-FEET of sea level rise)?

Imagery with Labels

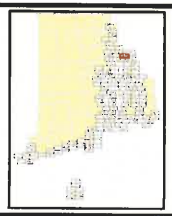
Trust Center Legal Contact Esri
Report Abuse

Stormtools Design Elevation (feet NAVD88)

- <= 10
- 15
- 20
- 25
- 30
- 35
- > 35



Map 15



N

1:10,000

0 500 1,000 1,500 2,000 Feet

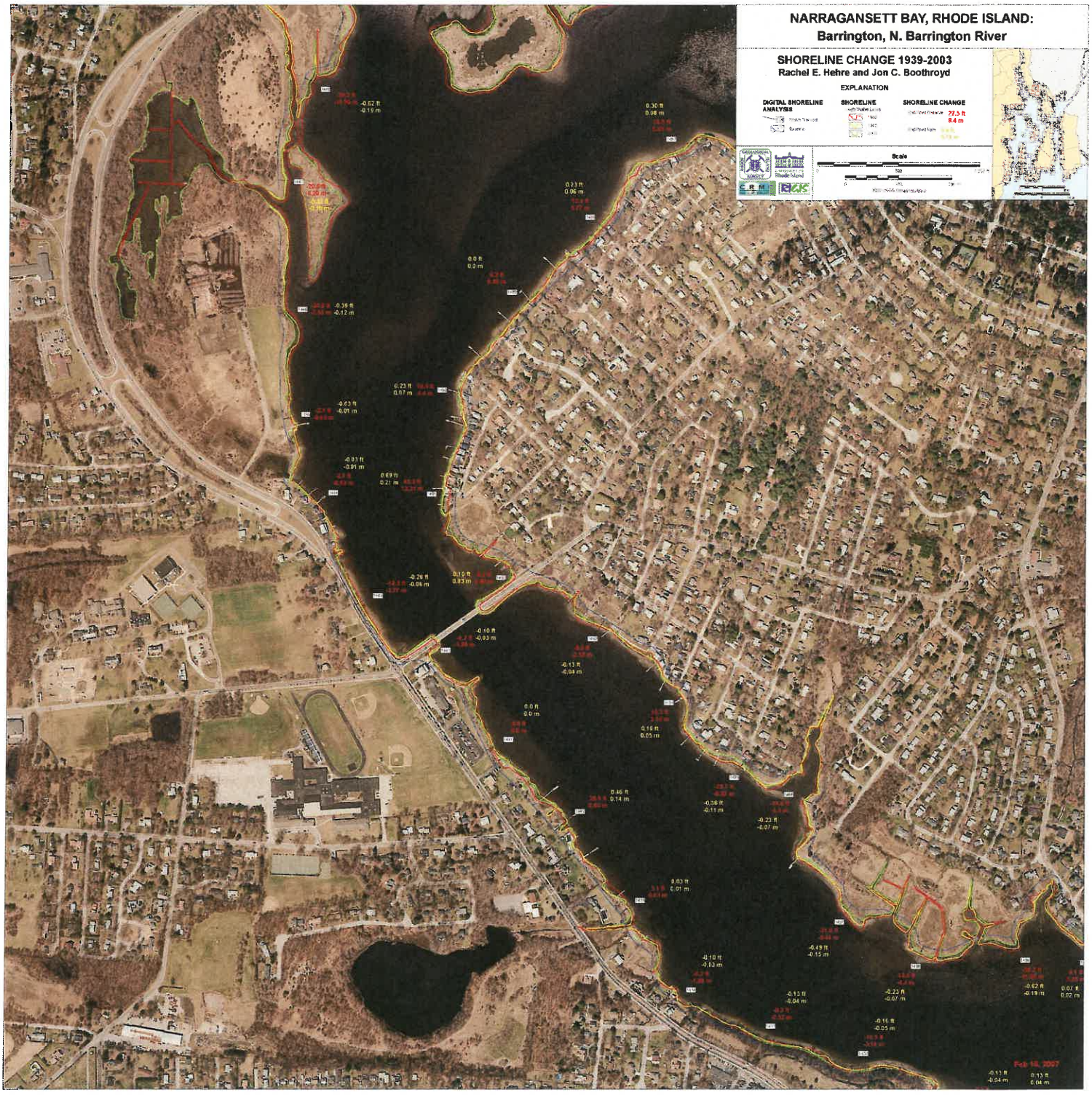
This map is not the product of a professional land survey. It was created for general reference, informational, planning, and guidance use, and is not a legally authoritative source as to the location of natural or manmade features. No warranty is expressed or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.

- Potential Marsh Zone
- Persistent Marsh Zone
- Potential Marsh Loss
- Open Water and Tidal Flat
- Current Fresh Wetlands
- Protected Open Space
- Hardened Shores
- Buildings
- Parcel Boundaries
- Developed Land
- CRMC Coastal Barriers

Tidal Marsh Vulnerability Analysis: Five Foot Sea Level Rise Model

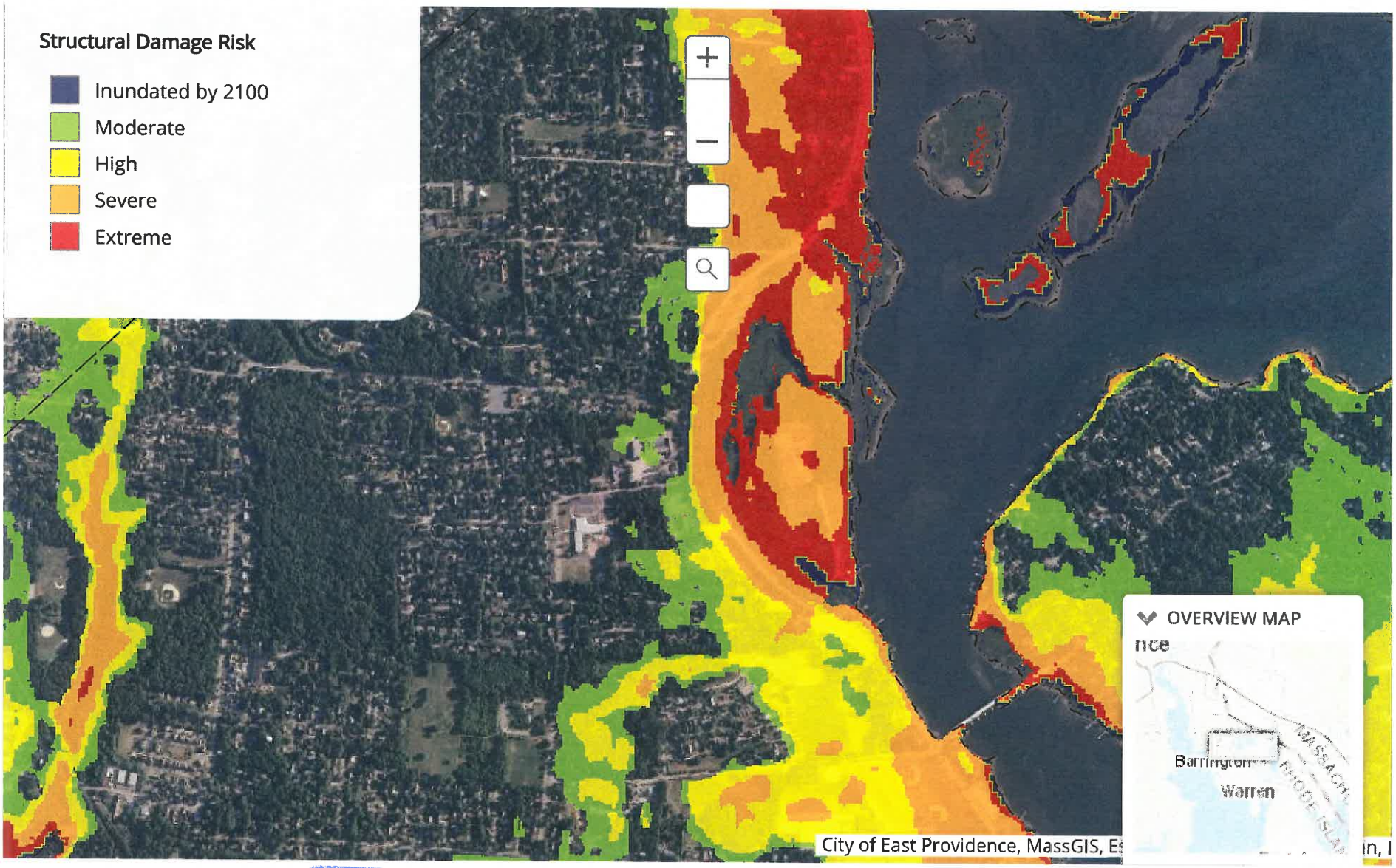
NOAA grant award # NA12OAR4310108

Map produced by Kevin Ruddock. 4/1/2014



Coastal Environmental Risk Index (CERI) - Upper Narragansett Bay (Warwick, Barring

BWB - 100 yr, SLR 0 | BWB - 100 yr, SLR 2 | BWB - 100 yr, SLR 5 | Warwick - 100 yr, SLR 0 | Warwick - 100 yr, SLR 7



FUSS & O'NEILL

1 Introduction

In accordance with the *Rhode Island Coastal Resources Management Program, as Amended*[1] (RICRMP, 2020), the Town of Barrington requests state Assent for the Walker Farm Recreation and Resilience Improvements project on Tax Assessor's Plat 16, Lot 20 in the Town of Barrington, Rhode Island. This application for Assent has been prepared to verify conformance of the proposed development with the RICRMP. The project also requires a Rhode Island Pollution Discharge Elimination System Permit, which is being requested with this Application for State Assent.

The proposed project includes recreation improvements, habitat restoration, and climate resiliency measures. The recreation improvements include construction of an accessible observation platform, a low-profile floating dock with an accessible paddle craft launch, a stepped concrete paddle craft launch, gravel parking improvements, benches, and pedestrian pathways. The habitat restoration improvements include removal of concrete rubble along the shoreline and regrading to reduce steep slopes to facilitate salt marsh migration, salt marsh restoration in a low lying area subject to tidal flooding, native plantings within the salt marsh buffer and salt marsh restoration area. The resilience improvements include moving a section of the gravel access road inland and raising its elevation to reduce flooding and adapt to projected sea level rise.

The project location and proposed conditions are depicted on the Site Location Map and Site Plans included with this project narrative, which are submitted to the CRMC as supporting documentation for this application for state Assent. The proposed project described in this narrative is consistent with the policies and standards set forth in the RICRMP. *Section 2* of this project narrative includes descriptions of the project, site history, coastal features, and proposed site conditions. A discussion of the specific RICRMP standards applicable to the location, nature, and design of the proposed improvements follows in *Section 3*.

1.1 Application for State Assent Documentation

In addition to the written documentation of the proposed construction activities contained in this project narrative, the following items required for the application for state Assent are provided as appendices to this document:

- **Site Photographs** – Site photographs of the existing site are included as *Appendix A* of this report.
- **Proof of Property Ownership** – A Record Card from the Barrington Tax Assessor verifying ownership of the parcel on which the proposed improvements is constructed is in *Appendix B*.
- **Local Municipal Approval** – A copy of the Building Official Form (signed by the State of Rhode Island Building Official) is provided in *Appendix C*.

[1] http://www.crmc.ri.gov/regulations/RICRMP.pdf

- **Abutters List** – As required on the application for state Assent form, the names and addresses of owners whose property adjoins the project site are provided in *Appendix D*

- **Coastal Feature Delineation Report –** The Coastal Feature Delineation Report, prepared by Natural Resource Services, is provided in Appendix E.

- **Sea Level Rise Documentation –** The RI CRMC Coastal Hazard Analysis Application Worksheet is included in Appendix F. Applicable Coastal Environmental Risk Index mapping and Shoreline Change mapping is also included in Appendix F.

- **Permitting Plans** – The Permitting Plans, attached separately, include civil, landscape, and structural plans, which depict the proposed improvements.

2 Project Description

2.1 Project Team

- **Site Owner and Applicant:**
  Town of Barrington
  283 County Road
  Barrington, RI 02806
  401-247-1900

- **Engineer:**
  Fuss & O'Neill, Inc.
  317 Iron Horse Way, Suite 204
  Providence, RI 02908
  401-861-3070

2.2 Existing Conditions

The Site is comprised of the southeastern portion of Lot 20, which is a 39.47 acre property located between County Road and the Barrington River. The Site is within the Town of Barrington (Town) Open Space - Passive Recreation District, as well as in the Conservation District.

The site is currently a recreation area, consisting mostly of mowed open space. A gravel road along the west side of the site provides access from County Road for all recreational site uses as well as the Town yard waste composting facility. Gravel parking is located on the northwest side of the gravel access road, and a gravel turn-around is located on the southeast side of the site to allow vehicles to reverse onto the boat ramp. Concrete rubble is currently covering sections of the shoreline along the Barrington River. A timber pier is located to the north of the existing boat ramp, and west of the pier is a concrete foundation from a former boat house.

The site is a popular destination for many recreational boaters using human-powered craft such as kayaks, canoes and stand-up paddle boards who transport their craft by vehicle (approximately 2,600 launches per season based on 2020 counts). There are also local boaters who store their boats on site (45 in 2020) as well as rowers with the local non-profit, East Bay Rowing organization. Finally, motorized craft use the drive-down concrete boat launch (approximately 800 launches per season based on 2020 counts). All of these users park on the site along the sides of the gravel access road.

The majority of the site currently slopes toward the Barrington River, and the undisturbed areas west and south of the gravel access road slope toward the wetlands adjacent to the site. A shallow low point exists in the southern portion of the open space area. This low-lying area currently ponds during and after larger moon tide and storm events, and although it is mowed, salt marsh vegetation has begun to colonize this tidally influenced area.

Photos of the existing site can be found in *Appendix A*.

2.3 Soils

According to the *Soil Survey of Rhode Island*, the majority of the site is underlain by Ninigret fine sandy loam, which is moderately well drained, and is classified as Hydrologic Soil Group (HSG) "C". The remainder of the site consists of Udorthents-Urban land complex, which is defined by human transported material.

2.4 Flood Hazard

According to Federal Emergency Management Agency (FEMA) Flood Map Number 44001C0002H, effective July 7, 2014, the site is located in Zone AE, with a base flood elevation of 12 feet.

2.5 Natural Resources

Based on the Rhode Island Department of Environmental Management (RIDEM) Environmental Resource Map, the site is located in the Barrington-Warren Rivers Sub-watershed and is not located in a Natural Heritage Area.

On February 27, 2020, Natural Resource Services delineated the wetlands on site. In addition to the coastal feature at the top of the shoreline bank (top of scarp), there is a coastal pond located to the south of the site, as well as a contiguous freshwater wetland located to the west and north of the existing gravel access road. The Coastal Feature Delineation Report is included in *Appendix E*.

The portion of the Barrington River adjacent to the site is identified as RI0007021E-01A, which is impaired with fecal coliform, according to RIDEM's 303(d) list. The designated water quality standard for the Barrington River is Class SA. Class SA waters have aesthetic value and are designated for shellfish harvesting, for primary and secondary contact recreation, and for fish and wildlife habitat.

2.6 Coastal Feature

The site is located along the western shoreline of the Barrington River. The portion of the Barrington River east of the site is tidally influenced and is classified as a Type 1 waterbody, which is categorized as a Conservation Area. Type 1 waters are located within or adjacent to conservation areas and areas that have retained natural habitat or scenic value.

2.7 Proposed Conditions

The Walker Farm Recreation and Resilience Improvements proposed by the Town of Barrington includes coastal buffer and salt marsh restoration, gravel access road and parking improvements, an accessible viewing platform, stepped paddlecraft launch, and a floating dock. The concrete rubble that exists along the shoreline will be removed, vegetation will be cleared as required, and steep sections of the shoreline will be regraded at more gradual slopes to help to dissipate wave action and prevent erosion. Work within the northernmost section of shoreline will require selective tree removal and brush clearing. The majority of the vegetation along the shoreline is dominated by invasive plants including Rosa rugosa, bittersweet (Celastrus orbiculatus), tree of heaven (Ailanthus altissima) and bush honeysuckle (Lonicera sp).

In order to facilitate salt marsh migration proposed on the southern portion of the existing open space, a narrow channel (tidal runnel) is proposed between the shoreline and the salt marsh. Sand will be used to slightly raise the elevation of the existing depression to ensure that tidal water will drain at low tide to prevent the current impounded water conditions after both moon and storm tides. Native salt marsh vegetation will be planted in the area where the bank run sand is placed and native shrubs and warm season grasses will be planted to create a buffer area between the salt marsh and the maintained lawn to the north and the road to the south and west. A second buffer and habitat restoration area is proposed along the northern portion of the shoreline at the top of bank where the rubble along the bank will be removed and the bank regraded. A wooden split rail fence will be installed between the native buffers and the floating dock/paddlecraft launch access area in order to protect these buffer areas from foot traffic and to delineate the boundary between the mowed lawn area and unmaintained buffer.

The existing gravel access road will be raised with additional gravel in order to address existing flooding issues and make the site more resilient to sea level rise. The CRMC Coastal Hazard Mitigation Worksheet was used to establish a Stormtools Design Elevation (SDE) of 4.4 feet. This is based on a 20 year design life and accounts for 3 feet of sea level rise. The lowest point along the gravel access road will be the SDE of 4.4 feet. Existing timber guide rails and pieces of concrete curbing will be reused along the gravel road to continue to prevent vehicles from driving and parking in open space and habitat restoration areas. Gravel parking will be located at the northwest side of the site, and parallel boat trailer parking spaces are proposed along the western side of the road. The dimensions of the gravel access road and parking spaces indicated on the Site Plan are in accordance with the Town of Barrington Zoning Ordinance. A turn-around area is proposed at the north end of the gravel road to allow vehicles with boat trailers to circulate throughout the site. Reinforced turf is proposed within an overflow parking area to the east of the turn-around.

The recreation improvements include construction of an accessible viewing platform north of the existing boat ramp. It will be constructed entirely within the limits of the existing concrete foundation area west of the pier. It will be a timber structure with railings, benches, and an interpretive panel. It will provide an accessible area to enjoy the scenic quality of the site.

One of the primary goals of the project is to create safe launching and landing facilities for the recreational boaters who use human-power craft such as kayaks, canoes, stand-up paddle boards and rowing shells. Currently these boaters must unload, carry-in, and launch at the existing concrete boat launch, often at the same time as drivers of trucks and trailers are using the ramp to launch motorized craft. This causes conflicts and safety concerns, as well as concentrating all users in one very small (50' wide) area of the shoreline. A diagram showing existing movement patterns and conflicts can be found in *Appendix A*.

The project seeks to create an area for the launching, landing and storage of human-powered craft that is separated from the existing boat ramp. The creation of the stepped paddle craft launch is proposed along the shoreline near the middle of the site. A seasonal, low-profile floating dock is proposed to the north of the stepped launch. The floating dock will include a gangway, a landing platform, accessible paddle craft ramp/launch, and the floating dock itself. Bituminous concrete walkways are proposed between the gravel parking area and the floating dock/paddle craft launch area, as well as between the southern accessible space and the viewing platform. Boat storage racks for kayaks, canoes, etc. will be located in the grassy open space adjacent to the paddle craft launching area.

Photo 1: Example of low-profile paddlecraft dock proposed

2.8 Stormwater Management

The site has been designed to comply with the applicable Minimum Standards of the RISDISM. Qualifying pervious areas (QPAs) are proposed to provide water quality treatment and groundwater recharge of stormwater runoff from the site's proposed impervious surfaces. Runoff from the gravel roadway and parking spaces will shed toward vegetated areas to the east and west. The QPA on the east side of the gravel road is between five and seven times as wide as the impervious flow path and consists of existing lawn area, native buffer and proposed salt marsh. The QPA on the west side is also greater

in width than the impervious travel path and consists of lawn and existing wooded/brush area. The proposed bituminous concrete walkways, ADA parking spaces, and gravel walkways will also shed toward large vegetated areas, which meet the definition of QPAs. The proposed reinforced turf within the overflow parking will prevent compaction of this area and will promote infiltration.

The boat launch turn-around and the southern portion of the gravel access road will shed toward the native buffer, salt marsh, lawn area south of the site, as well as toward the coastal pond and contiguous freshwater wetland. Although wetland resource areas are not considered to be qualifying pervious areas under the RISDISM, no additional impervious areas are proposed to shed toward these areas. Therefore, existing drainage patterns toward the on-site wetland resource areas will not be altered by the proposed project. Alternative BMP's are not practicable to treat the runoff that sheds from the gravel roadway toward these wetlands due to space constraints, shallow groundwater, and the goal of maintaining existing overland flow patterns, while avoiding disturbance of these resource areas.

The majority of the proposed QPAs have slopes between one and five percent. Steeper slopes are proposed in a few isolated areas in order to reduce the limit of disturbance and clearing required for regrading of the roadway shoulder. In each of these steeper shoulder locations, there are much flatter, largely vegetated areas immediately adjacent, which will reduce the runoff velocities and encourage infiltration.

2.9 Soil Erosion and Sediment Control

Erosion and sedimentation control measures have been integrated with the design of the project to prevent soil erosion, sedimentation, and stormwater pollution during and after construction in accordance with the Rhode Island Soil Erosion and Sediment Control Handbook. These control measures include, but are not limited to: wattles, dust control, and temporary and permanent vegetative measures. The Contractor will be responsible for the maintenance and/or replacement of all temporary erosion and sedimentation control devices to ensure proper operation throughout the construction period. The operator will be responsible for the inspection and maintenance following construction. Locations of erosion and sediment control practices are listed on the attached Permitting Plans.

3 Coastal Resources Management Program Requirements

This section of the assent application narrative describes the applicable Coastal Resources Management Program (CRMP) requirements. The approach to implement the project's goals in a manner that is consistent with the CRMP is described in this section. The specific requirements that are applicable to the project and addressed in this narrative include:

- Section 1.1.5.A Review Categories and Prohibited Activities
- Section 1.1.6 Applications for Assent
- Section 1.1.8 Special Exceptions
- Section 1.1.9 Setbacks

- Section 1.1.11 Coastal Buffer Zones
- Section 1.1.12 Fees (formerly Section 160)
- Section 1.2.1.A Type 1 Waters
- Section 1.2.2.C Coastal Wetlands
- Section 1.3.1.A Category B Requirements
- Section 1.3.1.B Filling, Removing, or Grading of Shoreline Features
- Section 1.3.1.D Recreational Boating Facilities
- Section 1.3.1.F Treatment of Sewage and Stormwater

3.1 Review Categories and Prohibited Activities (CRMP Section 1.1.5.A)

In accordance with Section 1.1.5.A Activity Matrix for Type 1 Waters, recreational structures are prohibited in tidal waters. Therefore the project requires a Category B Assent with a special exception for the proposed floating paddle craft dock.

3.2 Applications for Assent (CRMP Section 1.1.6)

Per Section 1.1.6.I.d, construction of any new private or public roadway requires submission of the RI CRMC Coastal Hazard Analysis Application Worksheet. Said worksheet has been included with this Assent Application as *Appendix F*, and the proposed roadway improvements have been designed in accordance with the SDE established thereon. Applicable Coastal Environmental Risk Index mapping and Shoreline Change mapping is also included in *Appendix F*.

3.3 Special Exception (CRMP Section 1.1.8)

This project proposes a dock, which requires a Special Exception, as the Site is located adjacent to Type I waters. Special exceptions may be granted to prohibited activities if "the proposed activity serves a compelling public purpose which provides benefits to the public as a whole as opposed to individual or private interests." In accordance with this Section, the proposed dock will provide "access to the shore for broad segments of the public". Not only will the dock provide public shoreline access for paddlecraft users in Rhode Island, but it will be ADA-accessible to maximize the number of public users.

The site is a popular destination for many types of recreational boaters using kayaks, canoes, and stand-up paddle boards who transport their craft by vehicle (approximately 2,600 launches per season based on 2020 counts), local paddlers who store their boats on site (45 in 2020) and motor craft using the drive-down concrete boat launch (approximately 800 launches per season based on 2020 counts).

The proposed floating dock will be seasonal and be in place from April 1 to October 31 of each year. The location of the proposed dock was selected to minimize impact on the shoreline and the salt marsh vegetation on the Site. The low-profile style of the dock will minimize disturbance of sediment at the

river bottom, and the alignment was designed so that the dock would not extend further into the cove than the nearby structures. This dock will fill a need for safe and accessible access for paddlers and rowers in Barrington. There are no publicly owned locations downstream of Type 1 waters where a dock for these uses could be installed.

3.4 Setbacks (CRMP Section 1.1.9)

Due to the site's historical farming use and current public recreation use, there is no existing coastal buffer zone along the east side of the site; therefore, the setback on the site is measured 50 feet from the inland boundary of the coastal feature, as delineated by Natural Resource Services (See *Appendix E*). Where coastal buffer zone exists along the northern portion of the property and along the contiguous freshwater wetland west of the existing gravel access road, the setback is measured 25 feet from the existing buffer zone. The proposed activities within the setback are related to shoreline and coastal buffer restoration, gravel roadway resilience improvements, and the construction of water dependent structures (floating dock, paddle craft launch, and viewing platform). Per Section 1.1.9.B, water-dependent public recreation structures and earth work related to approved, water-dependent uses are exempt from the setback requirement of this Section. The earth work activities related to coastal buffer and salt marsh restoration and resilience are water-dependent, and therefore exempt from the setback requirements of this Section.

3.5 Coastal Buffer Zone (CRMP Section 1.1.11)

Coastal buffer zones for non-residential uses are determined on a case by case basis. Based on the coastal buffer zone guidance in 1.1.11.c.6.a Table 4 for residential lots, the required coastal buffer zone is 200 feet, as the lot is larger than 200,000 square feet. Per the Coastal Feature Delineation Report (*Appendix E*), the majority of the coastal feature on site does not have an existing buffer zone, therefore the coastal buffer zone includes only the areas of existing native vegetation within the 200-foot CRMC jurisdictional limit.

The project proposes to restore a buffer zone along most of the shoreline on site. The proposed native buffer area north of the proposed floating dock extends approximately 50 feet inland of the coastal feature. The salt marsh restoration and native buffer south of the stepped paddlecraft launch is between 115 feet and 145 feet wide, as measured inland from the delineated coastal feature. Where possible, the eastern edge of the gravel access road has been shifted westward to maximize the coastal buffer restoration area. Disturbance of the existing buffer zone at the northern end of the site is proposed only for shoreline restoration work. Disturbance of the existing buffer zone along the west side of the site is proposed only to conduct the clearing and grading necessary for the gravel access road resilience improvements.

Split rail fence is proposed to demarcate the limit of the coastal buffer areas, restrict pedestrian traffic, and indicate the limits of future mowing.

3.6 Fees (CRMP Section 1.1.12)

The property is owned by the Town of Barrington, a Rhode Island municipality, and provides shoreline access to the public. Per the pre-application meeting, the project is exempt from application fees.

3.7 Type 1 Waters (CRMP Section 1.2.1.A)

The Barrington River to the east of the site is classified as a Type 1 Conservation Area. Type 1 waters include waterbodies within or adjacent to wildlife refuges and conservation areas, areas with natural habitat or scenic value, and water areas unsuitable for structures due to exposure to wave action, flooding, or erosion. The proposed project has primarily been designed in accordance with CRMC's objectives for Type 1 waters, but requires , a special exception for the proposed low-profile dock, because recreational boating facilities are not permitted in Type 1 waters. However, the low-profile nature of the dock and its anchoring system will have minimal impact on the subsurface soils, scenic value of the area, shoreline characteristics, or aquatic habitat. The low-profile dock is seasonal and will be installed no earlier than April 1 and removed before November 1 each year. Because the dock will be used exclusively by paddlecraft, it will have little environmental or noise impacts on the river in terms of increased boat traffic. Additionally, the separation of paddlecraft access from powerboat access, both of which are currently provided by the boat ramp at the south of the site, will improve safety by resolving conflicts between the two uses and enhance the quality of public access.

The proposed project will improve the site's conformance to CRMC's policies for Type 1 waters. The proposed salt marsh migration, shoreline restoration, and native buffer restoration activities will reestablish native coastal habitat, improve the site's scenic quality, and provide a more effective planted buffer between the Barrington River and the gravel access road. As stated in CRMP Section 1.2.1.A.2.c, grading associated with enhancement of natural habitat or beach replenishment conforms to the intent of the CRMC policies for Type 1 waters.

The project proposes to restore approximately 57,500 square feet of existing recreation area to a coastal buffer, marsh migration corridor, and salt marsh. A total of approximately 500 linear feet of shoreline will be restored as a result of the project.

3.8 Coastal Wetlands (CRMP Section 1.2.2.C)

The project proposes land disturbances adjacent to the contiguous freshwater wetland located at the southwest of the site. However, no disturbance of the freshwater wetland is proposed. The project's Site Preparation Plan and Soil Erosion and Sediment Control Plan include several protection measures including perimeter sediment barriers, stockpile protection, spill prevention and response procedures, and dust control to prevent impacts of sedimentation and erosion during construction. Additionally, one of the primary purposes of the project is to restore salt marsh area adjacent to the coast.

3.9 Category B Requirements (CRMP Section 1.3.1.A)

All persons applying for a Category B Assent are required to:

a. *Demonstrate the need for the proposed activity or alteration;*

The proposed activities are needed to make the site more resilient to the impacts of climate change, to restore the coastal habitats including buffer zone, marsh migration corridor, and salt marsh through the removal of concrete and to improve public access to the shoreline. The proposed gravel roadway and parking improvements will resolve existing flooding issues, improve site circulation and accessibility, and facilitate more safe and orderly public recreational use of the site. The proposed viewing platform, paddle craft launch, and floating paddle craft dock will improve the existing recreational use of the site.

Currently the site is used frequently by boaters with kayaks, canoes, stand-up paddleboards and rowing shells, who must launch on or next to the existing concrete boat ramp used by power boats brought to the site on trailers. These user groups are often in conflict as they try to launch and recover from the same 50' wide area of the site. The existing facilities are inadequate for safe use by these groups and neither is ADA-accessible. The proposed launch and dock are necessary to provide accessible, paddle craft-suitable access to the Barrington River.

b. *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;*

The project complies with applicable zoning ordinances relating to land use and parking and driveway standards, as well as safety codes, fire codes, and local environmental rules.

c. *Describe the boundaries of the coastal waters and land area that is anticipated to be affected;*

The coastal feature and limit of disturbance are indicated on the attached Permitting Plans.

d. *Demonstrate that the alteration or activity will not result in significant impacts on erosion and/or deposition processes along the shore and in tidal waters;*

A Soil Erosion and Sediment Control Plan has been prepared and is included with this application. The plan has been developed to prevent and minimize impacts to coastal and inland wetland resources due to construction activities, soil erosion and construction site runoff.

e. *Demonstrate that the alteration or activity will not result in significant impacts on the abundance and diversity of plant and animal life;*

The proposed project will result in an increase in diversity of plant and animal life, as it will restore salt marsh vegetation and coastal buffer ecology. The project will involve a small amount of clearing of existing trees and vegetation only, as needed to conduct shoreline

concrete debris removal and bank regrading and to construct the gravel roadway improvements. However, these areas will be stabilized with warm season grasses and shrubs to create a more natural, vegetated condition over time. The project was presented to the Barrington Conservation Commission at its November 2019 meeting where it received a unanimous vote of support for conceptual design. The final project was presented to the Commission at its September 2020 meeting and received a unanimous vote for approval. The project also received a unanimous vote of support from the Barrington Energy and Resilience Committee in October of 2019. Refer to the Town Commission Meeting Minutes in *Appendix G*.

f. Demonstrate that the alteration will not unreasonably interfere with, impair, or significantly impact existing public access to, or use of, tidal waters and/or the shore;

The proposed project will improve public access to the shoreline and the use of the Barrington River for recreation. By creating intentional access and viewing areas at the shoreline, public recreation will be more concentrated to these areas, which will limit the impact of public traffic on the vegetation along the remainder of the coastal feature and adjacent areas. The project was presented to the Barrington Harbor Commission at its November 2019 meeting where it received a unanimous vote of support for conceptual design. The final project was presented to the Harbor Commission at its September 2020 meeting and received a unanimous vote for approval. Refer to the Town Commission Meeting Minutes in *Appendix G*.

g. Demonstrate that the alteration will not result in significant impacts to water circulation, flushing, turbidity, and sedimentation;

The proposed project will not result in sedimentation of the Barrington River. Erosion and sedimentation controls will be used during construction to prevent construction-related impacts to the river. The project will not have long-term sedimentation or turbidity impacts on the river, as all disturbed areas will be stabilized, flooding impacts will be reduced by the project, and the salt marsh migration and native buffer areas will help to eliminate existing bare soil areas caused by impounded water.

h. Demonstrate that there will be no significant deterioration in the quality of the water in the immediate vicinity as defined by DEM;

The project will not have negative water quality impacts on the Barrington River or coastal wetlands. The gravel road and parking will primarily be located within existing gravel areas, resulting in minimal increases in impervious area. The gravel areas and paved walkways will be disconnected and will shed runoff toward large vegetated areas, where it be treated through infiltration. See Section 2.8, above.

i. Demonstrate that the alteration or activity will not result in significant impacts to areas of historic and archaeological significance;

The site is not located in an area of historical or archeological significance.

j. Demonstrate that the alteration or activity will not result in significant conflicts with water dependent uses and activities such as recreational boating, fishing, swimming, navigation, and commerce, and;

The proposed project will not create conflicts with water dependent uses but will instead improve safe public access for recreational boating by providing separated launching and landing areas for paddle craft as well as enhanced storage for kayaks, canoes, paddleboards and rowing shells on site. The project was presented to the Barrington Park & Recreation Commission at its August 2020 meeting and received a unanimous vote for approval.

k. Demonstrate that measures have been taken to minimize any adverse scenic impact (see § 1.3.5 of this Part).

The proposed project will enhance the scenic quality of the site by restoring the shoreline, native buffer, and salt marsh area. The viewing platform will improve the appearance of the existing concrete foundation west of the pier, while providing a more suitable area from which to enjoy the scenery of the river. The low-profile dock will not be a visually prominent structure and will not have adverse scenic impacts. Benches are proposed in the vicinity of the stepped paddlecraft launch to maximize public enjoyment of the site's scenic quality.

3.10 Filling, Removing, or Grading of Shoreline Features (CRMP Section 1.3.1.B)

In accordance with this Section of the CRMP, grading of the shoreline is only proposed as required to remove existing fill materials, including concrete rubble, and to restore the shoreline and adjacent salt marsh. Where grading is proposed, shoreline slopes will not be steeper than twenty-five percent, except immediately adjacent to the stepped paddlecraft launch, where slopes will be no steeper than thirty-three percent. Where required, grading will be conducted by cutting into the existing bank, rather than filling over the coastal bank. All disturbed areas on site will be stabilized with vegetation or temporary erosion control measures during construction.

3.11 Recreational Boating Facilities (CRMP Section 1.3.1.D)

Per the Standards of this Section, the attached Site Plans indicate the MHW and MLW lines. According to the Launching Ramp Standards of this CRMP Section, the proposed paddle craft launch has a slope of 15 % and does not involve filling of the shoreline feature.

3.12 Treatment of Sewage and Stormwater (CRMP Section 1.3.1.F)

This project does not propose any point source discharges of sewage or stormwater runoff to coastal banks or Type 1 waters and does not propose increased discharges to salt marshes. There will be no wastewater sources resulting from this project.

RISDISM standards have been met to the maximum extent practicable without structural best management practices. Qualifying pervious areas will provide water quality treatment of proposed gravel and pavement areas, and the disconnection of impervious surfaces with large areas of vegetation will promote infiltration of stormwater. Stormwater impacts will be minimized by restricting pavement to only the areas required for accessible parking and access. Existing drainage patterns will be maintained.

Runoff from the site is not anticipated to significantly impact the coastal environment or disturb any natural drainage features or vegetation. Grading and fill activities have been minimized, and erosion control measures during construction will prevent erosion and sediment losses associated with the proposed land disturbance.

4 Conclusions

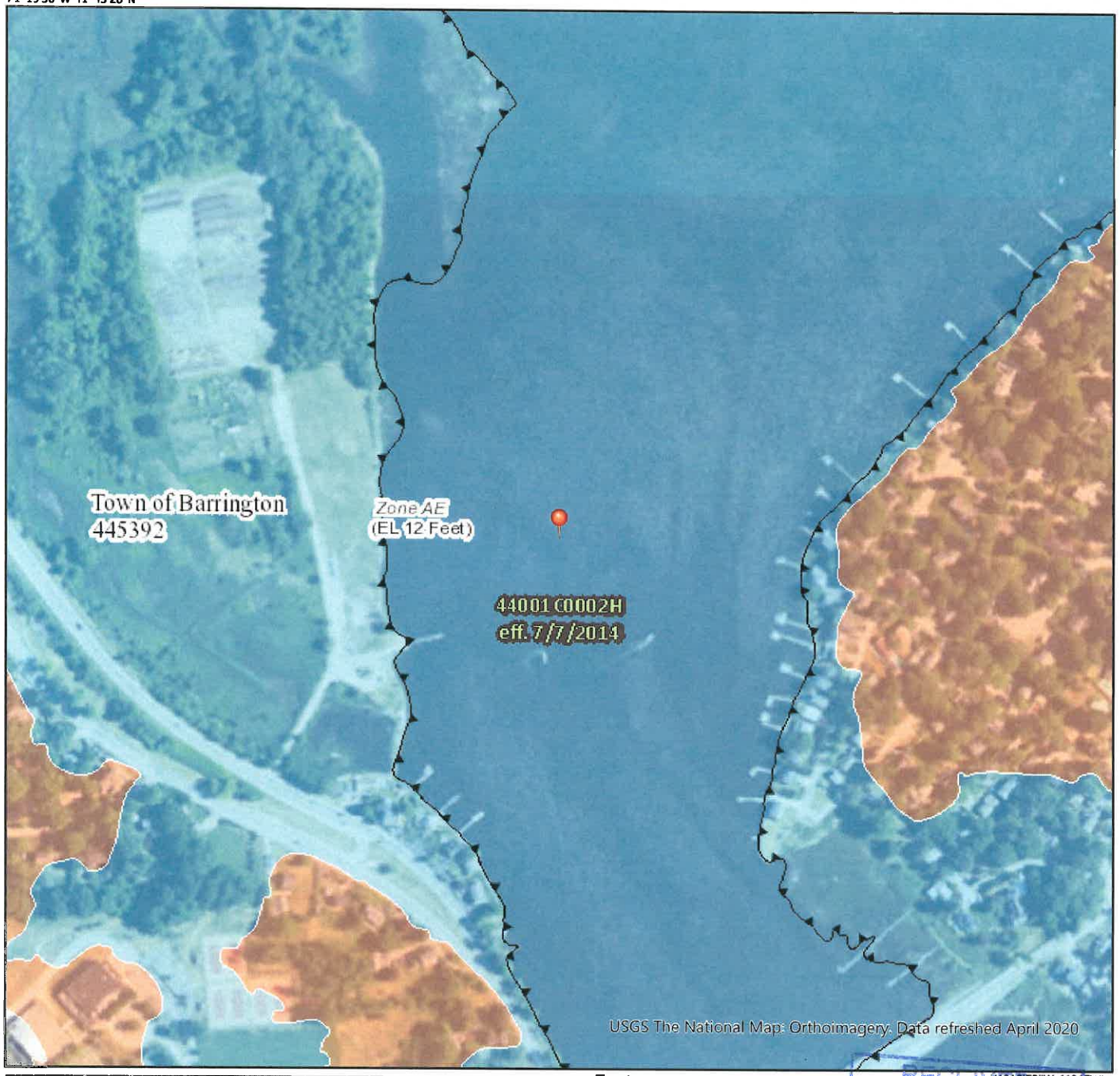
The proposed Walker Farm Recreation and Resilience Improvements project presented in this report consists of salt marsh and coastal buffer restoration, removal of existing concrete rubble along the shoreline, and raising the elevation of the gravel access road to reduce flooding and adapt to projected sea level rise. The project also includes construction of an accessible observation platform, a stepped concrete paddle craft launch, a seasonal low-profile floating dock with an accessible paddle craft launch, gravel parking improvements, and associated site features. Although the floating dock is proposed within the Barrington River (a Type 1 water), the project will help to improve the site's overall conformance to RICRMP conservation goals for lands adjacent to Type 1 waters by improving habitat and scenic value.

This project effectively balances the Town of Barrington's and CRMC's objectives of enhancing public coastal recreational access, reestablishing valuable salt marsh and buffer habitat areas, and improving climate resilience through both strengthened infrastructure and restoration of natural flood-abating coastal marshlands. No significant adverse impacts to the coastal environment are anticipated to occur as a result of the proposed work.

National Flood Hazard Layer FIRMette

FEMA

71°19'30"W 41°45'28"N



0 250 500 1,000 1,500 2,000 Feet

1:6,000

71°18'53"W 41°45'1"N

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) Zone A, V, A99
- With BFE or Depth Zone AE, AO, AH, VE, AR
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
- Future Conditions 1% Annual Chance Flood Hazard Zone X
- Area with Reduced Flood Risk due to Levee. See Notes. Zone X
- Area with Flood Risk due to Levee Zone D

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard Zone X
- Effective LOMRs
- Area of Undetermined Flood Hazard Zone D

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 8/14/2020 at 3:49 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

FUSS & O'NEILL

Walker Farm Recreation and Resilience Improvements - Site Photographs

Photo 1: Gravel road, facing west toward County Road

Photo 2: Gravel road, facing north

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Photo 3: Boat ramp, concrete foundation, and pier

Photo 4: Marsh migration area while flooded, 10/2019

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Photo 5: Marsh migration area, 06/2019

Photo 6: Marsh migration area, facing east

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Photo 7: Shoreline, facing north from approximate location of proposed viewing platform

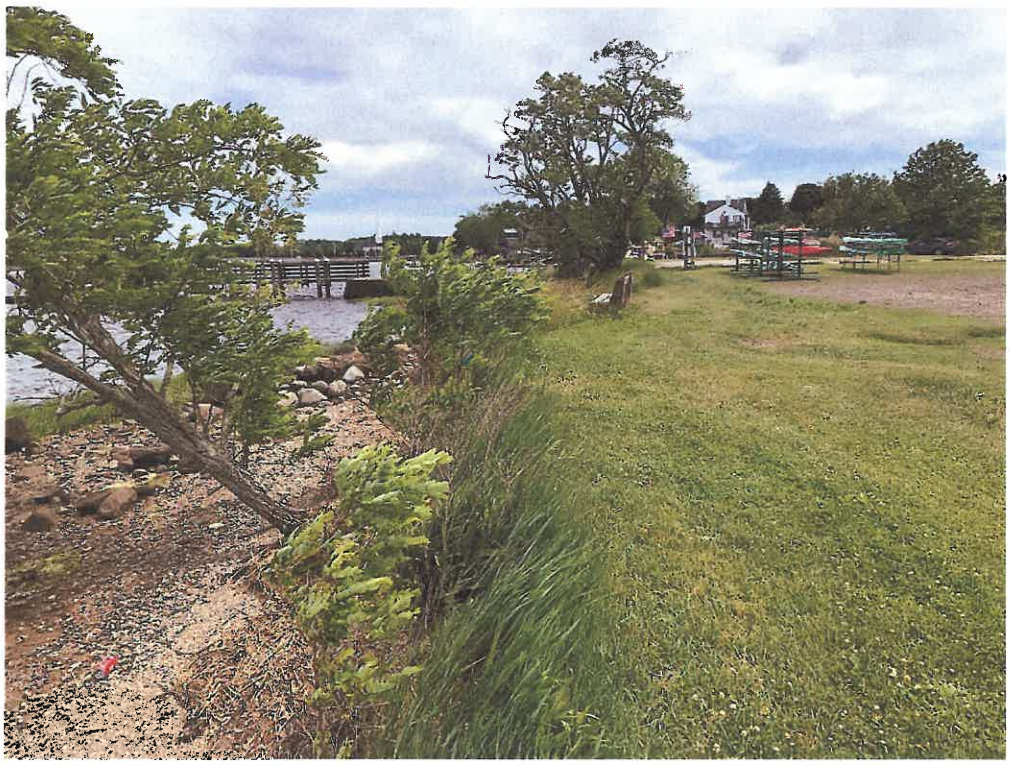

Photo 8: Shoreline facing south toward pier

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Photo 9: Coastal feature facing south at approximate location of proposed paddlecraft launch

Photo 10: Coastal feature facing south at approximate location of proposed dock

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Photo 11: Shoreline facing north

Photo 12: Shoreline, facing north at northern extent of proposed disturbance

Safety and movement conflicts – Pedestrians and Vehicles

Car/Truck/Trailer movements:

Pedestrian/Human-powered watercraft movements:

Conflict area:

Natural Resource Services, Inc.

March 4, 2020

Arnold Robinson, AICP
Fuss & O'Neill, Inc.
317 Iron Horse Way, Suite 204
Providence, RI 02908

RE: Coastal Feature Delineations
Walker Farm Recreational Resilience Improvements
Barrington, Rhode Island

Dear Mr. Robinson:

Natural Resource Services, Inc. (NRS) has completed the coastal feature delineation within the project area of the above referenced property. This field work conforms to the policies and definitions for the identification of physiographic features found in the RI Coastal Resources Management Program (CRMP) (650 RICR-20-00-01). These regulations are administered by the Coastal Resources Management Council (CRMC). The CRMP states that any coastal feature delineation established by a consultant must be verified by the CRMC staff before being considered accurate for regulatory purposes. The delineation was performed by me on February 27, 2020.

As part of our work, a hand-held GPS unit was used to locate the established wetland flagging. While this location work should not be construed as a professional survey, the data obtained is valuable for preliminary planning purposes. An aerial photograph is attached to this letter. The GPS data has been added as an overlay on the photo to provide a visual representation of the established wetland delineation.

Walker Farm is a recreational area owned and maintained by the Town of Barrington. A review of historic aerial photographs from 1972 and 1981 show that the project area was actively managed for agriculture. Portions of the former fields have reverted to ruderal forest. The town also maintains a compost facility, community garden and boat launch within the property. The NRS coastal feature delineation was confined to the specific project area which you identified in your email of January 21, 2020.

I have field delineated the limit of three (3) distinct coastal features within the project area.

Flag Series	Coastal Feature Classification
A1 – A7	Contiguous Freshwater Wetland
B1 – B15	Coastal Pond
CF1 – CF21	Top of Scarp

P.O. Box 311 Harrisville, RI 02830 401-568-7390 FAX 401-568-7490

In addition to these three (3) delineated features, there is an area of seawall and stone revetment present between flags CF1 and B1. The top of the wall and/or revetment represents the coastal feature along the armored portion of the shoreline.

The CRMP establishes regulatory jurisdiction for the state over all land use activities within 200 linear feet of any coastal feature. The 200 foot jurisdictional limit is measured from the NRS flagging. The regulations also establish specific buffer zone areas and construction setback standards. The buffer zone requirement for Walker Farm would encompass all areas of naturalized vegetation found within the 200 foot jurisdictional limit. I have enclosed a second GIS graphic depicting what in my opinion will be considered buffer zone by the CRMC staff.

The CRMP setback is the minimum distance from a coastal feature for which a construction activity is allowed. The setback standard is 25 feet when a buffer zone is present and 50 feet along shorelines which lack a buffer zone. The setback distance is also depicted on the second GIS graphic.

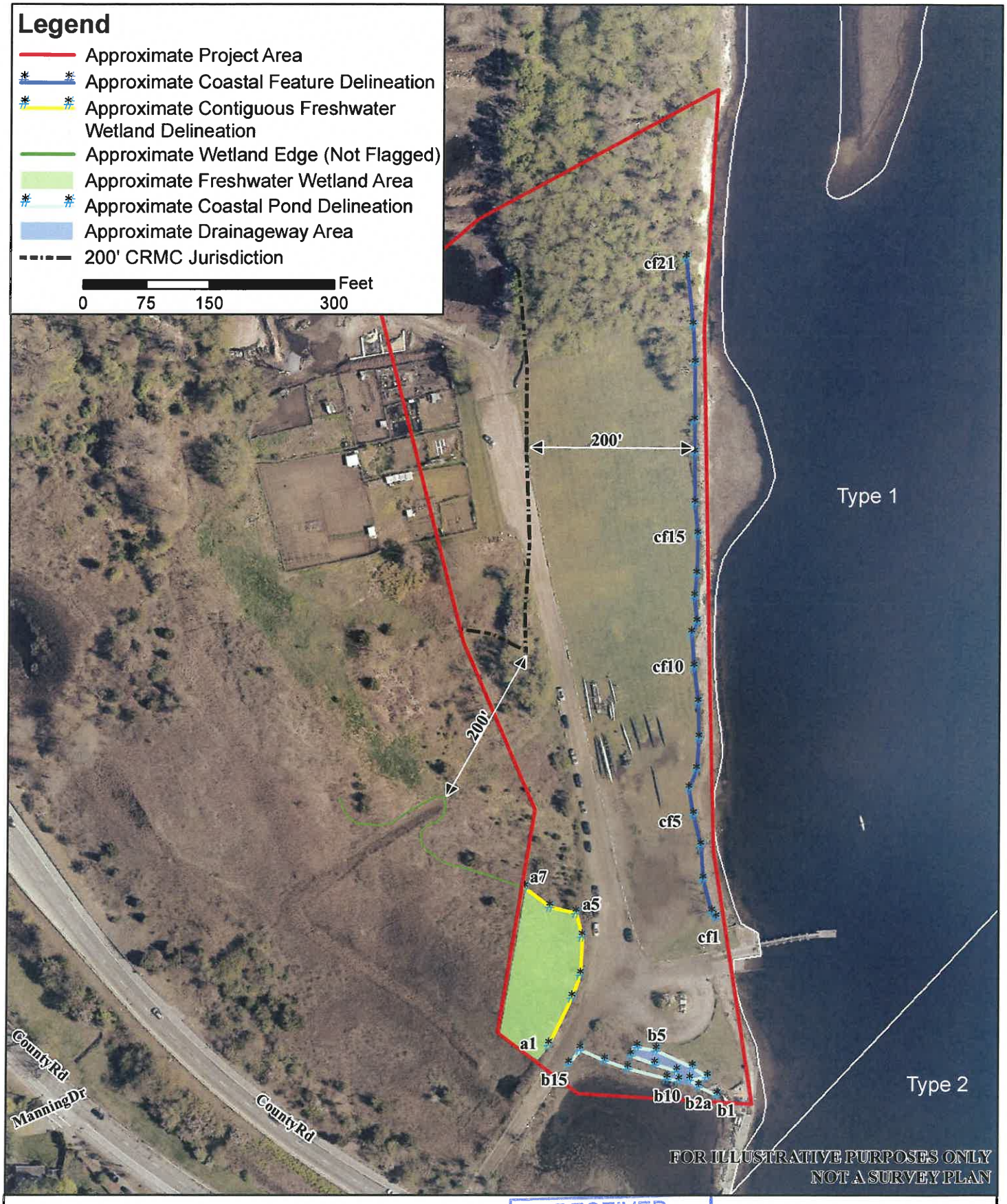
Please do not hesitate to contact me if you have questions regarding the field work that I performed or any of the information presented in this letter of findings. I will be available to review any development plans prepared by your office for the Walker Farm Recreational and Resiliency Improvements and provide you with comments on the CRMC application submission requirements.

Very truly yours,

Scott P. Rabideau, PWS
Principal

Enclosures

cc: Christina Viera, PE



Site Sketch Depicting Approximate Coastal Feature and Wetland Delineation
County Rd
A.P. 16, Portion of Lot 20
Barrington, RI

RECEIVED
MAR 02 2021
COASTAL RESOURCES MANAGEMENT COUNCIL

Performed by
Scott P. Rabideau, PWS - 2/27/2020
Located using hand-held Trimble Geo7X

April 2019 aerial
RI DEM Mapping

Natural Resource Services, Inc.
PO Box 311
180 Tinkham Lane
Harrisville, RI 02830
p: (401) 568-7390
f: (401) 568-7490

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1981 Historic Aerial
County Rd
A.P. 16, Portion of Lot 20

Barrington, RI

Approximate Site Location

0 100 200 400 Feet

RIGIS
Natural Resource Services, Inc.
PO Box 311
180 Tinkham Lane
Harrisville, RI 02830
p: (401) 568-7390
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1972 Historic Aerial
County Rd
A.P. 16, Portion of Lot 20

Barrington, RI

Approximate Site Location

0 100 200 400 Feet

RIGIS

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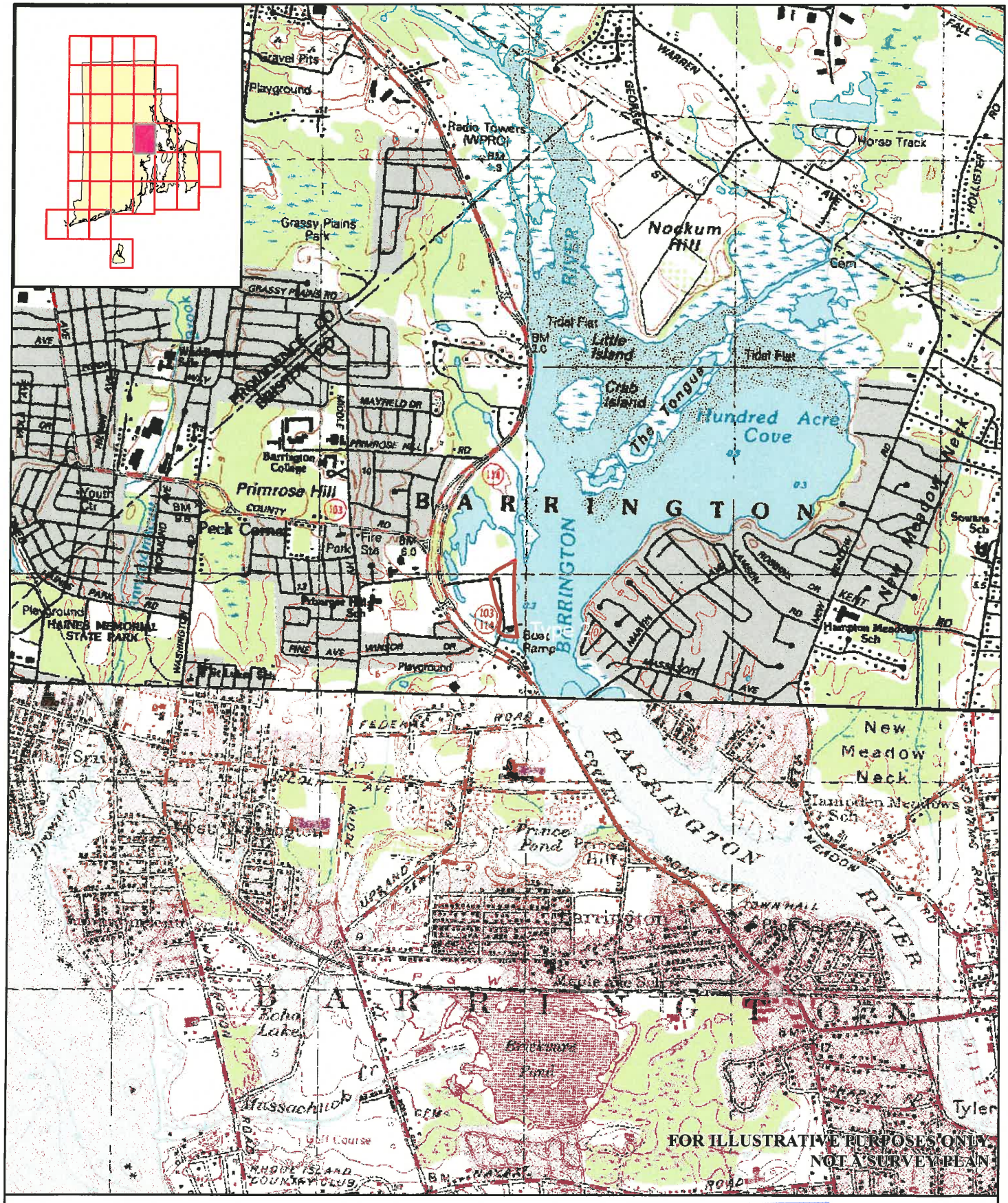

USGS Topographic Map
County Rd
A.P. 16, Portion of Lot 20

Barrington, RI

East Providence Quad Map

Approximate Site Location
USGS Topographic Series
Contour Interval 10 Feet
National Geodetic Vertical Datum of 1929

0 1,000 2,000 4,000 Feet

Natural Resource Services, Inc.
PO Box 311
300 Tinkham Lane
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Town of Barrington

Barrington Harbor Commission

Minutes of Meeting September 9, 2020

Present: Chip Hawkins (Chairman), Brad Evans, Anne Chapin, Frank Hearn, Dwight McMillan, Brian Hunt (Harbor Master), Mike Reuter, Doug Moshier

Absent: James Forster, Paul Dennis

- **Chairman called the meeting to order at 7:01PM**
- **Approval of Minutes:**
  - Anne Chapin made a motion to approve the minutes of June 17, 2020 2nd by Dwight McMillian. The minutes were unanimously approved.
- **Harbor Masters report :**
  - Patrol boat will be in water until end of October.
  - There were 3 mooring owners that did not spend the required amount of time on their mooring and the Harbor Master will contact these individuals.
  - Issued 15 tickets to JetSki operators who have no licenses
  - Chip Hawkins did survey of the mooring field in the harbor to determine if some of the moorings are too close and he indicated that a few may need to be moved.
  - The Harbor Master is making a new list of owners for identifying mooring usage.
  - Several issues with kayak rescues, many paddlers are being towed in by Harbor patrol. Most of those towed in are kayak renters. Harbor patrol has been handing out kayaking safety booklets.
  - Police Cove park will have a new dock built.
- **Walker Farm Project Update:**
  - Chip Hawkins introduced Phil Harvey - Town Planner, Kim Jacobs-Towns Resiliency Planner and Arnold Robertson - Regional Director for Waterman Engineering who gave a presentation of a concept plan for changes to Walker Farm.

The conceptual plan would focus on:

- Improving the shoreline, including a new dock
- Habitat restoration
- Salt Marsh restoration
- Improve roadway to include a parking lane for trailers and tow vehicles
- Construct pedestrian pathways connecting boating areas with parking

- There are three funding sources for the Grant to accomplish this development, totaling approximately $5 million dollars.
- A broad discussion of the Kayak rental company ensued. It is a town management issue.
- There were a number of suggestions and recommendations made by the Harbor Commission to this plan with one of the primary recommendations to add improvements to the exit route to and from Rt114 for safety and improved flow.
- Timetable and permitting: the Walker Farm plan has gotten unanimous approval from Barrington Parks & Recreation and Conservation Committees. Dock plan goes to full CRMC at January 2021 meeting, Army Corp. Oct. - Jan. for approval. Town hopes to have permits approved for Spring "21 construction season and expect it to be a 6 week construction project.
- Community members that attended the meeting (see attached attendee sign-in sheet) were overwhelmingly positive about the improvements being presented.
- Chip Hawkins made a motion to support the Walker Farm plan as presented with the stipulation that the roadway connect to RT114 be improved. Anne Chapin seconded the motion. Unanimous vote to approve.

- **Chairman's Report:**
  - Bud Humphrey's race will be held Sunday, September 27.
  - will be updating the Harbor mooring waiting list
  - letter will be sent out (by Harbor Master) to boat owners that have not had their boats on the moorings this season

- there will not be an October meeting. Chairman will notify members of the next scheduled meeting.

- **Anne Chapin made a motion to adjourn the meeting, 2nd by Dwight McMillan. Meeting adjourned at 8:34**

Scribed by Frank Hearn

Barrington Conservation Commission
Minutes for September 8, 2020 Meeting
Virtual Meeting — Zoom
Zoom Meeting ID – 322 887 8168
https://zoom.us/j/3228878168

Attendance

X	Allen, Jorie	X	Roberts, Joseph (Secretary)
	Boyes, David (Treasurer)	X	Small, Eileen
X	Materne, Doug (Co-Chair)	X	Weymouth, Kate (Town Council)
	McBride, Richard		
X	Myatt, Ted (Co-Chair)		

Called to order at 7:32PM

Zoning Board

New applications

None

Previous Applications

> **Application #4006/#4017**, Edward Lundgren, 33 Meadowbrook Drive, Barrington, RI, applicant and owner, for permission to construct single family home. Assessor's Plat 32, Lot 491, R-25 District, 0 Puritan Avenue, Barrington, RI, requiring dimensional relief for 100' wet-lands setback.

Stephen Antonucci, Attorney representing the property owner, Edward Lundgren. Additional drawings Applicant requested a continuance until September pending additional drawings. Additional drawings unavailable to Conservation Commission. D. Materne, Motion to Continue until October 2020 meeting. J. Roberts, Second. Motion Approved 5-0-0-2

> **Application #4012,** Mark Piccarelli, 21 Teed Avenue, Barrington, RI, applicant and owner, for permission to construct single family home. Assessor's Plat 34, Lot 171, R-10 District, 21 Teed Avenue, Barrington, RI, requiring dimensional relief for 100' wetlands setback.

Mark Piccarelli, homeowner, presented the plans to place a shed within the wetlands' boundary. The shed will be placed 36' from the wetlands edge at the closest location. The shed will be put on a crushed stone bed with concrete block pillars. J. Roberts, Motion to approve the placement of the shed on a crushed stone bed, D. Materne, Second. Motion Approved 5-0-0-2

> **Application #4018**, Justin Vieira, 1822 North Main Street, Fall River, MA, applicant, and Kimberly Mellet, 21 Preston Drive, owner, for permission to construct a master suite above pre-existing non-conforming garage.

Assessor's Plat 26, Lot 271, R-25 District, 21 Preston Drive, Barrington, RI, requiring dimensional relief for 100' wetland/waterbody setback

Justin Viera representing the homeowner, Zebulon and Kimberly Mellet who are looking to add a second-floor master suite over the existing garage. The footprint of the home does not change as the project simply raises the roof. J. Roberts Motion to Approve the addition with construction materials stored away from the wetlands edge. D. Materne, Second. Motion Approved 5-0-0-2.

Review of Proposed Plans for Walker Farm

Alan Hance and Christina Viera, Fuss and O'Neil and Philip Hervey, Town of Barrington, presented the updated plans. The project has received funding (resiliency grants, recreation grants) and is in the permitting phase through the town and CRMC. The usage of the area includes recreation, DPW, community garden, and others. The area to the north of the boat launch frequently floods and is eroding. The boat launch area is approximately 30' and is heavily used with both motorized and non-motorized boats. The goal here is to create separate spaces for the boat launches. The roadway will be elevated by approximately eight inches and will remain gravel. The parking, mostly pervious gravel but including pervious pavers for handicapped parking, will be moved to the north area and it will also provide trail connections to Osamequin including marsh restoration. The plans make the area significantly more accessible for those who are handicapped. Several citizens spoke in favor of the project as a great asset to the community. D. Materne Motion to enthusiastically recommend the proposed plans for Walker Farm be implemented as a benefit to the town and the community. E. Small, Second. Motion Approved 5-0-0-2.

Update on Proposed Ordinance

The purpose of the proposed ordinance is to conserve resources and protect our environment by regulating the outdoor application of nitrogen and phosphorus-based fertilizers in order to reduce the overall amount of excess nitrogen and phosphorus entering the Town's public waters. The ordinance is similar to that of Falmouth, Massachusetts. J. Allen spoke with the director of Falmouth's Marine and Environmental Services Department who described the development of the Falmouth bylaws. Two separate town committees led, in part, by scientists/residents from the area. Falmouth has a fact sheet that they sent to all town residents and is posted on their website.

Guidance for Adopt a Spot Process

Discussed a proposal for the Adopt-a-Spot Guidance Document (see Appendix 1). J. Roberts Motion to move forward with the Adopt-A-Spot Guidance document pending additional information on signage requirements (size, location, printing/manufacturing, etc.), waivers, possible locations (from Phil Hervey), and the costs associated with Adopt-A-Spot. R. McBride, Second. Motion Approved, 7-0-0-0

Town Council Update

None

Conservation Commission Administration

- Ad Hoc Open Space Committee Nominations
- T. Myatt Motion to Approve July and August Minutes. J. Allen, Second. Motion Approved 5-0-0-2

Commissioner Task Updates

- Jorie:
  -
- David:
  - Phase II/MS4 Reviewed and comments before submission
  - Osamequin Management Committee
- Doug:
  - Police Cove
  - Rayner Wildlife Refuge/Nockum Hill
- Rick:
  - Barrington Owned Conservation Land Monitoring Project
- Ted:
  - Don't Dump Leaves Campaign
  - Liaison to Energy Committee
- Joseph:
  - Film Series
  - Carbon Neutral Cities Alliance
- Eileen:
  -
- To Be assigned:
  - Ad Hoc Trail-Link Committee

Having no further business, the meeting was adjourned at 9:16pm

Appendix 1: Adopt-A-Spot Program Guidelines

The Adopt-A-Spot program was created to meet a need of our community. The program allows volunteers to keep a portion of public areas beautified and properly maintained. Volunteers are allowed to adopt a spot that is important to them, their families, and their community. All public spaces are eligible for adoption such as: traffic islands, medians, and town owned lots, streets, and parks.

Applicants should adhere to the following guidelines and Safety rules:

1. An application must be completed, indicating all relevant contact information, group information if you are volunteering as part of a group, program selection and right-of way selection. Th selection of a public area should be precise and clearly identifiable. Please include a map depicting the location you have chosen and its boundaries. Submit the completed application and map to the Barrington Conservation Commission.
2. Each volunteer must sign and complete the Release, Waiver, Hold Harmless, and Indemnity form. ONLY volunteers with a completed form on file with the registered sponsor of the Adopt-A-Spot will be allowed to participate in any activities surrounding your adopted location. All new volunteers must sign and complete the form prior to picking up cleaning supplies.
3. All volunteers under the age of 18 are required to have a parent/guardian complete their Release, Waiver, Hold Harmless, and Indemnity form. Volunteers under the age of 15 must be accompanied by adult supervision.
4. Applicants are required to maintain their specified location at least once monthly.
5. Applicants must commit to cleaning their specified location for a minimum of 1 year. At least 3 months prior to the end of your 1-year commitment, a renewal application will be required.
6. Major events surrounding the cleaning of your location which could produce a significant amount of trash and debris should be coordinated with Barrington Department of Public Works for removal.
7. The safety of all applicants/groups/individuals is paramount. All applicants/groups/individuals are expected to follow all safety guidelines and practice safe habits at all times.
8. If you cannot keep your adoption commitment, you are required to inform the Barrington Conservation Commission. Your spot will become eligible for another applicant/group/individual.
9. Adopt-A-Spots will be subject to inspection by town officials, and group leads will be notified of any problems in the adopted area.

SAFETY GUIDELINES

The following are safety guidelines for the Adopt-A-Spot Program. All groups and individual volunteers
are urged to consider them accordingly:

1. Hold safety meetings with group prior to litter pick-up activities.
2. Carpool to litter pick-up area, if possible, to keep vehicles to a minimum.
3. Park vehicles away from roadways.

4. Keep work group to a manageable size relative to the size of the location you have selected.
5. Closely supervise youth. Volunteers age 15 and under should be discouraged from collecting litter in streets.
6. Keep sight of all participants and be aware of your surroundings at all times.
7. Stay clear of construction zones.
8. Do not remove hazardous materials found on the site. Call the Barrington Department of Public Works.
9. Do not work during inclement weather, hours of darkness, or hours of peak traffic.
10. Consider bringing plenty of water when working in hot temperatures and pace yourself.
11. Be aware of possible contact with poisonous plants, stinging insects, snakes and rodents.
12. Consider the possibility of any participant's known allergies prior to litter pickup.
13. Make participants aware that they are working in a potentially dangerous environment and caution them to act accordingly.
14. Use gloves and protective clothing and urge all participants to do so.
15. Never place your back towards traffic, always face traffic.
16. Safety cones may be required at certain adopted locations.
17. Consider bringing a First Aid Kit to the adopted location.

BarringtonPark & Recreation Commission

MeetingMinutes

Thursday, August27, 2020

Opening

Mr. Rimoshytus called the meetingto order on the Zoom platform at 7:05pm.

Present

Anthony Arico, Steve Boyajian, Patricia Driscoll,George Finn, Michelle Geremia, John Renquinha, Tom Rimoshytus, FletcherThomson, and Geoff Turner

Others Present

Kay Chapin, PhilipHervey, Aiden Hurlock, Susan Rancourt, Arnold Robinson, Deb Sullivan, and PatrickSullivan

Approval of Minutes

Ms. Driscoll made a motion to approve the minutes fromJuly 23, 2020 PRC meeting, which was seconded by Mr. Thomson. The motioncarried without objection.

Update fromRecreation Director

There has been a significant reduction in trash, crowdingand illegal parking since parking at the town beach was closed to non-residents.Currently, by town ordinance, the beach is open from 6:00am to 9:00pm. Because primefishing hours are earlier than 6:00am, Mr. Boyajian was asked to look intowhether amending the ordinance was possible to allow for earlier fishing.

There have been no cases of COVID-19 reported at anyof the town's summer camps.

The town is planning for the fall pumpkin harvest.This year, kits and supplies will be distributed to people in cars and the restof the event will take place virtually.

Registration for foursome captains who wish toparticipate in the town's 10/19 golf tournament is currently open to town residents.

Update from Superintendentof Public Works

Mr. Renquinha reported that the fields were undertheir regular maintenance schedule and being prepped for the fall soccer andcross-country seasons. The middle baseball field at Haines Park needs significantwork. The Harrington family had expressed interest in donating money in supportof the work there. Mr. Renquinha will research the costs of the rehab andrecommends that the work be carried out this year to preserve the field maintenancecycle. Mr. Arico asked about the Middle School fields. Mr. Renquinha respondedthat this was a difficult growing season and expressed hope that the fieldswould improve with better weather in the fall. Mr. Arico asked about theproposal to purchase Haines Memorial Park from the state. Mr. Boyajian reportedthat a sale was very unlikely but that a 30-40 year lease might be granted,which would have nearly the same effect insofar as it would allow the town tomake long term improvements.

Items forDiscussion and Action

A.Walker Farm Project

Mr. Hervey and Mr.Robinson gave an update on the previously endorsed Walker Farm renovation planwhich includes enhanced water access. Mr. Hervey announced that the town hassecured $400,000 in grants that cover 70% of the project's total cost. Thecurrent site has several problems, including car and boat traffic conflicts,difficulty boat landing at high tide, and too many cars parking in places thatconstrains the roadways. The renovation plan would shift paddle craft to thenorth and includes a DEM approved extended dock and kayak launch, universalaccess, a new wooden seawall, and steps at the embankment. Fishing and crabbingwould be designated in the southern end to reduce conflicts between boating andfishing. Mr. Hervey reported that that CRMC has responded positively to thetown's pre-application and the he expects

RI DEM to permit the work. Inresponse to questions from the commission, Mr. Hervey reported that the walkwaywas now to be made of asphalt rather than gravel to reduce maintenance, guardrails will be installed to reduce pedestrian traffic in the vehicle zones, andthat currently, there is no way to know precisely how many parking spaces therewill be except that there will be fewer than there are currently because marshrestoration and buffers for vehicle safety prohibit more. Suggestions were alsomade to limit kayak vendors to the boat launch area in the north. The processmoving forward includes seeking approval from the Conservation Commission,Harbor Commission, and CRMC. Ms. Sullivan from East Bay Rowing supported theplan and commended both Mr. Arnold and the PRC. Mr. Arico asked about thetime-line for completion. Mr. Arnold and Mr. Hervey expected that CRMC approvalwould come in September, the town council would make a decision in mid-winterfor a late-winter bid, construction would start in the spring, and the planwould be operational by early summer. Mr. Thomson asked whether the site wouldbe accessible during construction. Mr. Arnold replied that it would becauseconstruction would be phased. Mr. Rimoshytus commented that the plan should goforward. Mr. Thomson made a motion that the plan proceed as presented. Themotion was seconded by Mr. Arico, and carried unanimously.

B.Boat/Kayak racks at Walker Farm and Barrington Beach

Mr. Rimoshytus noted that kayaks have been attached toguard rails rather than the kayak racks at Walker Farm. This makes grasstrimming difficult for DPW. Ms. Geremia suggested that new racks could beinstalled next year. Ms. Driscoll stated that parking and trash have alsobecome problems at Walker Farm. Mr. Renquinha offered to post new "Trash In,Trash Out" signs in the area. It was also mentioned that the new plan willlikely alleviate some of these issues. Mr. Rimoshytus suggested that new kayakracks be part of the new plan.

C.Aiden Hurlock, Eagle Scout, proposal to build benches

Ms. Geremia introduced Aiden Hurlock, a risingsophomore at BHS. Mr. Hurlock is working towards Eagle Scout and asked to beallowed to build cedar benches on town property as part of his Eagle Scoutproject. Current site options include Veteran's Park and Osamequin Park. Mr.Boyajian suggested the Hampden Meadows area near the Kent St. Pond. Mr.Rimoshytus asked whether such benches would meet town requirements. Mr. Herveysaid that they would as long as they were consistent with current benches inthe area they are placed. In response to questions from the commission, Mr.Hurlock shared that the benches would be secured by staking them into theground, that the lumber would come from donations, and that the benches areanticipated to last between 15 and 20 years. Mr. Rimoshytus made a motion tosupport Mr. Hurlock's project. Mr. Turner seconded the motion, which carriedwithout objection.

D.Bike to the Beach Ride for Autism 9/5/2020 permit request

Ms. Geremia reported that the Bike To The Beach Ride expectsto ride on the bike path from Providence to Newport on 9/5/20, and that thegroup's insurance, fees, and other paperwork is all in order. Mr. Thomson madea motion to recommend approval of the permit request. Mr. Turner seconded themotion, which carried unanimously.

New Business

Ms. Chapinrequested that the commission endorse the building of a croquet court and boccicourt on a grassy area of town land between the Senior Center and Hundred AcreCove. She stated that this request would allow her to seek approval from CRMC.At this point, Ms. Chapin had technical problems that prevented her fromcommunicating with the commission via Zoom. Mr. Renquinha reported that he hadspoken with Ms. Chapin. Given the size of the courts that were being requested(35 yds x 28 yds), the estimated cost ($64,000), the proximity to the bufferzone required near the water, and the need to push the tree line back, he wasnot optimistic about the likelihood of the project receiving the requiredapprovals from the Town or CRMC. The Town Manager was reported as having askedMs. Chapin to seek the approval of the Senior Services Advisory Board. Mr.Boyajian reported that other groups have been seeking approval to

use thatspace, including for use as a boat launch and as outdoor theatre space. He suggestedthat perhaps the space could accommodate all uses and that a more detailedplan, including sketches would need to be produced. Mr. Renquinha stated thatthe some adjustment to the size of the courts would facilitate approval. Therewas general agreement that the underserved demands for kayak and boat permits arguein favor of using that space for boat storage and launch should be put on thecommission's September agenda. Mr. Finn pointed out that the two issues, theboat storage and launch use and the creation of croquet and bocci courts couldbe separated into two different motions as the courts could be located on othertown property. Mr. Renquinha suggested that land off of Middle Hwy. could beused for the courts.

The commission'snext scheduled meeting will be on September 24, 2020.

Mr. Turner made amotion to adjourn that was seconded by Mr. Arico. The meeting was adjourned at8:50pm.