



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

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

## APPLICATION FOR STATE ASSENT

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

Project Location <u>Thompson Road, North Kingstown (Utility Pole #12)</u> <small>No. Street City/Town</small>	File No. (CRMC USE ONLY)
Owner's Name <u>RI Commerce Coporation</u>	Plat: Lot(s): <u>AP 192 Lots 1, 2 &amp; 8</u>
Mailing Address <u>95 Cripe Street</u> <u>North Kingstown</u> <small>City/Town Providence State RI Zip Code 02852</small>	Contact No.: <u>(401) 295-0044</u>
Contractor RI Reg. # Address	Tel. No.
Designer <u>DiPrete Engineering</u> Address <u>2 Stafford Ct, Cranston, RI</u>	Tel. No. <u>(401) 943-1000</u>
Name of Waterway <u>Narragansett Bay - West Passage</u>	Estimated Project Cost (EPC): Application Fee: <u>Exempt</u>
<b>Describe accurately the work proposed. (Use additional sheets of paper if necessary and attach this form.)</b> Proposed 16.7-acre gravel lay down area in Quonset Development Park for Vineyard Wind to temporarily store wind turbines. Two water quality infiltration basins are proposed to meet RIDEM water quality requirements. Approximately 10,000 cubic yards of excess material will be used to create 5' high berms located east of the gravel area.  Note: AP 192 Lot 8 was previously portions of AP 192 Lots 2 and 5. Previous CRMC application numbers include Lots 2 and 5.	

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): 2011-12-026, 2011-05-004, 2019-09-093, 2010-10-016, 2007-06-075, 2006-05-001

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 and Addresses of adjacent property owners whose property adjoins the project site. (Accurate addresses will insure proper notification. Improper addresses will result in an increase in review time.)

RI Commerce Corporation, 95 Cripe Street, North Kingstown, RI 02852 (AP 192 Lots 5, 7 & 9)  
RI Department of Transportation, 2 Capitol Hill, Providence, RI 02903 (AP 188, Lot 1, AP 189 Lot 2 & AP 192 Lot 6)

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.

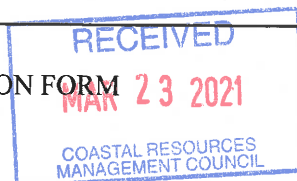
08/04

STEVEN J. KING

Owner's Signature (sign and print)

Owner's Signature (sign and print)

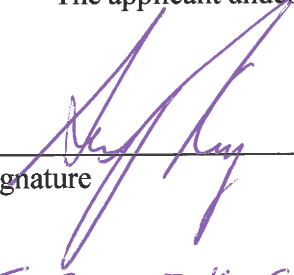
PLEASE REVIEW REVERSE SIDE OF APPLICATION FORM



**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

3-22-11  
\_\_\_\_\_  
Date

STEVEN J. KING, SUNSET DEVELOPMENT CORP.  
\_\_\_\_\_  
Print Name and Mailing Address 95 CAPE ST.  
N. KINGSTOWN, RI  
02852



## Rhode Island Airport Corporation

March 19, 2021

Mr. Jeffrey Willis, Executive Director  
RI Coastal Resources Management Council  
4808 Tower Hill Road  
Suite 116  
Wakefield, RI 02879-1900

**RE: Application of the Quonset Development Corporation for Construction Activities within the Boundary of the Quonset State Airport**

Dear Mr. Willis,

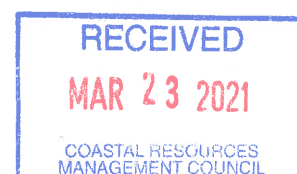
The Rhode Island Airport Corporation (RIAC) fully supports the application of the Quonset Development Corporation (QDC) for construction activities to be conducted to the northeast of Runway 16-34 at the Quonset State Airport (OQU). QDC proposes to convert an approximately 16-acre area from grass to pavement in order to support further development of seaport operations at the Port of Davisville. On February 1, 2021, RIAC entered into a long term lease agreement with QDC for this purpose.

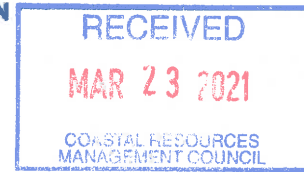
In response to the issues related to wildlife interference at OQU as documented in the OQU Airport Master Plan, RIAC's operational practices currently include mowing of the grass in the location of the proposed pavement as a wildlife deterrent. Mowing of the grass at the airport reduces the potential for habitation or visitation by wildlife, to include birds and those animals that prey on birds, which can prove hazardous to aeronautical operations. The QDC has informed RIAC that the improvements proposed will be maintained to reduce the levels of nesting activity within the boundaries of the leasehold, thereby decreasing potential hazards to aircraft, and increasing safety of flight.

Questions with regard to this matter may be directed to Dan Porter, RIAC's Vice President of Planning, at [dporter@pvdairport.com](mailto:dporter@pvdairport.com), or 401-691-2419.

Sincerely,

Iftikhar Ahmad  
President & CEO





## VARIANCE REQUEST

**AP 192 Lot 8 and a portion of AP 192 Lot 1 & 2  
QDC Port of Davisville – Laydown Expansion  
Davisville Waterfront District**

The QDC Port of Davisville – Laydown Expansion project consists of paving a 21.9-acre site, constructing 2-landscaped berms within the contiguous area of a coastal feature and providing the necessary water quality and stormwater improvements per the Stormwater Regulations. The stormwater portion of the project is addressed in the DiPrete Engineering Stormwater Management Report. The 2-landscaped berms are being addresses within the Coastal Buffer Zone Management Narrative. This narrative will address the variance needed to construct the landscaped berms within 150' coastal buffer.

QDC is requesting a variance from constructing within the contiguous area of the coastal feature. Pursuant to Section 1.1.7, the six criteria for a variance are discussed below:

1. The proposed alteration conforms with applicable goals and policies of the Coastal Resources Management Program.

*QDC Response: The proposed alteration conforms with the goals and policies of CRMC. The proposed project meets the Councils goals outlined for Type 6 industrial waterfronts and commercial navigation channels by increasing the commercial activity related to shipping and providing berthing, loading and unloading areas for port vessels.*

*In addition, the berm construction reflects the Council's goal to preserve, protect and restore ecological systems by vegetating the berms with natural flora and to retain the buffer as outlined in the Council's buffer zone management guide. The berms will provide a separation between the coastal feature and the proposed industrial use. It should be noted, that under existing conditions, a large portion of the area in which the berm area is proposed is grass area which is currently maintained by QDC. With installation of the berms, this area will be allowed to return to return to a natural state.*

2. The proposed alteration will not result in significant adverse environmental impacts or use conflicts, including but not limited to, taking into account cumulative impacts.

*QDC Response: Even though the berms are within the 200' contiguous area of the coastal feature, their construction will not result in significant environmental impacts. Per Section 1.1.11, Coastal buffer zones provide multiple uses and multiple benefits to those areas to which they are applied. These berms will help provide the uses and benefits a buffer is intended for, such as, protect water quality, protect coastal habitat, and protect scenic and aesthetic quality. Additionally, the proposed alteration is compatible with the adjacent land uses, including the marine and aviation transportation uses at the Port of Davisville and the Quonset State Airport.*

3. Due to conditions at the site in question, the application standard(s) cannot be met.

*QDC Response: The proposed site is bounded to the south by the Quonset State Airport, to the northeast by a conservation parcel that contains a wetland, and to the south by Narragansett Bay. In order, to accomplish the project goals consistent with the Council policies, maximizing the land use has been proposed, while still providing water quality, coastal buffer and protection of wetland areas.*

4. The modification requested by the applicant is the minimum variance to the applicable standard(s) necessary to allow a reasonable alteration or use of the site.

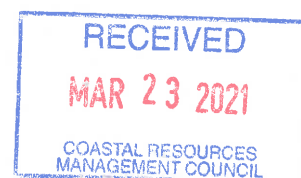
*QDC Response: The modification requested is the minimum variance to the applicable standards necessary to allow a reasonable alteration and use of the site. The berm construction will provide a more natural habitat within the coastal buffer than existing conditions of mowed lawn and trees, as well as providing a natural buffer between the industrial use of the port and the coast line feature.*

5. The requested variance to the applicable standard(s) is not due to any prior action of the applicant's predecessors in title. With respect of subdivision, the Council will consider the factors as set forth in 1.1.7(B) of this Part below in determining the prior action of the applicant.

*QDC Response: The requested variance is not due to any prior action of the applicant's predecessor's in title.*

6. Due to the conditions of the site in question, the standard(s) will cause the applicant an undue hardship. In order to receive relief from an undue hardship an applicant must demonstrate inter alia the nature of the hardship and that the hardship is shown to be unique or particular to the site. Mere economic diminution, economic advantage, or inconvenience does not constitute a showing of undue hardship that will support the granting of a variance.

*QDC Response: The project site has been identified in both the QDC Master Plan and the Airport Master Plan as industrial use for the growth of the Port and the Airport. The proposed project is being developed to the maximum extent to further establish the economic growth of the Port for the betterment of the State of Rhode Island, as a whole. Therefore, the hardship is particular to the site and not proposed for the economic advantage of Quonset Development Corporation.*





# Town of North Kingstown, Rhode Island

100 Fairway Drive  
North Kingstown, RI 02852  
Phone: (401) 268-1531

February 4, 2021

## Assessor's Office

To Whom It May Concern:

This is to certify that property at 110 Thompson Road known as North Kingstown Assessor's Plat 192, Lot 2, is owned by RI Commerce Corporation.

The property was acquired on November 28, 1978 and recorded in Book 317, Page 87 and as of the above date has not transferred from the present ownership.

Deborah Garneau  
Assessor





# Town of North Kingstown, Rhode Island

100 Fairway Drive  
North Kingstown, RI 02852  
Phone:(401) 268-1531

July 16, 2019

## Assessor's Office

To Whom It May Concern:

This is to certify that the following property located in North Kingstown is owned by the Rhode Island Commerce Corporation:

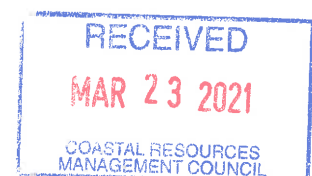
Plat 192, Lot 8 – Thompson Road  
Plat 192, Lot 9 – Broadway Avenue

The following property located in North Kingstown is owed by the Rhode Island Department of Transportation:

Plat 192, Lot 1 – Thompson Road

As of the above date the property has not transferred from the present ownership.

Linda L. Cwiek, *RICA*  
Assessor



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



FROM: Building Official DATE: February 3, 2021

SUBJ: Application of: QDC Port of Davisville - Laydown Expansion

Location: Thompson Road

Address: Plat No. 192 Lot No. 1, 2 & 8

To Construct: Additional Parking Area and Laydown Area for Port Operations

I hereby certify that I have reviewed \_\_\_\_\_ foundation plan(s).  
\_\_\_\_\_ plan(s) for entire structure  
 site plans

Titled: QDC-Port of Davisville - Laydown Expansion at Quonset Business Park

Date of Plan (last revision): Dec. 2020 (Draft 1/6/2021)

and find that the issuance of a local building permit is not required as in accordance with Section 105.2 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 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 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 \_\_\_\_\_.

and find that due to the projects proximity to flood hazard areas a CLOMAR (conditional letter of map revision) be investigated -\*

Building Official's Signature \_\_\_\_\_ Date 2-18-21

\_\_\_\_\_ 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.

Zoning Officer's Signature \_\_\_\_\_ Date 3-17-21

rev. 5/11/2001

\* CLOMAR is requested only to be investigated for the potential of grading changes to alter the flood zone elevation





# RICRMC COASTAL HAZARD APPLICATION WORKSHEET

**APPLICANT NAME:** Quonset Development Corporation

**PROJECT SITE ADDRESS:** AP 192 Lots 1, 2, 5, 7, 8, & 10 - North Kingstown, RI

**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 25.3 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: 30 yrs
- C. Add the number of years you identified in 1B to the current year. Design Life Year: 2052

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

Year	2030	2040	2050	2060	2070	2080	2090	2100
SLR	1.47	2.13	3.05	4.00	5.15	6.49	7.94	9.41
	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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/ccacescurves.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 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.

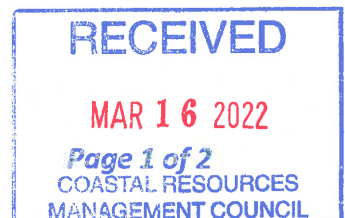
Land directly adjacent to Broadway

**\*\*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. Select your SLR Scenario using the tabs along the top of the online map (**NOTE: RECOMMENDED scenario is 100-year storm plus 3-feet of sea level rise**). 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. Enter your address on the map, and then click on the project site to identify **STORMTOOLS Design Elevation (SDE)** from the pop-up box. **Enter the SDE value:**

1.0 ft



# RICRMC 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. **NOTE: Transects are not available for every site. If this is the case, please enter N/A.**

**Transect Number:** 1702  
**Erosion Rate:** 0.2 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
	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

### C. COMPLETE EROSION SETBACK CALCULATION:

Historic shoreline change rate, STEP 4A	Design Life, STEP 1B	Projected Future Erosion Multiplier, STEP 4B	Erosion Setback (ft) 4A x 1B x 4B
0.2	x 30	x 1.34	= 8.04

**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. CERl & OTHER SITE CONSIDERATIONS

A. If you live in a community where a Coastal Environmental Risk Index (CERl) 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.

**CERl 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.

## 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 1.1.6.1\(1\)\(f\)](#). 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](#). 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

YES  NO

## 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: 2/22/22

OWNER'S SIGNATURE: 

DATE: 3/15/22



March 16, 2022

Mr. Jeffrey Willis  
Executive Director  
Coastal Resources Management Council  
Oliver H. Stedman Government Center  
4808 Tower Hill Road, Suite 3  
Wakefield, RI 02879-1900



Re: **File Number:** B2021-03-090  
**Site Address:** Thompson Road, North Kingstown; Plat; 192 Lots: 1,2,8  
**Owner:** RI Commerce Corporation  
**Proj. Desc:** *Commercial Development – Resubmission of Material for Revised Layout*

Dear Mr. Willis,

Enclosed please find our revised *Assent Application* for Port Laydown Area, now called the Quonset Multi-Modal Offshore Wind Transport and Training Center (QMTC) off Thompson Road in the area of the Quonset Business Park known as “Davisville Waterfront”.

After receipt of the letter from your office dated July 23, 2021, which cited concerns regarding rare and threatened species near the site, the creation of berms, and the amount of impervious surface, QDC began reassessing the potential layout and use of this site. Simultaneously, the State of Rhode Island began discussions regarding submitting a grant application to the U.S. Economic Development Administration to bolster the State’s “blue economy,” including support of the offshore wind industry. QDC realized that this site’s location, directly between and adjacent to the Port of Davisville and the Quonset State Airport, presents a unique opportunity to create a first-of-its-kind transportation hub for the offshore wind industry, which would combine marine and aviation transportation at a single site. This revised application seeks an assent for the full QMTC facility and site improvements, as previously discussed with CRMC staff.

This revised application addresses the concerns cited in CRMC’s letter in the following ways:

- **Rare and threatened species:** The rare and threatened species are located to the northeast of our site, which is outside both the original and the proposed limits of disturbance. However, to fully address any remaining concerns, this submission has relocated the roadway and the public access way to an improved location. The roadway (Broadway) is proposed to move to the west on Maritime Way. The current road surface and roadbed will be removed and the area regraded so that the two previously separated coastal wetlands, which provide habitat for the threatened species, can merge to create a larger habitat area. The public access will be relocated and expanded further to the south,

farther from the sensitive habitat areas, and will include a path leading the public to the beach but away from the rare and threatened species. Signs and boulders are proposed to discourage the public from entering the area.

- **Berms:** The two berms proposed in the previous submission have been removed, reducing the work within the CRMC buffer and eliminating habitats for natural predators of the threatened species.
- **Impervious Surface:** The amount of impervious area has been reduced by approximately 2.7 acres in this resubmission. The site has been redesigned to include defined parking areas with grassed islands, and includes a large portion of grass area adjacent to the proposed building.

QDC's has calculated a required fee of approximately \$125,250.00 based on CRMC's fee schedule and the total estimated project cost of \$30,000,000. Pursuant to past practice, QDC requests that this fee be waived.

Your cooperation in this matter is greatly appreciated.

Sincerely,  
Quonset Development Corporation



Steven J. King, P.E.  
Managing Director

xc: File

## **Executive Summary**

The site is located within the Quonset Business Park (QBP) in North Kingstown Rhode Island. The site is currently an industrial use and is proposed as an industrial use. The site is owned by the Quonset Development Corporation (QDC).

The Quonset Business Park is a 3,160-acre property at the site of the former Naval Air Station Quonset Point. QBP is one of the largest business parks in the State of Rhode Island and has been focused on redevelopment since the property was put under the authority of the QDC. QBP is unique in that it has the ability to offer prospective buyers a location that is serviced by an existing roadway and utility infrastructure system, railroad connection to the northeast corridor, highway access directly into the Park, deepwater access, and airport access.

Previously, the site was occupied by the former Navy Air Station at Quonset Point and the Davisville Naval Construction Battalion Center. The base was created in 1941 and served as the major northeastern naval base during World War II. The Navy Air Station was decommissioned in June 1974. The Naval Construction Battalion Center was decommissioned in 1994.

The site has been designed using the 2015 Rhode Island Stormwater Design and Installation Manual (RISDSIM) and has been designed to maximize the water quality treatment. The proposed development of this and other parcels within the QBP, using the new regulations, will significantly increase water quality treatment throughout the Quonset Business Park. Some runoff from this development will be directed towards freshwater wetlands after treatment is provided through the use of sediment forebays and infiltration ponds. The majority of runoff from proposed impervious areas will be captured in a closed pipe network and directed towards an underground infiltration system after pre-treatment is provided by a proprietary separator.

As part of the proposed development, access to the site will include a new roadway that will cross the existing wetland area to the north of the site. A 12' x 5' arch culvert is proposed to span an existing stream that has been delineated by DiPrete Engineering. The existing roadway, Broadway, will be removed and regraded during construction. There are currently two culverts underneath Broadway that hydraulically connect the wetland area to Narragansett Bay that will be removed in the decommissioning of the road to allow open channel flow between the shrub swamp wetland and the tidal wetland. Disturbed areas within the wetlands shall be replanted with native wetland cultivars.

In conclusion, there will be impacts to nearby wetlands from the proposed project and there is direct alteration to the shrub swamp wetland proposed. The proposed project will improve water quality and remove hydraulic restrictions within the wetland area.

RECEIVED

MAR 16 2022

COASTAL RESOURCES

***RI CRMC Rule 2.9(B)(d): Avoidance and Minimization Requirements***

**Avoidance**

- 1. (AA) Whether the primary proposed activity is water-dependent, or if it requires access to freshwater wetlands as a central element of its primary purpose:**

The project requires access to the wetland area, as a new access road is proposed that will have a wetland crossing. A 12' x 5' arch culvert is proposed over a stream within the wetland area as part of the construction of this access road. An existing road (Broadway) is proposed to be removed as part of the site improvements. This road will have its top layer and base course removed, and sections of its current footprint will be regraded to allow for an improved hydraulic connection between the shrub swamp wetland and the tidal wetland on either side of the roadway. To further facilitate the improvement of this hydraulic connection, two existing culverts underneath Broadway are proposed to be removed to allow for open channel flow between the two wetland areas to create one continuous wetland area. Disturbed areas within the wetland are proposed to be replanted with native wetland cultivars.

- 2. (BB) Whether there are any areas within the same property or other properties owned or controlled by the applicant could be used to achieve the same project purpose without altering the natural character of any freshwater wetlands:**

Broadway provides access to the site from Maritime Way. Although Broadway is already an existing road to the site, it is within the CRMC buffer and is currently unsuitable for the proposed site use. The proposed access roadway will be designed to handle traffic from larger vehicles and has been designed to allow for unrestricted hydraulic flow to continue within the shrub swamp wetland.

- 3. (CC) Whether any other properties reasonably available to, but not currently owned or controlled by the applicant could be used to achieve the project purpose while avoiding wetland alterations. A property is reasonably available if, in whole or in part, it can be acquired without excessive cost, taking individual circumstances into account, or, in the case of property owned or controlled by the same family, entity, group of affiliated entities, or local, state or federal government, may be obtained without excessive hardship:**

The project proposes a helipad area with direct access to Quonset State Airport. There are no other properties reasonably available, but not currently owned or controlled by the applicant, that could be used to achieve the project purpose.

4. **(DD) Whether alternative designs, layouts, or technologies could be used to avoid freshwater wetlands or impacts on wetland functions and values on the subject property or reasonably available properties which would achieve the same project purpose, and whether these design alternatives are feasible:**

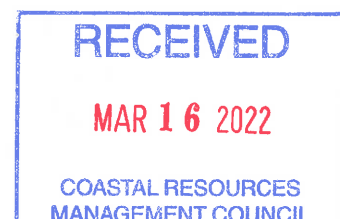
There are no alternative designs, layouts, or technologies that could be used to avoid freshwater wetlands or impacts on wetland functions and values on the subject property or reasonably available properties which would achieve the same project purpose. The project is designed to meet all best management practices to minimize the alteration of the freshwater wetlands. Best management practices address the requirements and recommendations of the Rhode Island Stormwater Design and Installation Manual and the Rhode Island Soil Erosion and Sediment Control Handbook. Work is proposed within the fifty foot perimeter wetlands and all disturbed areas are to be replanted with native wetland cultivars.

5. **(EE) Whether the applicant has made any attempts (and if so what they were) to avoid alterations to freshwater wetlands by overcoming or removing constraints imposed by zoning, infrastructure, parcel size or the like:**

There are no zoning, infrastructure, parcel size or other contracts that could be overcome or removed.

6. **(FF) Whether the feasible alternatives that would not alter the natural character of any freshwater wetlands on the subject property or on the property that is reasonably available, if incorporated in the proposed project would adversely affect public health, safety or the environment:**

There are not feasible alternatives that would not alter the natural character of any freshwater wetlands on the subject property or on a property that is reasonably available.



## **Minimization**

- 1. (AA) Whether the proposed project is necessary at the proposed scale or whether the scale of the wetland alteration could be reduced and still achieve the project purpose:**

The proposed project is necessary at the proposed scale. The scale of the alteration could not be reduced and still achieve the same primary project purpose. The proposed design includes two sediment forebays and two water quality infiltration basins to treat stormwater runoff prior to discharge to the freshwater wetlands. The majority of runoff from proposed impervious areas will be directed to an underground infiltration system with a proposed overflow to Narragansett Bay. The infiltration ponds have been designed to infiltrate as much runoff as possible to minimize runoff to the freshwater wetland.

- 2. (BB) Whether the proposed project is necessary at the proposed location or whether another location within the site could achieve the project purpose while resulting in less impact to the wetland:**

The project proposes a helipad area with direct access to Quonset State Airport. Therefore, the project is necessary at the proposed location and there are no other locations on site that could achieve the project purpose. The existing site is within an industrial business park and is consistent with surrounding uses.

- 3. (CC) Whether there are feasible alternative designs, layouts, densities, or technologies, that would result in less impact to the wetland while still achieving the project purpose:**

The existing road, Broadway, is not suitable to use as an access road for the project. There are no alternative designs, layouts, or technologies that could be used to avoid freshwater wetlands or impacts on wetland functions and values on the subject property or reasonably available properties which would achieve the same project purpose and which are feasible.

- 4. (DD) Whether reduction in the scale or relocation of the proposed project to minimize impact to the wetland would result in adverse consequences to public health, safety or the environment:**

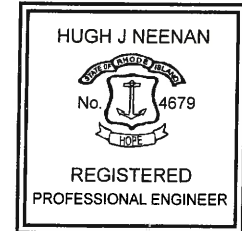
The scale of the project has been reduced to the maximum extent possible. A reduction in project scale is not necessary because there are no impacts to public health and safety and/or the environment.



# Memorandum



**To:** Gina Capalbo, Project Manager, Engineering, Quonset Development Corporation  
**From:** Bryan Jones, PE, HDR  
Hugh Neenan, PE, HDR  
Jeffrey Toussaint, PE, HDR  
Brian Paula, PE, HDR  
**Date:** November 24, 2021  
**Subject:** Quonset Multimodal Transportation Training Center (QMTC)  
Access Roadway Stormwater Analysis



*Hugh J. Neenan*  
03-07-22

This memorandum is provided to describe the proposed stormwater closed drainage system and the stormwater treatment BMP associated with the proposed access roadway at Quonset Point in North Kingstown, RI. The proposed access roadway will connect the QMTC development site to Maritime Way and will be a component of the larger development which will include the construction of a paved parking lot and access road. The site will provide airport and seaport logistics and training support for the offshore wind industry. The project site is located off of Post Road (U.S. Highway 1) between Maritime Drive and Roger Williams Way and is bordered by Quonset State Airport to the South, commercial use buildings to the West and North, and Narragansett Bay to the West.

The majority of the existing runoff generated on the site overland sheet flows to an existing wetland system. The wetland system outlets through (2) twin 20" CI pipes located beneath Thompson Road to the West of the site, ultimately discharging into Narragansett Bay. Test pits completed September 21, 2021, in the area adjacent to the proposed catchment area, indicate that the soil type is most likely classified as Hydrologic Soil Group (HSG) A. For the purposes of this drainage analysis, a Hydrologic Soil Group A was used.

The proposed access roadway will be approximately 1,600 feet in length, will utilize concrete vertical curbing and will also include 27 parking spaces and grass island, separating the parking aisle from the access roadway. The access road will include two highpoints. One highpoint will be located approximately 100 feet to the South of Maritime Way. The other highpoint will be located approximately 200 feet from the terminus off the roadway cul-de-sac. Runoff generated from the access roadway will be collected in a series of catch basins and will be conveyed through a closed drainage system to the low point in the roadway profile. Stormwater will discharge at this location to a sediment forebay and infiltration BMP.

HDR performed a hydrologic and hydraulic analysis of the proposed drainage conditions for the proposed access roadway. The catchment area and basin were modeled in HydroCAD 10.00-19, which utilizes the NRCS TR-55 (SCS) method of calculating runoff, curve numbers, and time of concentration. A time of concentration of 6 minutes was used for the post-development condition. The infiltration basin grading plan and catchment area plan are provided as Figure 1 and Figure 2 for the post-development condition and are included in the attachments. Precipitation frequency data was obtained from Northeast Regional Climate Center (NRCC), as shown in the Rhode Island Stormwater Design and Installation Standards Manual (2015). The infiltration basin is sized to treat the required water quality volume, which is equaled to the first 1" of rainfall over the impervious area. Pretreatment will be achieved through the use of a sediment forebay, which is sized to treat 25% of the total water quality volume. (Table 3). In addition to water quality treatment, the infiltration BMP will provide groundwater recharge (Table 2).

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Due to the challenging nature of the site, the invert into the sediment forebay was set by the low-point of the access roadway (EL ±18.6'), cascading into subsequent basin elements. The resulting sediment forebay spillway elevation was then set to (EL=14.75'), with the emergency overflow spillway elevation at (EL=14.25') and the outlet pipe invert elevation at (EL=13.0'). The hydraulic model and routing analysis can be found in the HydroCAD attachment.

**Table 2. Stormwater Recharge Volume**

Stormwater Recharge (Rev)	
Rainfall (in)	1.0
F (Recharge Factor)	0.6
Impervious Area (SF)	63,768
Rev (Groundwater Recharge Volume CF)	3,188

**Table 3. Water Quality Volume**

Water Quality Volume (WQv)	
Impervious Area (SF)	63,768
Rainfall (in)	1
<b>WQv (CF)</b>	<b>5,314</b>

In conclusion, the proposed stormwater close drainage system and BMP will provide an efficient system for draining the access roadway and will also provide water quality treatment, and groundwater recharge.

- Proposed Infiltration Basin Catchment Area Plan
- Proposed Infiltration Grading Plan
- Proposed Infiltration Basin HydroCAD Analysis
- Site Soil Evaluation, completed September 21, 2021



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

July 23, 2021

RI Commerce Corporation  
C/o Steven King, P.E.  
95 Cripe Street  
North Kingstown, RI 02852

RE: File Number: B2021-03-090  
Site Address: Thompson Road, North Kingstown; Plat: 192 Lot: 1,2,8  
Owner: RI Commerce Corporation  
Proj. Desc: Commercial Development

Dear RICC:

The CRMC is currently reviewing your application, and has concerns that need to be addressed before further review can proceed. Please address the following issues so staff can complete review of your application:

In accordance with 650-RICR-200-00-1.3.1(A), please submit a written Category B narrative, addressing the Category B criteria.

In the Category B narrative, please address the fact that that the site is listed as supporting both High value/High vulnerability habitat and is a documented natural heritage area on RI DEM Environmental Resource Maps. Previous CRMC Review Staff have notified the applicant during the pre-application meeting process of the presence of rare and threatened species on site, yet the submission neglects to address these concerns. Please address how this project will not result in significant impacts on the abundance and diversity of plant and animal life (Section 1.3.1(A)(1)(e)).

During the pre-application process concern about the necessity of the berms was raised. There are notes stating that they were designed and created for Vineyard Wind. Additionally, concerns about the berms creating habitat for predators was raised during the pre-application process. This was not addressed in the submission. Please address these concerns and clarify the relevance and necessity of the berms for this proposal.

Comments were received from the Town of North Kingstown. While the council does not have a substantive objection to the project, concerns were raised by the scope of impervious surface created and setback from the coastal feature. CRMC staff shares this concern considering the potential environmental impacts. Please consider minimizing the size of the impervious surface, increasing the buffer area, and maintaining sufficient habitat for animal life.

CRMC File No.: B2021-03-090

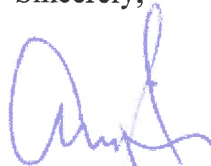
RI Commerce Corporation

July 23, 2021

Page Two

This information must be submitted within 30 days of the above date. If the information requested is not provided within this 30 day period, the application will be canceled without prejudice. If you have any questions regarding this letter, please contact the office.

Sincerely,



Amy Silva  
CRMC Permitting Staff



Ross Singer

/ajt

Cc: Via email Gina Capalbo, Quonset Development Corp  
DiPrete Engineering



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

May 10, 2022

RI Commerce Corporation  
C/o Steven King, P.E.  
95 Cripe Street  
North Kingstown, RI 02852

RE: File Number: B2021-03-090  
Site Address: Thompson Road, North Kingstown; Plat: 192 Lot:1,2,8  
Owner: RI Commerce Corporation  
Proj. Desc: Port Laydown Area/ "Multi-Modal Offshore Wind Transport and Training Center"

Dear Steven King:

The CRMC is currently reviewing your application, and has concerns that need to be addressed before further review can proceed. Please address the following issues so staff can complete review of your application:

Please be advised that CRMC Assent 2007-06-075 required mitigation of the Coastal Wetland associated with this project (wetland fill associated with the creation of Maritime Dr). As part of the Assent, monitoring for 5 years was required. The file contains only two monitoring reports – one for the year the work was done (2009) and one for the following year (2010). This proposal requests Assent to further alter this Coastal Wetland, without having adequately met the requirements of the previous Assent, demonstrating that the previous project was successful.

Please address the requirements of CRMC 2007-06-075.

In accordance with 650-RICR-200-00-1.3.1(A), please submit a written Category B narrative, addressing the Category B criteria. Within this narrative please address the chosen Buffer Zone width. The Buffer Zone is not depicted on submitted site plans, nor in the submitted landscape plan. Please depict existing Buffer vegetation as well as the limit of the proposed Buffer.

Based on information within this file, the Natural Heritage Area of this site is associated with the Upland Sandpiper and Grasshopper Sparrow, both of which are known to nest in grasslands. The submitted narrative describes removal of the wetland barrier as enhancing habitat for the threatened species. This change, while representing a habitat improvement, does not change the loss of coastal grassland, the critical nesting area for the noted species of concern.

CRMC File No.: B2021-03-090  
May 10, 2022  
Page Two

Please address the proposed bluestone path on the beach. This area is likely subject to wave action during storm events. Please address resiliency of the proposed path.

Please provide the total cubic yards of fill proposed to be utilized.

Please submit a complete Freshwater Wetlands Impact, Avoidance and Minimization report. Submitted narrative only addresses 650-RICR-200-0-2.9.B(1)(d)(1) and not the remaining portions of 2.9.B(1)(d)- subsections (2) and (3). In particular, there is no mitigation provided for the wetland that will be lost with the fill and new roadway extension.

In addition, there is nothing addressing why the project must impose within the 50 foot Freshwater Wetland Buffer. There appears to be room to design the project leaving the entirety of the 50 foot Buffer undisturbed (with the exception of the wetland crossing).

As submitted, with the lack of Freshwater Wetlands narrative and mitigation, this project is likely to be deemed a Significant Alteration. Staff strongly suggests the preparation of additional project narrative in accordance with Section 2.10.

Comments were received from the Town of North Kingstown. Please provide any further review comments from the Town on this new design proposal.

This information must be submitted within 30 days of the above date. If the information requested is not provided within this 30 day period, the application will be canceled without prejudice. If you have any questions regarding this letter, please contact the office.

Sincerely,



Amy L. Silva & Richard M. Lucia  
CRMC Permitting Staff

/ajt

Quonset Multi-Modal Wind transport and Training Center (QMTC)  
Thompson Road  
AP 192 Lots 1, 2, 5, 8, 9 &10  
CRMC File Number: B2021-03-090



Response to Comment dated May 10, 2022

1. Please be advised that CRMC Assent 2007-06-075 required mitigation of the Coastal Wetland associated with this project (wetland fill associated with the creation of Maritime Way). As part of the Assent, monitoring for 5 years was required. The file contains only two monitoring reports – one for the year the work was done (2009) and the one for the following year (2010). This proposal requests Assent to further alter this Coastal Wetland, without having adequately met the requirements of the previous Assent, demonstrating that the previous project was successful.

Please address the requirements of CRMC 2007-0675.

***Response: QDC has engaged Natural Resource Services, Inc. to demonstrate that the previous project (CRMC Assent 2007-06-075) was successful. Their services will be completed within the next three weeks and their findings will be forwarded to you for review and comment.***

2. In accordance with 650-RICR-200-00-1.3.1(A), please submit a written Category B narrative, addressing the Category B criteria. Within this narrative, please address the chosen Buffer Zone width. The Buffer Zone is not depicted in submitted site plans, nor in the submitted landscape plan. Please depict existing Buffer vegetation, as well as the limit of the proposed buffer.

***Response: A Category B narrative, which addresses the chosen Buffer Zone width, has been completed and is attached to this response to comments. In addition, the plans will be updated to depict the Buffer Zone, the existing buffer vegetation and the limits of the proposed buffer. Plans with the Buffer Zone requirements will be forwarded for your review and comment when ready.***

3. Based on the information within this file, the Natural Heritage Area of this site is associated with the Upland Sandpiper and Grasshopper Sparrow, both of which are known to nest in grasslands. The submitted narrative describes removal of the wetland barrier as enhancing habitat for the threatened species. This change, while representing a habitat improvement, does not change the loss of coastal grasslands, the critical nesting area for the notes species of concern.

***Response: This comment has been addressed within the Category B narrative attached to this response to comments.***

4. Please address the proposed bluestone path on the beach. This area is likely subject to wave action during the storm events. Please address the resiliency of the proposed path.

***Response: Below is an image of the proposed path over a recent aerial photo. As can be seen in the image, the proposed blue stone path is not on the beach. If the path is damaged during a storm event, QDC will repair the proposed path.***

5. Please provide the total cubic yards of fill proposed to be utilized.

***Response: As submitted, the total amount of fill proposed is 126,000 cubic yards.***

6. Please submit a complete Freshwater Wetlands Impact, Avoidance and Minimization report. Submitted narrative only addresses 650-RICR-200-0-2.9 B(1)(d)(1) and not the remaining portions of 2.9B(1)(d)- subsections (2) and (3). In particular, there is no mitigation provided for the wetland that will be lost with the fill and new roadway extension.

***Response: The Freshwater Wetlands Impact Avoidance and Minimization report has been revised to include the remaining portions of 2.9B(1)(d)- subsections (2) and (3).***

7. In addition, there is nothing addressing why the project must impose within the 50-foot Freshwater Wetland Buffer. There appears to be room to design the project leaving the entirety of the 50-foot wetland Buffer undisturbed (with the exception of the wetland crossing).

***Response: The plans are being modified so not to impose on the 50-foot Freshwater Wetland Buffer. The revised plans will be forthcoming with the update on CRMC Assent 2007-06-075 and additional project narrative for Comment #8.***

8. As submitted, with the lack of Freshwater Wetlands narrative and mitigation, this project is likely to be deemed a Significant Alteration. Staff strongly suggests the preparation of additional project narrative with Section 2.10.

***Response: QDC has engaged Natural Resource Services, Inc. to help prepare the project narrative for Section 2.10. This will be forth coming with the revised plans and update on CRMC Assent 2007-06-075.***

9. Comments were received from the Town of North Kingstown. Please provide any further review comments from the Town on this new design proposal.

***Response: At the meeting held between QDC and CRMC on May 25, 2022, it was decided that the Town will have a chance to review and comment if CRMC puts this out to public notice.***

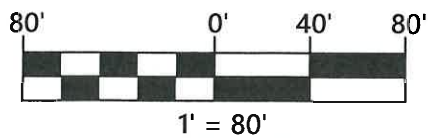




**BEACH PATH PLAN**

**QMTC**

JUNE 2022



## Quonset Multi-Modal Offshore Wind Transport and Training Center (QMTTC)

### CRMC Assent Application



### Quonset Development Corporation

Assessor's Plat 192 Lots 1, 2, 5, 7, 8 & 10

Thompson Road & Broadway

North Kingstown, Rhode Island

June 2022

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## Figures

- Figure 1: 2022 Site Map
- Figure 2 : Historical Map
- Figure 3: Regulated Areas

## Appendices

- Appendix A – RIHPCH Letter

## Executive Summary

The site is within the Quonset Business Park (QBP) in North Kingstown, Rhode Island. The site is currently zoned for industrial use and is proposed to be developed as an industrial use.

The QBP is a 3,200-acre property that occupies the sites of the former Naval Air Station Quonset Point and the Naval Construction Battalion Center at Davisville. QBP is one of the largest business parks in the State of Rhode Island. The QBP has seen ongoing redevelopment since the property was placed under the authority of the Quonset Development Corporation (QDC) in 2005. QBP is unique in that it has the ability to offer prospective businesses a location that is serviced by existing roadway and utility infrastructure systems, a railroad connection to the northeast corridor, direct highway access to I-95, deep-water access through the Port of Davisville, and airport access at the Quonset State Airport.

Previously, this specific site was part of the former Naval Air Station, specifically, used for housing of Navy Officers. The station was created in 1941 and served as a major northeastern naval base during World War II. The Naval Air Station was decommissioned in June 1974.

To provide economic benefits for Rhode Island, QDC is in the process of fully redeveloping the former Navy sites. QDC leases land to commercial and industrial users. This site's location, directly between and adjacent to the Port of Davisville and the Quonset State Airport, presents a unique opportunity to create a first-of-its-kind transportation hub for the offshore wind industry, which would combine marine and aviation transportation at a single site. Furthermore, the State of Rhode Island submitted a grant application to the US Economic Development Administration for funding to develop this specific site as a key piece of the State's "blue economy", as it would support the burgeoning offshore wind industry.

## **Project Site**

The project site is located within the Davisville Waterfront District of the Quonset Business Park in North Kingstown, Rhode Island. The site is bounded by a wooded wetland and an existing parking area to the north, Narragansett Bay to the east, and the Quonset State Airport to the west and south. The site is referenced as Plat 192, Lots 1, 2, 5, 7, 8, and 10 on the North Kingstown Assessors Map. Refer to Figure 1.

Naval Air Station at Quonset Point and the Davisville Naval Construction Battalion Center were constructed in the 1940's by the U.S. Navy and served as a major northeastern naval base during World War II. The area of the proposed site served as housing for Naval Officers and consisted of 15 houses with detached garages. (Refer to Figure 2.) The houses were demolished in 2005-2006 and the Quonset Development Corporation maintains the land area.

Currently, the project site is mostly grass with some small wooded and gravel areas and can be accessed by Thompson Road and Broadway as depicted on Figure 1.

## **Project Development**

The proposed development will consist of a 60,000 square-foot building, a new access road from Maritime Way with a wetland crossing, a helipad area with a taxiway connecting to the Quonset State Airport, a non-aviation marine cargo expansion area, and several parking areas to service the facility.

As mentioned above, access to the site will include a new roadway that will cross the existing wetland area to the north of the site. A 12' x 5' arch culvert is proposed to expand an existing stream. The new access road will allow for the abandonment of the existing Broadway, and the restoration of the coastal wetland in that area. The existing roadway will be removed, down to original soil, and regraded to blend with the existing topography. Currently, two culverts are underneath Broadway, which hydraulically connect the wetland area to Narragansett Bay. These culverts are proposed to be removed to allow open channel flow between the wooded wetland and Bay.

## **Regulated CRMC Resource Areas**

### ***Adjacent Water Type***

The Rhode Island Coastal Resources Management Council (CRMC) has mapped the waters adjacent to the site as Type 6 Industrial Waterfronts and Commercial Navigation Channels that are defined as extensively altered for use by commercial and industrial water dependent activities. Refer to Figure 3.

It is CRMC policy to support modernization and increase commercial activity related to shipping on lands adjacent to Type 6 waters. The highest priority uses of Type 6 waters and adjacent lands include construction and maintenance of berths and facilities required for the support of commercial marine shipping.



# FIGURE 1 - Site Map

**QMTC**  
June 14, 2022



**FIGURE 2 - Historical Map**

**QMTCC**  
June 14, 2022



Narragansett Bay  
 (Type 6 Industrial Waterfronts and  
 Commercial Navigation Channels)

CONSTRUCTION

BUFFER

LIMIT OF DISTANCE

COASTAL FEATURE

Quonset Airport

**FIGURE 3 - Regulated Area**

**QMTCC**

June 14, 2022



### **Coastal Shoreline Features**

To the east of the proposed site, the coastal shoreline features consist of dune/beach as defined by flags 56 through 77 as shown on Sheet C1.2 and C1.3 of the plan set and a manmade coastal feature, a concrete retaining wall, as defined by flags 43 through 56 as shown on Sheet C1.2 and C1.3 of the plan set.

The dune/beach and the manmade coastal feature have an associated 150-foot CRMC buffer (shown as the yellow line in Figure 3) and an additional 25' CRMC Construction Setback (shown in a light blue line on Figure 3). The 150' buffer was chosen as it reflects the existing buffer per the recommendations in Section 1.1.11C.4., which states that Table 4 - Coastal Buffer Zone Designations for Residential Development may be used as appropriate guidance. QDC has applied the >200,000 square foot required buffer for Type 6 Waters which is the 150-feet.

### **Freshwater Wetlands within the Vicinity of the Coast**

To the north of the proposed site improvements, on AP 192 Lot 5, is a wooded wetland (shown in dark grey on Figure 3) with an associated 50' perimeter wetland (shown in blue on Figure 3) as defined by flags 1A through 160A as shown on Sheet C1.2 and C1.3 of the plan set. Inside the wooded wetland is an intermittent stream less than 10-feet wide with an associated 100' riverbank setback (shown in dark pink in Figure 3) and are defined by flags sf4w through sb10w.

## **Demonstration of Compliance with CRMC Standards**

The appropriate sections for the Category B requirements and the Freshwater Wetlands requirements are addressed below:

### **CRMC Section 1.3.1A Category B Requirements**

a. Demonstrate need for the proposed activity or alteration:

*QDC proposes to develop the area into a transportation hub for the offshore wind industry, which would combine marine and aviation transportation at a single site. This site is an ideal location for this type of use, due to its adjacency to the Quonset State Airport and the Port of Davisville. This project will help strengthen Rhode Island's "blue economy", which includes offshore wind.*

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:

*QDC will apply for all required permits prior to starting any construction activities. A RIDEM Water Quality Permit and a RIDEM RIPDES Permit will be required in addition to a CRMC Assent.*

*Pursuant to the Town of North Kingstown Zoning Ordinance, the entire site falls within the "Quonset Business Park (QBP)" zoning district. The Town of North Kingstown Zoning Ordinance asserts that "Development proposals in the QBP shall be reviewed under the procedures and standards located in the Quonset Business Park Development Package*

[...]” [Sec. 21-100(c)]. Per the Quonset Business Park Development Package, as amended by the Quonset Development Corporation Board of Directors in November 2018, the site is designated as Quonset Waterfront District (QWD). The proposed use is permitted within the QWD district. Review and approval by the QBP Technical Review Committee will be required.

The State Building Code will be applicable to all proposed buildings and building plans will be submitted to the State Building Official for review and approval.

- c. Description of the boundaries of the coastal waters and land area that is anticipated to be affected:

The project site to is adjacent to CRMC Type 6 – Industrial Waterfronts and Commercial Navigation Channels. The policies indicate that for Type 6 waters, the Council “will encourage and support port development and modernization and increased economic activity in the marine industries by participating wherever possible in the joint long-range planning and development activities with other state and local agencies, including the R.I. Port Authority, the Department of Environmental Management, and coastal cities and towns.” (The R.I. Port Authority is now the Quonset Development Corporation.)

Coastal features include a manmade shoreline consisting of a concrete retaining wall and beach area, further described in the previous sections, and shown on the existing conditions plan within the submitted plan set. Interior land area consists of grass, several wooded areas and gravel and paved roads.

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

The project has been designed to include a Soil Erosion and Sedimentation Control Plan, which will be implemented by the Contractor to control erosion during construction. The SESC Plan has been submitted to CRMC for review and approval. After the site has been stabilized and constructed, the project shall not cause an impact to erosion and/or deposition along the shoreline and within tidal waters.

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

The site is within a Natural Heritage Area. After discussing the Natural Heritage Area with RIDEM, the high value/high vulnerability habitat identified within the Natural Heritage Area is the Salt Marsh (with a small coastal stream and embedded mud flat) located to the northeast of our site which is outside the proposed limit of disturbance. The habitat was identified from RI’s 2010 Ecological Communities Classification polygons in RIGIS and from expert interviews as part of the RI’s 2015 update of the State Wildlife Action Plan.

The proposed project components are located within previously disturbed areas and will not result in significant impacts on the diversity of plants and animal life. It should be noted that

*there is a freshwater wetland crossing proposed as part of the project and this crossing is addressed under the Freshwater Wetlands section of this report.*

- 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:

*Existing public access to the shoreline, as defined in QDC's public access agreement with CRMC, is located at the intersection of Maritime Way and Broadway. This existing public access point will not be impacted during the construction of this project. A new public access parking area and trail will be constructed as part of this project. Therefore, the project will not interfere with or significantly negatively impact existing public access to the use of tidal waters and/or the shore. This project will enhance such access.*

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

*The proposed improvements will not result in significant impacts to water circulation, flushing, turbidity, and sedimentation. The proposed improvements are land based and the stormwater management design has implemented Best Management Practices, including sediment forebays and an infiltration system, to provide water quality and sedimentation treatment as outlined in the Rhode Island Stormwater Design and Installation Standards Manual. Please refer to the Stormwater Management Report.*

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

*The quality of water will not be deteriorated in the immediate vicinity of this project. The design has implemented Best Management Practices, including two sediment forebay's, two infiltration ponds and an underground infiltration system, to provide the water quality treatment as outlined in the Rhode Island Stormwater Design and Installation Standards Manual. Please refer to the Stormwater Management Report.*

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

*There are no identifiable historical and archaeological resources within the area of the proposed project site. The R.I. Historical Preservation and Heritage Commission has issued a finding of "no adverse impact on historic properties" for this project. The RIHPHC correspondence is attached.*

- 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:

*The proposed site development occurs only on land, and the existing public access to the coastal feature will be maintained. Therefore, water dependent activities such as recreational boating, fishing, swimming, navigation, and commerce will not be impacted.*

- k. Demonstrate that measures have been taken to minimize any adverse scenic impact:

*The proposed development will be in view of people utilizing the adjacent waters, however; the proposed buildings will be required to meet the Development Requirements of the Quonset Development Corporation, ensuring that the visual element and height of buildings will be similar to the surrounding development within the Park, therefore minimizing the adverse scenic impacts.*

**CRMC Section 2.9(B)(1)(d): Avoidance and Minimization Requirements**

**Rule 2.9(B)(d)1 : Avoidance**

- a) Whether the primary proposed activity is water-dependent, or if it requires access to freshwater wetlands as a central element of its primary purpose:

*The project requires access to the wetland area, as a new access road is proposed that will have a wetland crossing. A 12' x 5' arch culvert is proposed over a stream within the wetland area as part of the construction of this access road. An existing road (Broadway) is proposed to be removed as part of the site improvements. This road will have its top layer and base course removed, and sections of its current footprint will be regraded to allow for an improved hydraulic connection between the shrub swamp wetland and the tidal wetland on either side of the roadway. To further facilitate the improvement of this hydraulic connection, two existing culverts underneath Broadway are proposed to be removed to allow for open channel flow between the two wetland areas to create one continuous wetland area.*

- b) Whether there are any areas within the same property or other properties owned or controlled by the applicant could be used to achieve the same project purpose without altering the natural character of any freshwater wetlands:

*Broadway provides access to the site from Maritime Way. Although Broadway is already an existing road to the site and could be used for site access, it is within the CRMC buffer and is currently unsuitable for the proposed site use. Use of Broadway for accessing the site would require expansion and reconstruction of the roadway. The proposed access roadway will be designed to handle traffic from larger vehicles and has been designed to allow for unrestricted hydraulic flow to continue within the shrub swamp wetland.*

- c) Whether any other properties reasonably available to, but not currently owned or controlled by the applicant could be used to achieve the project purpose while avoiding wetland alterations. A property is reasonably available if, in whole or in part, it can be acquired without excessive cost, taking individual circumstances into account, or, in the case of property owned or controlled by the same family, entity, group of affiliated entities, or local, state, or federal government, may be obtained without excessive hardship:

*The project requires both a helipad area with direct access to the Quonset State Airport*

*and adjacency to the Port of Davisville. There are no other properties reasonably available, whether or not currently owned or controlled by the applicant, that could be used to achieve the project purpose while meeting these requirements.*

- d) Whether alternative designs, layouts, or technologies could be used to avoid freshwater wetlands or impacts on wetland functions and values on the subject property or reasonably available properties which would achieve the same project purpose, and whether these design alternatives are feasible:

*There are no alternative designs, layouts, or technologies that could be used to avoid freshwater wetlands or impacts on wetland functions and values on the subject property or reasonably available properties which would achieve the same project purpose. The project is designed to meet all best management practices to minimize the alteration of the freshwater wetlands. Best management practices address the requirements and recommendations of the Rhode Island Stormwater Design and Installation Manual and the Rhode Island Soil Erosion and Sediment Control Handbook. Work is proposed within the fifty-foot perimeter wetlands and all disturbed areas are to be replanted with native wetland cultivars.*

- e) Whether the applicant has made any attempts (and if so, what they were) to avoid alterations to freshwater wetlands by overcoming or removing constraints imposed by zoning, infrastructure, parcel size or the like:

*There is no zoning, infrastructure, parcel size or other constraints that could be overcome or removed.*

- f) Whether the feasible alternatives that would not alter the natural character of any freshwater wetlands on the subject property or on the property that is reasonably available, if incorporated in the proposed project would adversely affect public health, safety, or the environment:

*There are no feasible alternatives available.*

### **Rule 2.9(B)(d)2 Minimization**

- a) Whether the proposed project is necessary at the proposed scale or whether the scale of the wetland alteration could be reduced and still achieve the project purpose:

*The proposed project is necessary at the proposed scale. The alteration proposed is the minimum alteration that could be utilized while still achieving the primary project purpose. The proposed design includes two sediment forebays and two water quality infiltration basins to treat stormwater runoff prior to discharge to the freshwater wetlands. The majority of runoff from proposed impervious areas will be directed to an underground infiltration system with a proposed overflow to Narragansett Bay. The infiltration ponds have been designed to infiltrate as much runoff as possible to minimize runoff to the freshwater wetland.*

- b) Whether the proposed project is necessary at the proposed location or whether another location within the site could achieve the project purpose while resulting in less impact to the wetland:

*The project requires both a helipad area with direct access to the Quonset State Airport and adjacency to the Post of Davisville. Therefore, the project is necessary at the proposed location. As proposed, the project is sited to result in the least amount of impact to the wetland and there are no other locations on site that could achieve the project purpose. The existing site is within an industrial business park and is consistent with surrounding uses.*

- c) Whether there are feasible alternative designs, layouts, densities, or technologies, that would result in less impact to the wetland while still achieving the project purpose:

*The existing road, Broadway, is not suitable to use as an access road for the project. Use of Broadway for accessing the site would require expansion and reconstruction of the roadway. The proposed new access road enhances the wetland complex while minimizing impact. There are no alternative designs, layouts, or technologies that could be used to avoid freshwater wetlands or impacts on wetland functions and values on the subject property or reasonably available properties which would achieve the same project purpose, and which are feasible.*

- d) Whether reduction in the scale or relocation of the proposed project to minimize impact to the wetland would result in adverse consequences to public health, safety, or the environment:

*The scale of the project has been reduced to the maximum extent possible. Relocation of the project is not feasible based on the adjacency requirements.*

### **Rule 2.9(B)(d)3 Mitigation Measures**

- a) Preserving natural areas in and around wetlands:

*The proposed development will preserve the natural areas in and around the wetlands. The site will be designed to be outside the 50-foot perimeter wetland except for the wetland crossing. The design of the crossing is located at the shortest distance within the wetland to minimize impacts. In addition, the proposed development is removing an existing road that transects the wetland. The existing roadway will be regraded to blend the two wetlands together.*

- b) Minimizing the extent of disturbed areas and encouraging the preservation of land in its natural state:

*The disturbed areas are primarily located on lands that have been previously disturbed.*

*Disturbance of natural areas has been minimized to the greatest extent practicable.*

- c) Designing dense plantings of shrubs and trees between the developed areas and the remaining natural areas:
- i) To “buffer” from loss of wildlife habitat and loss of natural areas and
  - ii) To reduce the impacts of noise, lighting and other disturbances upon wildlife and remaining natural areas.

*The proposed design will allow the wooded wetland to remain vegetated, except in the area of the proposed crossing. This will allow the site to maintain a natural vegetated buffer between the site and wetlands.*

*Wetland areas impacted by the new crossing will be regraded, seeded, and allowed to return to their natural state after construction. In addition, the proposed development is removing an existing road that transects the wetland. The existing roadway will be regraded and loamed and seeded to blend the two wetlands together, allowing this area to return to its natural state after construction.*

- d) Maintaining unrestricted fish and wildlife passage:

*Retaining walls and fences are minimized and the wetland crossing large enough as not to act as a barrier to fish and wildlife.*

- e) Designing structures and alterations so that they are located outside of flood plain, floodway, areas subject to flooding, flowing bodies of water or other freshwater wetlands:

*The proposed development has been designed so that it is located outside of the floodplain areas. The development does propose a wetland crossing over a freshwater wetland. The design of the crossing is located at the shortest distance within the wetland to minimize impacts. In addition, the proposed development is removing an existing road that transects the wetland and will be regrading this area to blend the two wetlands together. No floodways, areas subject to flooding or flowing bodies of water are adjacent to the proposed development.*

- f) Using best management practices for the stabilization of disturbed areas and the selection, use, and maintenance of temporary or permanent soil erosion and sediment controls in accordance with the latest version of the RI Soil Erosion and Sediment Control Handbook and the RIDEM “Stormwater Management, Design and Installation Rules”, 250-RICR-150-10-8:

*The attached plans and SESC plan detail the soil erosion and sediment controls to be used for this project, including a construction entrance, staked silt fence at the limits of disturbance, a concrete washout as needed, loam and seeding of disturbance, temporary swales, temporary sediment forebays and temporary sediment traps.*

- g) Using the best management practice selection and design criteria in accordance with the latest version of the RIDEM "Stormwater Management, Design and Installation Rules," 250-RICR-150-10-8, to reduce post development stormwater flows and maximize the control, treatment and maintenance of systems that reduce stormwater impacts to acceptable levels:

*The attached plans and Stormwater Management Report detail the stormwater controls to be used for this project, consisting of an underground Stormtech™ Infiltration System and pretreatment from a sediment forebay. The proposed systems will reduce stormwater flows to the wetlands and maximize treatment of stormwater runoff.*

- h) Minimizing impervious surface areas such as roads, parking, or other surfaces:

*The proposed improvements are the minimal necessary to achieve the project goal. Roadway and parking areas have been designed according to the applicable Development Regulations.*

- i) Incorporated compensatory flood storage area(s) where necessary and in compliance with these Rules:

*Not applicable.*

- j) Encouraging infiltration of non-contaminated runoff into uncontaminated soils:

*The proposed BMPs, infiltration basin and underground injection system, will manage the recharge volumes as detailed in the Stormwater Management Report.*

- k) Preventing channelization or piping of run-off and encouraging sheet flow:

*The site had been graded to promote sheet flow where feasible. Piping is used to properly convey stormwater to the appropriate BMPs.*

- l) Landscaping with gradual slopes to maximize sheet flow and infiltration while minimizing channelization:

*Gradual slopes are proposed within the development and retaining walls are minimized. All graded areas are proposed at a maximum slope of 3:1.*

- m) Minimizing or eliminating the use or increase of any pollutants, fertilizers, pesticides, herbicides, or any other chemical or organic application which increase pollutant and nutrient loadings:

*Applications of pollutants, fertilizers, pesticides, herbicides, or any other chemical or organic application will be minimized to the maximum extent possible.*

- n) Maximizing setbacks of septic systems and other land disturbances from wetlands:

*No septic systems are proposed as part of this project.*



- o) Minimizing the withdrawal of surface water or groundwater from wetlands or uplands adjacent to wetlands, especially during dry periods, and minimizing any reduction in river or stream flow:

*The proposed site does not withdraw water from the wetlands and the recharge volume Minimum Standard is met for this development.*

**Appendix A**  
**RIHPHC Letter**