Creating an Aquidneck Island Special Area Management Plan

CRMC Planning & Procedures Subcommittee
Public Workshop
December 16, 2008
Middletown Town Hall
Planning & Procedures Subcommittee

Michael M. Tikoian - Chair
Paul Lemont - Vice Chair
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CRMC Rule-making Procedures

- All state agencies bound by Administrative Procedures Act (R.I.G.L. § 42-35) requiring public notice, opportunity for written comments, public hearing, etc.
- CRMC staff prepare DRAFT policy/rules in consultation with Planning & Procedures (P&P) Subcommittee
- Provide 30-day public notice on Secretary of State website
- Hold public workshop as warranted by P&P
- CRMC public hearing on proposed policy/rules
- Effective after 20-day recordation by Secretary of State
Creating an Aquidneck Island Special Area Management Plan

CRMC Planning & Procedures Subcommittee Public Workshop
December 16, 2008 Middletown Town Hall
Development of the AI SAMP is a collaborative effort between:

- Newport, Middletown, Portsmouth and Naval Station Newport
- Aquidneck Island Planning Commission
- RI Sea Grant/URI Coastal Resources Center
- Coastal Resources Management Council
The residents’ vision for future development and conservation on the West Side - actively supported by state agencies and congressional delegates
West Side Master Plan Goals

• Sustainable growth for vibrant communities

• High quality commercial & mixed-use redevelopment using smart-growth techniques

• Alternative shoreline roadway (Shoreline Drive)

• Public shoreline access along the Bay

• Preserve agricultural lands and open spaces

• Enhance maritime trades
What is a SAMP?

A SAMP is a regional ecosystem management plan based on:

- Region-specific issues
- Synthesis of current scientific knowledge
- Government cooperation
- Community participation
- Policy, regulations and recommended actions

Established as part of State and Federal law (1972 Coastal Zone Management Act, 1990 reauthorization; 1971 State Act creating the RI CRMC)
The “Marine Resources Development Plan” directs the CRMC to develop SAMPs for all coastal regions of the state.

www.crmc.ri.gov/projects/mrdp.html
Why a SAMP for Aquidneck Island?

- Opportunity to implement the West Side Master Plan at the state level (See page 6-18)
- Provides consistency between state & municipal regulations
- Coordinated federal consistency review for local & regional decisions
- Priority status for state & federal funds for development and conservation projects
Priorities for the AI SAMP

• Preserve and enhance public access to and along the coastal shoreline (establish pedestrian and blue water trails and recreational open space)
• Achieve mixture of desirable land uses and responsible shoreline development (Coastal Development Regulations)
• Minimize flood impacts and shoreline erosion (address sea level rise and storm hazard issues)
• Protect, preserve, enhance and restore important coastal fish and wildlife habitat
Very few protected properties on the Island’s West Side

SAMP can help prioritize and fund open space conservation through NOAA’s Coastal and Estuarine Land Conservation Program ($5.5M for RI to date)
Habitat mapping progress...

Dr. Numi Mitchell
Conservation Biologist

http://www.theconservationagency.org
RESULT: Habitat Layer for GIS

- Habitat classification developed by NERRS for Prudence Island (based on Cowardin et al 1979)
- Habitat characterization and ranking based on the MetroBay SAMP
West Side Master Plan
Growth Centers
West Side Master Plan

Growth Centers

- Maintain green centers: preserve low densities and open space
- Greene Lane: public access and recreational improvements
- Blue Trail: destinations and access points for small boats
- Tank Form #1: reuse: marine mixed-use support and public infrastructure
- Public access: waterfront access along Marina Village
- Waterways management; establish use and environmental standards that limit negative impacts
- Middletown: marine center; expand marine-related jobs and businesses
- Tank Form #1: reuse: redevelop with marine-related uses as a priority
- Rail corridor: preserve future transit options north of Middletown
- Bikeways: extend to Mt. Hope Bridge/Sautner Bridge
- Balanced development: resort and recreational development that preserves landscape qualities

Aquidneck Island West Side Master Plan
Aquidneck Island Planning Commission, West Side Task Force
### Navy Recommended Property Disposition

<table>
<thead>
<tr>
<th>Area</th>
<th>Acreage</th>
<th>EVS Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Melville Backyard</td>
<td>35</td>
<td>Excess</td>
</tr>
<tr>
<td>Tank Farm 1</td>
<td>49</td>
<td>Excess</td>
</tr>
<tr>
<td>Tank Farm 2</td>
<td>96</td>
<td>Excess</td>
</tr>
<tr>
<td>Tank Farm 3</td>
<td>41</td>
<td>Excess</td>
</tr>
<tr>
<td>Tank Farm 4</td>
<td>83</td>
<td>Excess</td>
</tr>
<tr>
<td>Defense Highway (north of NUWC)</td>
<td>67</td>
<td>Excess</td>
</tr>
<tr>
<td>Former Navy Lodge</td>
<td>3</td>
<td>Excess</td>
</tr>
<tr>
<td>Former Navy Hospital*</td>
<td>10</td>
<td>Excess</td>
</tr>
<tr>
<td>Tank Farm 5 and Firefighter Training Area</td>
<td>72</td>
<td>Retain</td>
</tr>
<tr>
<td>Carr Point Recreation Area</td>
<td>29</td>
<td>Retain</td>
</tr>
<tr>
<td>McAllister Landfill</td>
<td>11</td>
<td>Retain</td>
</tr>
<tr>
<td>Gould Island</td>
<td>13</td>
<td>Retain</td>
</tr>
<tr>
<td>Family Housing Areas</td>
<td>301</td>
<td>Retain</td>
</tr>
<tr>
<td><strong>Total Excess</strong></td>
<td><strong>384</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Total Retain</strong></td>
<td><strong>426</strong></td>
<td></td>
</tr>
</tbody>
</table>

*Three of the total 10 acres are beneath the water surface

Acreages derived from GIS mapping provided to EDAW by NAVSTA Public Works Dept.

Note: Tank Farms 3 and 4 are proposed for excess with the exception that approximately 30 acres may be retained for renewable energy projects.
Navy Recommended Property Disposition

NAVSTA Newport
Vision 2035
Potential Reuse of the Newport Naval Hospital
Growth Center Marina Village Concept
Proposed SAMP Redevelopment Zones

Areas of Particular Concern to be mapped when habitat classification is completed
How do the proposed AI SAMP Coastal Development Regulations differ from CRMC regulations in other coastal areas?

Within Redevelopment Zones – applicant has choice between standard buffer and setback requirements or installing and maintaining a coastal greenway.

OK, what’s a coastal greenway?

A coastal greenway is a managed, naturally vegetated area along the shoreline that is a transition zone between the adjacent upland development and has a public access pathway along the entire project shoreline.
Coastal Buffer and Setback

A variance is the only option for reducing a buffer width – no public benefit for granting a variance
Coastal Buffer vs. Coastal Greenway

- 50-foot wide coastal greenway
- 1800 linear feet
- 200' buffer = 7.4 acres
- 50-foot wide coastal greenway
- 1800 linear feet
- 200' buffer = 7.4 acres
Coastal Greenway requirements for Redevelopment Zones under the proposed AI SAMP Coastal Development Regulations

• Provide **public access** path along the shoreline within the 50-foot wide Coastal Greenway
  – Public parking space requirement

• **Stormwater management** using low impact development (LID) methods promoting infiltration

• Minimum 25% **landscape coverage** for entire project site
Next Steps

• Further refine SAMP coastal development regulations (Winter 2009) with AI SAMP Committee
• Complete habitat study to identify priority conservation areas and develop SAMP chapter (Winter 2009)
• Development of SAMP Recreation chapter (Spring 2009)
• Development of SAMP Hazards chapter (e.g., sea level rise and hurricane issues)
• Review and modify CRMC water types for consistency with adjacent shoreline development
• Amend the AI SAMP with new chapters as needed
R.I. Coastal Resources Management Council

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