

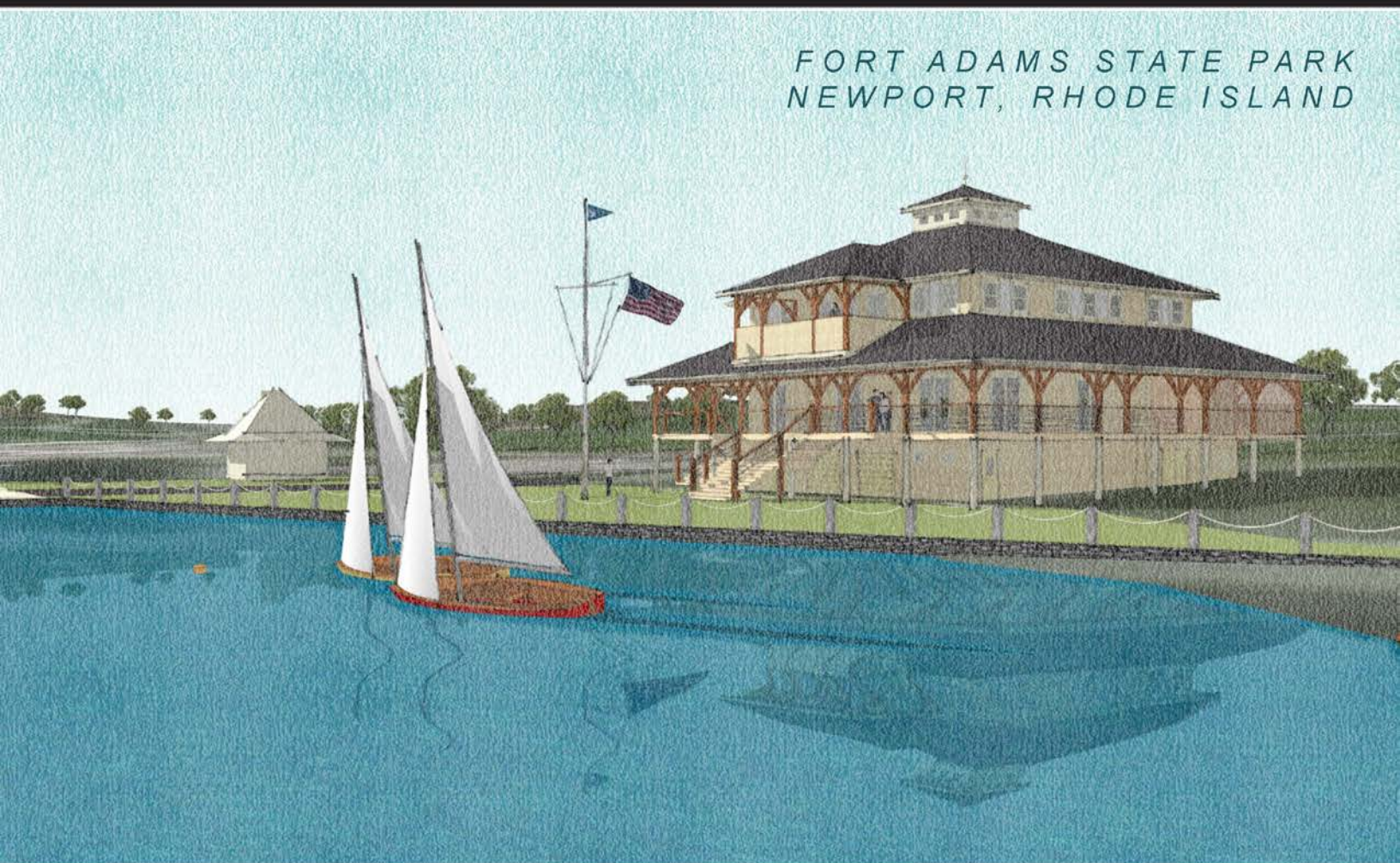
Fort Adams State Park  
Newport, Rhode Island

U.S. Department of the Interior  
National Park Service



# Marine Educational and Recreational Facility

*FORT ADAMS STATE PARK  
NEWPORT, RHODE ISLAND*



ENVIRONMENTAL ASSESSMENT/ASSESSMENT OF EFFECT

March 2016



**United States Department of the Interior, National Park Service**

**Marine Educational and Recreational Facility  
Environmental Assessment/Assessment of Effect  
Fort Adams State Park  
Newport, Rhode Island**

**March 2015**

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The National Park Service (NPS) is evaluating a proposal by the Rhode Island Department of Environmental Management (RIDEM) and Sail Newport, Inc. (Sail Newport) to build a new Marine Educational and Recreational Facility on property leased by Sail Newport at Fort Adams State Park. The National Park Service must decide whether or not to approve the proposal.

Fort Adams was transferred from the federal government to the State of Rhode Island and Providence Plantations (State of Rhode Island) through three separate conveyances administered by the National Park Service. The Land and Water Conservation Fund provided the funding that overlays all of Fort Adams State Park and places restrictions on the property that require it to be used for public outdoor recreation. On May 19, 1965, the General Services Administration, on behalf of the US government under the Federal Property and Administrative Services Act of 1949 (now called the Historic Surplus Property Program) transferred a parcel of property that included the fortification of Fort Adams to the State of Rhode Island for historic monument purposes. Two additional parcels were conveyed under separate deeds through the Federal Lands to Parks Program in 1978 and 1986 with restrictions to retain the land for a public park and public recreational uses. RIDEM currently administers the property on behalf of the state and leases property along Brenton Cove to Sail Newport. This property was part of the original 1965 property conveyance and is subject to the deed restriction requiring its “continued use and maintenance as an historic monument.”

Through the deed restriction on the original 1965 property conveyance that also is incorporated into the lease agreement with Sail Newport, the National Park Service is charged with ensuring the property is used in perpetuity for “continued use and maintenance as an historic monument.” Therefore, consistent with the deed restrictions and in compliance with the National Environmental Policy Act (NEPA) of 1969, the National Park Service prepared an environmental assessment (EA) to evaluate alternatives for constructing a new Marine Educational and Recreational Facility in the mid-park area of Fort Adams State Park, describe the environment that would be affected by the alternatives, and assess the environmental consequences of implementing the alternatives. This EA examines two alternatives: a no-action alternative (alternative 1) and the proposed action to construct a new Marine Educational and Recreational Facility in the mid-park area of Fort Adams State Park (alternative 2). Implementation of the proposed action could result in impacts and effects on historic properties, as well as impacts on sustainability, and recreation.

This document has been prepared in accordance with NEPA; the regulations of the Council on Environmental Quality (40 Code of Federal Regulations 1500–1508); and NPS Director’s Order 12: *Conservation Planning, Environmental Impact Analysis, and Decision-making* (NPS 2011) and its accompanying handbook (NPS 2015). In addition, the National Park Service is integrating the NEPA compliance process with that for Section 106 of the National Historic Preservation Act of 1966 (54 United States Code 306108) and using the NEPA documentation and coordination processes for Section 106 compliance pursuant to 36 CFR 800.8(c); therefore, this EA also serves as an assessment of effect to historic properties under Section 106.

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**Note to Reviewers and Respondents:**

If you wish to comment on this EA/assessment of effect, you may mail comments within 30 days to the address below or you may post them electronically at <http://parkplanning.nps.gov/>. Before including your address, phone number, email address, or other personal identifying information in your comment, you should be aware that your entire comment, including your personal identifying information, may be made publicly available at any time. While you can ask in your comment to withhold your personal identifying information from public review, the National Park Service cannot guarantee that it will be able to do so.

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## APPENDIX

Appendix A: Federal Consistency Determination

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# **CHAPTER 1: PURPOSE AND NEED**

## **PURPOSE OF AND NEED FOR THE ACTION**

The National Park Service (NPS) is evaluating a proposal by the Rhode Island Department of Environmental Management (RIDEM) and Sail Newport, Inc. (Sail Newport) to build a new Marine Educational and Recreational Facility on property leased by Sail Newport at Fort Adams State Park. The National Park Service must decide whether or not to approve the proposal.

Fort Adams State Park (the park) in Newport, Rhode Island, is a former United States (US) Army and then US Navy property that was transferred from the federal government to the State of Rhode Island and Providence Plantations (State of Rhode Island) through three separate conveyances administered by the National Park Service. The Land and Water Conservation Fund provided funding that overlays all of Fort Adams State Park and places restrictions on the property that require it to be used for public outdoor recreation. On May 19, 1965, the General Services Administration, on behalf of the US government under the Federal Property and Administrative Services Act of 1949 (now called the Historic Surplus Property Program) transferred a parcel of property that included the fortification of Fort Adams to the State of Rhode Island for historic monument purposes. Two additional parcels were conveyed under separate deeds through the Federal Lands to Parks Program in 1978 and 1986 with restrictions to retain the land for a public park and public recreational uses. The Rhode Island Department of Environmental Management (RIDEM) currently administers the property on behalf of the state. The 1965 deed, as amended, for the property transfer under the Historic Surplus Property Program allows the state to lease property to a qualified 501(c)3 tax exempt non-profit organization. Property along Brenton Cove is currently leased to Sail Newport (figure 1). Because this property was part of the original 1965 property conveyance, it is subject to the deed restriction requiring its “continued use and maintenance as an historic monument.”

Sail Newport is a non-profit organization whose purpose is to encourage sailing and administer and promote public participation in sailing related programs, events, and activities in Newport and adjacent waters. It provides programming for area institutions such as the Newport Public School System, the East Bay Metropolitan Regional Career and Technical Center, and the Martin Luther King, Jr. Community Center. It also provides financial aid to families in its youth program. The youth and young adult programs graduate/enroll more than 1,000 children annually through a number of sailing programs, and thousands more use Sail Newport’s 130 sailboats to enjoy Narragansett Bay. To enhance and facilitate these programs and provide space to create educational programs that would integrate additional area community programs with the water, Sail Newport is proposing to build a new Marine Educational and Recreational Facility on the property it leases at Fort Adams State Park.

Through the restrictions on the deed granting the conveyance of Fort Adams to the State of Rhode Island under the Historic Surplus Property Program, which are incorporated into the lease agreement with Sail Newport, the National Park Service is charged with ensuring the property conveyed to the state is used in perpetuity for “continued use and maintenance as an historic monument.” Therefore, consistent with the deed restrictions and in compliance with the National Environmental Policy Act (NEPA) of 1969, the National Park Service is preparing this environmental assessment (EA) to assess the impacts of constructing the new Marine Educational and Recreational Facility to decide whether or not to approve the proposal. This EA also serves as an assessment of effect (AoE) to historic properties under Section 106 of the National Historic Preservation Act (NHPA) of 1966 (54 United States Code 306108).

**FIGURE 1. SAIL NEWPORT LEASED PROPERTY BOUNDARY**

This document has been prepared in accordance with NEPA; the regulations of the Council on Environmental Quality (CEQ) (40 Code of Federal Regulations [CFR] 1500–1508); and NPS Director’s Order 12: *Conservation Planning, Environmental Impact Analysis, and Decision-making* (NPS 2011) and its accompanying handbook (NPS 2015). The National Park Service is integrating the NEPA compliance process with that for Section 106 of the NHPA and using the NEPA documentation and coordination processes for Section 106 compliance pursuant to 36 CFR 800.8(c).

## PROPOSAL

To enhance existing programs, RIDEM and Sail Newport are proposing to construct a new, approximately 8,000 square foot, three-story Marine Educational and Recreational Facility at Fort Adams State Park in the mid-park area. The building would serve water-dependent activities and Admiral’s Pier. It would include classrooms, meeting rooms, offices, an event center, and regatta central and would function as the overall base of operations for Sail Newport’s marine educational and recreational programs. The proposed building would provide public restrooms and locker room facilities for the park.

The restrooms and locker room facilities would serve the rugby, soccer, and lacrosse programs that use the athletic fields on the west side of Fort Adams Drive, as well as others that use the mid-park area. The building is proposed to be environmentally sustainable, using renewable energies and energy efficient fixtures, as well as reusing rainwater for irrigation and toilet flushing. The building would help Sail Newport achieve its mission to provide public access to sailing because it would increase classroom opportunities for children and adults for marine-based education on a 12-month basis, something that its existing spaces cannot accommodate efficiently. See “Chapter 2: Alternatives” for a complete description of the proposal.

## ISSUES RETAINED FOR DETAILED ANALYSIS

The following potential impacts associated with the construction of the new Marine Educational and Recreational Facility were identified during internal scoping. The issues and concerns identified during scoping were grouped into impact topics that are discussed and analyzed in “Chapter 3: Affected Environment and Environmental Consequences.”

### Historic Properties

Fort Adams State Park is listed in the National Register of Historic Places and is a National Historic Landmark. Fort Adams was listed in the National Register of Historic Places as a Historic District in 1971 and was designated a National Historic Landmark in 1976. Through restrictions on the 1965 deed conveying Fort Adams to the State of Rhode Island under the Historic Surplus Property Program and incorporated into the lease agreement with Sail Newport, the National Park Service is charged with ensuring the property is used in perpetuity for the purposes of a historic monument. Views to the east, especially from Officers’ Row (part of the US Navy housing) overlook the proposed building site. While construction of the three-story Marine Educational and Recreational Facility would be compatible with other Fort Adams buildings in terms of size and mass, the roof plan and solar photovoltaic (PV) system would introduce new architectural elements to the historic character of the Fort Adams Historic District and National Historic Landmark. Therefore, this topic has been included for full analysis in this EA/AoE.

## **Sustainability and Energy Conservation Potential**

For the purpose of the proposed action at Fort Adams State Park, sustainability is focused on energy use, energy efficiencies, recycling/reuse, and embodied energy.<sup>1</sup>

As part of a larger focus on sustainability, the State of Rhode Island has adopted the following goals and strategies to help promote and achieve more sustainable operations:

- **Energy 2035 Plan**—The plan sets four goals for a sustainable energy future in Rhode Island; these goals are focused on climate, air quality, water use and quality, and land and habitat. The overarching performance measure target to gauge success in achieving these sustainability goals is to reduce greenhouse gas emissions by 45% below 1990 levels by 2035. As part of this goal, the State of Rhode Island will continue to innovate with building codes and standards and chart a long-term path to zero net energy buildings (State of Rhode Island, 2015a).
- **State Guide Plan**—The Rhode Island State Guide Plan contains sustainability goals and strategies, including land use goals to protect the public's health, safety, and wellness while fostering economic well-being and preserving and enhancing environmental quality (State of Rhode Island, 2015b).

In addition, Sail Newport promotes sustainability and sustainable development through sustainable buildings and operations, with an emphasis on minimizing the impacts of buildings on the environment and integrating sustainability into project design and facility and program operations. Strategies for achieving these goals include the use renewable energy technology; energy and water use; and quality efficiency systems, techniques, and products.

Therefore, a goal in constructing the new Marine Educational and Recreational Facility is to ensure that the facility has an extended lifespan that continues to meet its intended purpose while reducing environmental effects and overall operational costs. To achieve the goal of environmental sustainability and to work in conjunction with applicable plans and strategies, the facility would use renewable energy, a rain harvesting system, and energy efficient fixtures. Because the goal of sustainable facilities is important to meeting the goals of RIDEM and Sail Newport this topic has been included for full analysis in this EA.

## **Recreation**

Restrictions associated with the Land and Water Conservation Fund, which overlays the entire park, also require that the property be used in perpetuity for a public park or public recreational purposes. Therefore, this topic has been included for full analysis in this EA.

## **ISSUES DISMISSED FROM FURTHER ANALYSIS**

The following topics were briefly evaluated during scoping to determine if any environmental issues existed that would require full analysis; however, none were identified and these topics were then dismissed from further analysis in this EA. A brief rationale for dismissal is provided for each topic.

## **Wetlands and Floodplain**

No wetlands are located on or in the immediate vicinity of the project area. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map for Newport (Community-panel

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<sup>1</sup> Embodied energy is the energy required to extract, process, manufacture, transport, and install building materials.

445403, Panel 0177, revised September 4, 2013), areas of the site are within the 100-year floodplain and a coastal high hazard area (V Zone). The majority of the project area is located within Zone AE (Elevation 12 North American Vertical Datum of 1988) which is, on average, likely to be covered with flood water from a 100-year frequency storm. Portions of the remainder of the project area are located within the Zones VE, Elevation 17 North American Vertical Datum of 1988 (areas subject to inundation by the 1% annual chance flood event with additional hazards due to storm-induced velocity wave action). The design of the building includes an unoccupied first floor consisting of a seasonal dock office and storage area, locker rooms, and restrooms. No changes to site grades would occur as a result of the project. Consultation regarding the proposed building occurred with the Rhode Island Building Code Commission, and Sail Newport filed a variance with the commission to construct the Marine Educational and Recreational Facility at the proposed location. Specifically, the variance was requested from section 1612.5.2 in accordance with the guidelines in section G105.4 with regard to constructing the lowest floor below the base flood elevation for structures that are functionally dependent on close proximity to the water. The proposed building would be built in accordance with the design manuals, "Flood Resistant Design and Construction – ASCE 24-05," section 6.3.1, "Wet Flood Proofing" and "FEMA 348, Principles and Practices for the Design and Construction of Flood Resistant Building Utility Systems." The Rhode Island Building Code Commission held a public meeting on October 10, 2013, to hear the appeal and voted to allow the construction of the Marine Educational and Recreational Facility at the proposed location. As a result, of this approval, minimal impacts on the floodplain, and no impacts on wetlands, this resource topic was dismissed from further analysis.

### **Archeological Resources**

Ground-disturbing activities would occur during construction activities. However, the soils in the area are classified as Udorthents-Urban land complex, indicating they have been disturbed previously. Four soil borings conducted in March 2011 within the proposed footprint of the Marine Educational and Recreational Facility encountered bedrock at depths below ground surface ranging from 1 foot, 3 inches to 5 feet, 2 inches. Soil samples observed during drilling indicated that the site consisted primarily of fill material, with pieces of brick and concrete, fine to coarse sands, and fine to coarse gravels present at depths from 0 to 4 feet below ground surface. Therefore, it is anticipated that construction activities are unlikely to have an impact on archeological resources; however, monitoring would occur during construction to ensure no resources are affected. As a result, this topic was dismissed from further analysis.

### **Indian Trust Resources**

Secretarial Order 3175 requires that any anticipated impacts on Indian Trust resources from a proposed project or action by the US Department of the Interior agencies be explicitly addressed in environmental documents. The federal Indian Trust responsibility is a legally enforceable obligation on the part of the US to protect tribal lands, assets, resources, and treaty rights, and it represents a duty to carry out the mandates of federal laws with respect to Native American tribes. There are no known Indian Trust resources in the study area, and the lands comprising the park are not held in trust by the Secretary of the Interior for the benefit of Indians due to their status as Indians. Therefore, the topic of Indian Trust resources was dismissed from further analysis.

### **Environmental Justice**

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" directs agencies to address environmental and human health conditions in minority and low-income communities to avoid the disproportionate placement of any adverse effects from federal policies and actions on these populations. Local residents include low-income populations;

however, these populations would not be particularly or disproportionately affected by activities associated with the construction of the new building. Additionally, the new facility would enhance Sail Newport's existing sailing programs that target not only the general public but also the low-income communities. Therefore, this topic was dismissed from further analysis in this EA.

## **CHAPTER 2: ALTERNATIVES**

This EA evaluates two alternatives: no action (alternative 1) and the proposal by Sail Newport to construct the Marine Educational and Recreational Facility (alternative 2). No other feasible alternatives were identified during scoping or preliminary design.

### **ALTERNATIVE 1: NO ACTION**

Under alternative 1, RIDEM and Sail Newport would not construct the Marine Educational and Recreational Facility on leased property at Fort Adams State Park. Sail Newport would subsequently continue to administer and conduct its programs out of its existing buildings. Sail Newport's existing educational facilities consist of one 10-foot by 18-foot classroom within the main office space that can accommodate 12 students; a 20-foot by 40-foot storage space in the youth building that can accommodate 20 students and is limited to summer/daytime use because it has no heat or electricity; and the Fort Adams Mule Barn, which can accommodate 75 students. The Mule Barn is not located on Sail Newport's leased property. It also is an unheated space that is shared with other park users and cannot be divided into separate classrooms. Sail Newport's seasonal programs consist of the following:

- Summer:
  - Youth dinghy classes accommodate approximately 135 students each day, all day, from mid-June to mid-August
  - Youth keelboat classes accommodate approximately 25 students each day, all day, from early July to the end of August
  - Adult keelboat classes accommodate approximately 15 students each day, from mid-May to early September
- Spring and fall:
  - School and after-school classes average approximately 30 students on weekdays from late April to early June and again from mid-September to mid-October
  - Weekend classes average approximately 50 students every day, all day, from mid-March to early June and again from early September to the end of October
- Late fall, winter to early spring:
  - No programs are run during this time

### **ALTERNATIVE 2: PROPOSED ACTION – CONSTRUCT MARINE EDUCATIONAL AND RECREATIONAL FACILITY**

Under alternative 2, RIDEM and Sail Newport would construct an approximately 8,000 square foot, three-story Marine Educational and Recreational Facility at the mid-park area of the leased property at Fort Adams State Park (figure 2). The entire building would be outfitted with energy efficient heating, ventilating, and air conditioning (HVAC) and lighting fixtures. The ground floor of the building would provide men's and women's public lavatories and locker rooms with shower facilities, as well as a seasonal dock office and storage area. It would include an ADA-accessible entrance lobby and elevator. The ground floor would be constructed with flood resistant building materials. It also would include flood





FIGURE 2. PROPOSED BUILDING LOCATION



vents that would allow water to pass through the building during a flood event and prevent structural damage. Restrooms would contain a check valve/back flow preventer for use during flood events that exceed the base flood elevation of the 100-year storm event to stop flood waters from entering the Newport municipal sanitary sewer system. The systems also would stop untreated wastewater from being discharged to the environment during flood events.

The first floor would be located 3.5 feet above the base flood elevation (12 feet). This floor would be constructed of post and beam timber and would consist of classrooms, a kitchen, a multi-purpose room, and a great room. It could accommodate 125 people seated and be designed so that it can be partitioned into smaller spaces to allow smaller classes to occur simultaneously. The classrooms would be used for instruction on sailing, boating, and marine sciences, while the great room would be used for social and charitable fundraisers, and all would be available for use year-round and during inclement weather. Restrooms and access to the elevator also would be provided. Additionally, the space would be made available for other non-sailing related programming that occurs at Fort Adams, including rugby, soccer, and lacrosse programs and road races.

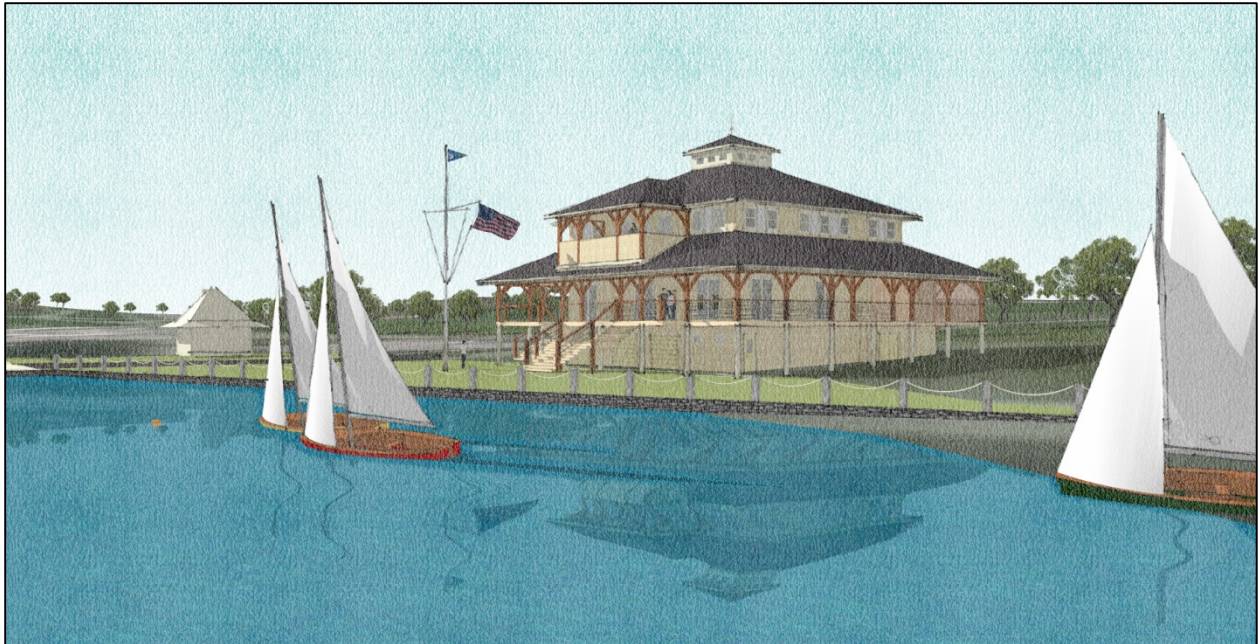
The second floor would contain the majority of the offices used by Sail Newport. This floor would be constructed of post and beam timber similar to the first floor. During flood events, the elevator unit would be housed at this level to limit damage to the system.

As part of the building design, a solar PV system would be installed on the roof of the building to provide a percentage of the building's average annual energy consumption. The solar PV system is currently proposed to generate approximately 27,820 kilowatt-hours of electricity annually.

Another sustainable design element would be to incorporate landscape design and stormwater features into rain harvesting. The new building would use a rain harvesting system to collect stormwater from the roof and minimize runoff. The harvesting system would include the roof (i.e., catchment system); gutters and downspouts to convey water from the catchment system to a storage tank; first-flush diverters to divert the initial flow of potentially contaminated water (e.g., dust, leaves, twigs, insects, bird feces, and other airborne residues) from the catchment away from the collection system; an approximately 10,000 gallon, below ground storage tank; and a pump system to convey the water from the storage tank to the point of use. The system also would use a filter system to control debris and protect the plumbing fixtures.

The proposed roof material would be asphalt shingles with an aluminum gutter system to divert flow to the holding tank for rainwater harvesting. First-flush diverters would divert the initial flow from the roof to stormwater bioretention areas proposed to be constructed in accordance with the requirements outlined in the *Rhode Island Stormwater Design and Installation Standards Manual*. These areas would allow runoff to infiltrate and be treated. The storage tank would be connected to the potable (i.e., city) water supply via a backflow preventer to recharge the system with water to ensure continuous water supply during times of insufficient rainfall. Water from the rain harvesting system would be used for irrigation and toilet flushing.

Outside the structure, a concrete pedestrian sidewalk would be located around the perimeter of the facility to allow pedestrians to access the restroom facilities. An asphalt access ramp would be widened to allow ADA-compliant parking spaces for the building and provide additional space for trucks and trailers to maneuver boats to Admiral's Pier. Pedestrian crosswalk striping also would be installed to improve safety for areas where trailers intersect pedestrian paths. Figures 3 and 4 provide artist renditions of the proposed new facility.



**FIGURE 3. ARTIST RENDITION OF THE MARINE EDUCATIONAL AND RECREATIONAL FACILITY – EAST VIEW**



**FIGURE 4. ARTIST RENDITION OF THE MARINE EDUCATIONAL AND RECREATIONAL FACILITY – SOUTH VIEW**

RIDEM and Sail Newport, through contractors and in accordance with applicable state and federal permits, would implement an appropriate level of monitoring and ensure that BMPs are employed throughout the construction process. BMPs to be employed include the use of straw wattles (i.e., bio-logs) to intercept stormwater runoff on the site, baled hay around the construction access area to confine sediment to the work area, silt sacks in catch basins to capture sediment/debris from entering the catch basins, protection devices around existing trees, and temporary construction fencing around the construction site. Implementing and monitoring these BMPs would help ensure that no environmental or cultural resources are damaged and the public is protected.

## **ALTERNATIVES AND ALTERNATIVE ELEMENTS CONSIDERED BUT DISMISSED**

A number of design and construction options were identified during internal development and review of preliminary design plans for the project. During internal project development, these options were deemed not feasible or had several disadvantages and were not carried forward for detailed analysis. They are described below.

### **Construct Building at Another Location**

Given the shape of the leased property, the only other area large enough to construct the proposed building is the area directly east of the existing Sail Newport buildings at the southern end of the property. However, using this location would eliminate a substantial amount of Sail Newport's boat storage area that is adjacent to its boat ramp, and there is no other location within its property boundary where Sail Newport could relocate its boat storage. Additionally, this location would not meet the mission of the proposed facility to serve as a mid-park comfort station and marine-based educational facility linked to both water-dependent activities and Admiral's Pier.

### **Construct Solar Panels at Another Location**

RIDEM and Sail Newport considered several locations for the solar panels that would be an element of the new Marine Educational and Recreational Facility (figure 2).

- Existing Sail Newport buildings – The roof area of the existing Sail Newport buildings is too small to produce the amount of electricity needed for the design of the new building. This alternative would fail to meet the objective of providing an adequate supply of sustainable energy for the new building. Therefore, it was not considered a viable option.
- Parking lot southwest of Sail Newport property – This parking lot is not part of Sail Newport's leased property and would result in a substantial loss of parking area for Fort Adams State Park. It also would require the construction of transmission lines to convey the electricity to the new building. Therefore, it was not considered a viable option.
- Fort Adams Mule Barn southeast of Sail Newport property – The Mule Barn is not a part of Sail Newport's leased property and would require constructing transmission lines to convey the electricity to the new building. Therefore, it was not considered a viable option.

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## **CHAPTER 3: AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES**

This chapter of the EA describes existing environmental conditions in the areas potentially affected by the alternatives evaluated, followed by the environmental impacts and assessment of effects, as appropriate, associated with each alternative.

### **GENERAL METHODOLOGY FOR ANALYZING IMPACTS**

In accordance with CEQ regulations, direct, indirect, and cumulative impacts are described (40 CFR 1502.16) and the impacts are assessed in terms of context and intensity (40 CFR 1508.27). Where appropriate, mitigating measures for adverse impacts also are described and incorporated into the evaluation of impacts. Impacts on the Historic District and structures are analyzed according to NEPA; in addition, effects on historic properties under Section 106 of the NHPA are assessed using the criteria of adverse effect under 36 CFR 800.5(a)(1).

#### **Geographic Area Evaluated for Impacts (Area of Analysis)**

The geographic study area (or area of analysis) for this assessment is Fort Adams State Park, the Fort Adams Historic District, and the Fort Adams National Historic Landmark. The specific area of analysis for each impact topic is defined at the beginning of each topic discussion.

### **HISTORIC PROPERTIES**

#### **Affected Environment**

The project area falls within the Fort Adams Historic District. Only one historic building is individually listed in the National Register of Historic Places within 1 mile of the proposed project area—the Commandant’s Residence (commonly called Eisenhower House). Fort Adams was listed on the National Register of Historic Places as a Historic District in 1971 and was designated a National Historic Landmark in 1976. The proposed new building falls within the boundary of the Historic District but not the National Historic Landmark (figure 5). Both the Fort Adams Historic District and Commandant’s Residence are discussed below.

#### ***Fort Adams Historic District***

The Fort Adams Historic District is located on a strategic point along the eastern entrance into Narragansett Bay and Newport Harbor. The site was likely initially fortified in the late 17th century when William Brenton arrived in Newport and ordered two cannons from England, which he likely placed in this location (NPS 1976). More intense fortifications of the point began in the mid-1700s when earthwork fortifications were constructed as defense during the French and Indian and Revolutionary Wars (NPS 1976).

In 1799, the US constructed a brick fortress in this location and named it “Fort Adams” after the nation’s second president (NPS 1976). However, not two decades later, at the end of the War of 1812, the fort had fallen into decay. The US recognized that its coastal defenses were inadequate and in 1816 created a board of officers to improve coastal fortifications (NPS 1976). The board “developed a national defense plan that consisted of an interior system of communications, a militia, a navy, and permanent forts strategically situated to control navigable bays and rivers” (NPS 1976). The nation was divided into four

subareas and Narragansett Bay was identified as the center of the Northeast Atlantic area because it could harbor ships during violent storms and serve as a rendezvous location (NPS 1976).

The major construction effort that created the current Fort Adams occurred as part of an era of construction known as the Third System, referring to Congress' third round of appropriations of funding for seacoast defense. Construction began in 1824 and continued sporadically until 1857. The strategic importance of Fort Adams was reflected in the design and construction of the fort—it was one of the largest fortifications constructed along the coast, designed to mount 468 guns and with a perimeter of 1,739 yards (NPS 1976). When active, the defense of the fort would have required 2,400 men. The fort itself was constructed of Maine granite, brick, and shale and cost more than \$3 million to construct (NPS 1976).

The fort served as an important defense installation from the mid-19th century, when it was completed, until World War II. During the Civil War, it served as a staging area and training facility and briefly, as the home of the US Naval Academy (NPS 1976). Although some construction and modification of the fort occurred during the post-Civil War years, in 1875 the US stopped funding coastal defense and the fort began to deteriorate (NPS 1976). This period was short lived, and Fort Adams was updated with new guns and emplacements in the 1890s as a result of the finding of the Board of Fortifications (the Endicott Board). The subsequent period of rearming was known as the Endicott Period. Generally, the US adapted existing fortifications to install newer technologies. However, at Fort Adams, new batteries were constructed to the south, leaving much of the 19th century fort intact. At some point, there was a structure located in the vicinity of the proposed Marine Educational and Recreational Facility that served as the Post Office. This building has since been removed.

The Army continued to use the fort until 1953 when the Navy took it over (NPS 1976). It functioned as the summer White House during the Eisenhower administration. In 1965, the State of Rhode Island acquired the area through the Federal Property and Administrative Services Act of 1949 (now called the Historic Surplus Property Program).

The Fort Adams Historic District, which is listed in the National Register of Historic Places, encompasses approximately 80 acres, and includes the masonry fort, the fort's outworks and 2 redoubts, 6 Endicott-period batteries, 10 brick or frame officers' quarters, and 2 brick warehouses. The officers' quarters belong to the US Navy and are used to house staff officers of the US Naval War College. The remaining structures and lands are owned by the State of Rhode Island. The period of significance for the Historic District is 1824 to 1947. The Fort Adams National Historic Landmark encompasses the same areas, but has a slightly different boundary that excludes the eastern portion of the peninsula, including the proposed location for the new Marine Educational and Recreational Facility.





FIGURE 5. FORT ADAMS NATIONAL HISTORIC LANDMARK AND FORT ADAMS HISTORIC DISTRICT

### ***Commandant's Residence – Eisenhower House***

Eisenhower House was built in the winter of 1872–1873 for General H.J. Hunt, commandant of Fort Adams (RI Historical Preservation and Heritage Commission 1974). The house and grounds encompass 4.7 acres located on a bluff south of the fort. The front of the house faces south and affords views of the Atlantic Ocean, while the back faces north toward the fort itself. It was the first dwelling on post that was built outside the walls (RI Historical Preservation and Heritage Commission 1974). The house is two stories with a high mansard roof (RI Historical Preservation and Heritage Commission 1974).

In addition to its association with the fort and the distinguished Commandant Hunt, the house also was briefly occupied by President Dwight Eisenhower. President Eisenhower lived at the house during the summers of 1958 and 1960. The house is individually listed in the National Register of Historic Places and is considered significant due to its architecture, military, and political history. The periods of significance for the house are 1872–1873, 1958, and 1960.

## **Environmental Consequences**

### ***NEPA Methodology and Assumptions***

This analysis assesses the impacts of the alternatives on the Fort Adams Historic District, the National Historic Landmark, and the Eisenhower House. Impacts on historic properties can be direct or indirect as well as beneficial or adverse. Direct impacts are those that physically alter the setting or character of the Historic District as a result of the implementation of an activity, while indirect impacts are those that may occur inadvertently during or after an activity. For example, construction may have direct impacts on a historic property by introducing visual elements to a landscape where they were previously absent.

Direct and indirect impacts can be either adverse or beneficial. Adverse impacts are those that alter character-defining features of a historic property in a way that could change their eligibility for the National Register of Historic Places. Beneficial impacts are those that promote the retention of important characteristics or settings associated with a historic property.

Impacts are analyzed within the context of a particular resource and the intensity or severity of the impact. In this case, the context for the impact analysis is the Fort Adams Historic District, the National Historic Landmark, and the Eisenhower House. For historic properties, intensity is considered to be the degree to which a historic property would be altered and whether that alteration would result in a change in its eligibility to the National Register of Historic Places.

### ***NHPA Section 106 Methodology and Assumptions***

This impact analysis is intended to comply not only with the requirements of NEPA but also with Section 106 of the NHPA. In accordance with the Advisory Council on Historic Preservation's regulations implementing Section 106 (36 CFR 800, "Protection of Historic Properties"), effects on historic properties are identified and evaluated by (1) determining the area of potential effects; (2) identifying historic properties present in the area of potential effect that are listed in or eligible for listing in the National Register of Historic Places; (3) applying the criteria of adverse effect to these historic properties; and (4) identifying methods to avoid, minimize, or mitigate any adverse effects, if they exist.

Under the Advisory Council on Historic Preservation's regulations, a determination of either *adverse effect* or *no adverse effect* must be made for affected historic properties eligible for or listed in the National Register of Historic Places. An *adverse effect* occurs whenever an undertaking alters, either directly or indirectly, any characteristic of a historic property that qualifies it for inclusion in the National Register of Historic Places (e.g., diminishes the integrity of the property's location, design, setting, materials, workmanship, feeling, or association). Adverse effects also include reasonably foreseeable effects that could occur later in time, be farther removed in distance, or be cumulative (36 CFR 800.5, "Assessment of Adverse Effects"). A determination of *no adverse effect* means the undertaking would not



diminish the historic property's integrity in a manner that alters any characteristics of the property that qualify it for the National Register of Historic Places.

CEQ regulations and the NPS NEPA Handbook also call for a discussion of the appropriateness of mitigation, as well as an analysis of how effective the mitigation would be in reducing the intensity of a potential impact. However, any resultant reduction in intensity of impact resulting from mitigation is an estimate of the effectiveness of mitigation only under NEPA. It does not suggest that the level of effect as defined by Section 106 is similarly reduced—although an *adverse effect* under Section 106 may be mitigated, the effect remains adverse.

Because of potential effects on the Historic District and the National Historic Landmark from the construction of the new building, the Rhode Island Historical Preservation and Heritage Commission (RIHPHC) was contacted early in the design process. RIHPHC was first notified of the proposed building and provided conceptual plans in February 2013. RIHPHC provided comments on the design, including noting the presence of a previous building in this location that served as the Post Office and that the former Post Office provided a historical precedence for a building of similar shape and size in this location. RIHPHC also expressed concern regarding the complex roofline of the conceptual plans.

In December 2014, Sail Newport provided RIHPHC with revised plans for the building that responded to some but not all of RIHPHC's concerns. RIHPHC again expressed concern about the complex roofline and use of a solar PV system, both of which would introduce new elements to the Fort Adams Historic District. Since the December 2014 RIHPHC submittal, the design has been altered to respond to these concerns. The roofline has been simplified and the solar PV system would be installed only on the southern roof of the structure, making it less visible from contributing features of the National Historic Landmark.

### ***Area of Potential Effect***

The area of potential effect includes the entirety of the lands encompassed by the National Historic Landmark and the Historic District (figure 5).

## **Impacts of Alternative 1: No Action**

### ***Analysis***

Under alternative 1, Sail Newport would not construct the Marine Educational and Recreational Facility on leased property at Fort Adams State Park. Sail Newport would continue to operate out of its existing facilities. No new construction would occur within the Historic District and the district would remain in its current condition. There would be no impacts on the Fort Adams Historic District or nearby National Historic Landmark or Eisenhower House.

### ***Cumulative Impacts***

Because historic properties would not be impacted, no cumulative impacts would occur.

### ***Conclusion***

Historic properties would not be impacted under this alternative.

### ***Assessment of Effect for Section 106***

The no-action alternative does not constitute an undertaking under Section 106 of the NHPA.

## **Impacts of Alternative 2: Proposed Action – Construct Marine Educational and Recreational Facility**

### ***Analysis***

Under alternative 2, the Marine Educational and Recreational Facility would be constructed within the boundaries of the Fort Adams Historic District and east of the National Historic Landmark. No contributing elements to the Historic District are located within or adjacent to the proposed location of the new construction. Therefore, the construction of the facility would have no direct impacts on the Historic District itself. Because it would be located outside the National Historic Landmark, it is not anticipated to have a direct impact on the National Historic Landmark.

The addition of a new feature may have indirect impacts on the Historic District and nearby National Historic Landmark by introducing visual changes to the setting. A viewshed analysis indicates that the Marine Educational and Recreational Facility would be visible from the Officers' Quarters located along Jackson Road, from the advanced redoubt located to the north of Lincoln Drive, and from the fort itself (figure 6). Figures 7 and 8 show how the building may look from these areas, although the building would appear much smaller from the Officers' Quarters and advanced redoubt. It also is possible that the new building would be visible from Eisenhower House. However, vegetation may screen views from Eisenhower House toward the Marine Educational and Recreational Facility. Although the new building would be visible from on top of the walls of the fort, views from ground level would be impeded in some locations by more recently constructed Navy housing located along Jackson Road.

The proposed roofline would be simple and the solar PV system would be low profile and installed only on the southern roof of the structure, making it less visible from contributing features of the National Historic Landmark. The size and shape of the building has been designed to fit within the Historic District and be consistent with contributing elements of the National Historic Landmark. Also, the building would be somewhat screened by existing vegetation and structures, further minimizing potential visual impacts. Therefore, the new building would have little direct or indirect impacts on the Historic District.

### ***Cumulative Impacts***

In early 2015, as part of a separate project, a new fixed pier was constructed north of the Alofsin Piers, which are north of the proposed location of the Marine Educational and Recreational Facility. This new pier is located outside the Fort Adams Historic District and National Historic Landmark; however, it is visible from locations within each. The recent addition of a pier in this area is generally consistent with the use of the peninsula, and by letter dated July 26, 2013, the Rhode Island Historical Preservation and Heritage Commission concluded that the pier would have no adverse effect on historic resources (RI Historical Preservation and Heritage Commission 2013). The construction of the Marine Educational and Recreational Facility would have little impact on the Fort Adams Historic District and National Historic Landmark; therefore, the combination of the proposed action with the previous pier construction would result in minimal, adverse cumulative impacts.

### ***Conclusion***

The Marine Educational and Recreational Facility would be visible from multiple locations within the Historic District, including the Officers' Quarters, advanced redoubt, and fort itself. The project would have minimal impacts on the historic resources of the Fort Adams Historic District because the building has been designed to fit within the context and setting of the Historic District and National Historic Landmark. The proposed action would not alter character-defining features of the Historic District or nearby National Historic Landmark. Therefore, alternative 2 would have minimal effects on historic structures and would contribute imperceptible impacts on overall cumulative impacts.

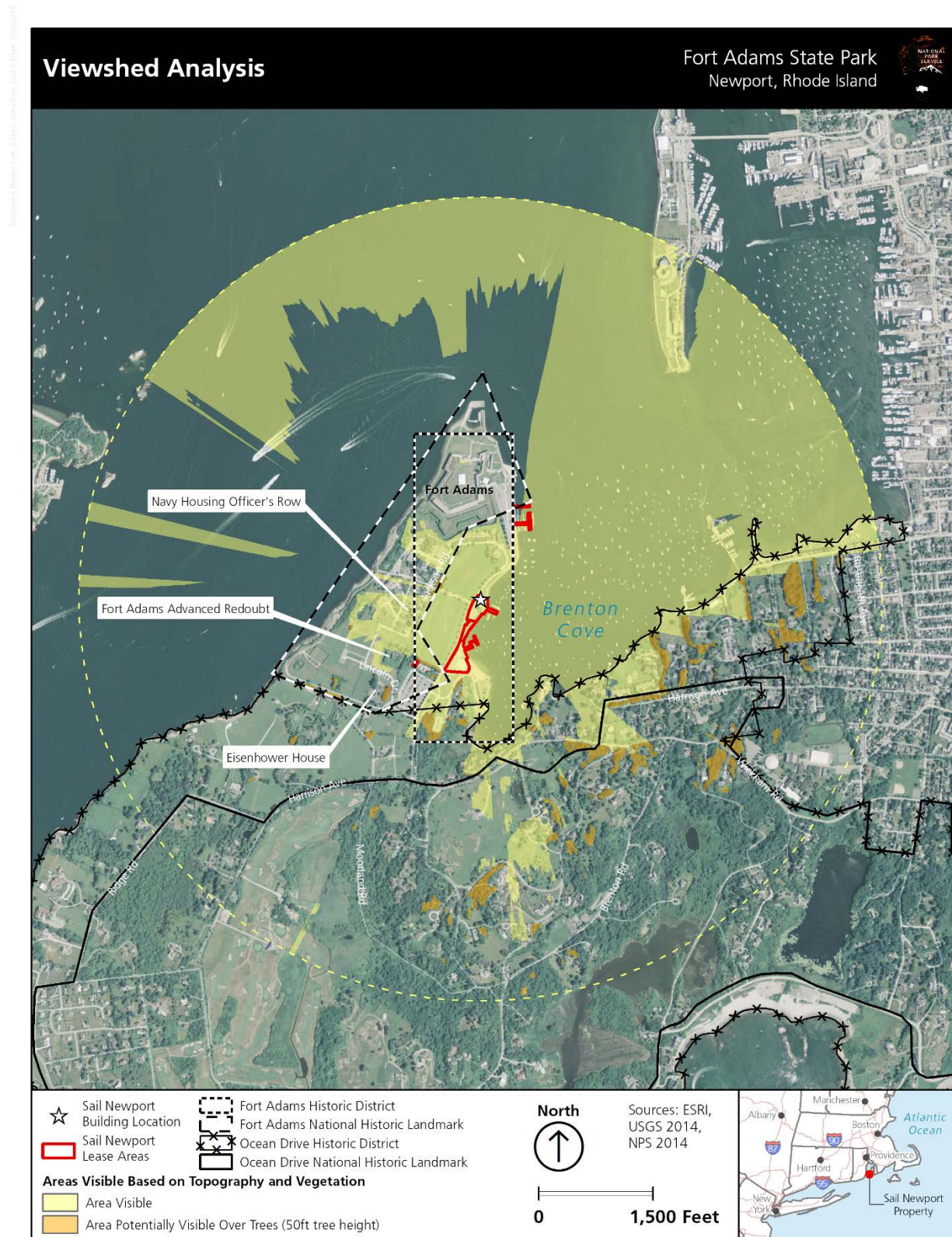


FIGURE 6. VIEWSHED ANALYSIS





**FIGURE 7. ARTIST'S RENDERING OF THE MARINE EDUCATIONAL AND RECREATIONAL FACILITY FROM THE GENERAL LOCATION OF THE OFFICERS' QUARTERS**



**FIGURE 8. ARTIST'S RENDERING OF THE MARINE EDUCATIONAL AND RECREATIONAL FACILITY FROM THE GENERAL LOCATION OF THE ADVANCED REDOUBT**

### ***Assessment of Effect for Section 106***

Based on early consultation with RIHPHC regarding the design for the building, the new structure would be consistent in size and design to others within the Historic District and with a historic structure previously in this location. The proposed roofline would be simple and the solar PV system would be low profile and installed only on the southern roof of the structure, making it less visible from contributing features of the National Historic Landmark. Therefore, while this alternative would affect the Historic District by introducing a new visual element, the effects would not be adverse because the new facility would not alter character-defining features of the Historic District or nearby National Historic Landmark in a manner that would diminish their integrity of location, design, setting, materials, workmanship, feeling or association. This alternative would have *no adverse effect* on the Fort Adams Historic District and National Historic Landmark.

## **SUSTAINABILITY AND ENERGY CONSERVATION POTENTIAL**

### **Affected Environment**

As described in chapter 2, Sail Newport currently operates three facilities in the mid-park area of Fort Adams State Park—the Sail Newport Main Office, the Sail Newport Youth Building, and the Fort Adams Mule Barn.

Typically, accepted thought is that the most sustainable building is one that has already been constructed because the embodied energy required to construct the building has already been consumed—the site has been cleared, all building materials have been used, and all construction debris and air emissions have occurred (Preservation Green Lab 2011). However, this does not mean that a building that has been constructed is operationally sustainable. Buildings may be inefficient in energy or water use or may no longer serve their intended functional purpose. Although the existing facilities are sustainable according to the viewpoint that they have already been constructed, their overall sustainability has been minimized by the use of older systems that are inefficient in their use of energy and water and the facilities do not sufficiently meet Sail Newport’s operational needs (Potschin and Haines-Young, no date). Current electrical demand for the facilities is met via the electrical grid, and usage requirements are at their highest during the summer months when facilities are busiest (Sail Newport, Hapgood, pers. comm., 2015). When combined with existing inefficiencies from the use of older systems in supporting operational needs, this demand on the electrical grid further reduces the current sustainability of these facilities.

The bulk of the proposed site for the Marine Educational and Recreational Facility has previously been disturbed and developed and is currently occupied by a parking lot and roads.

### **Environmental Consequences**

#### ***Methodology and Assumptions***

The purpose of this analysis is to assess the impacts of the alternatives on the sustainability and energy conservation potential that would be affected in and around the project area. To determine impacts, the current operation of existing facilities and the potential effects of the construction and operation of a new facility were considered.

#### ***Study Area***

The study area for sustainability is limited to the existing facilities, as well as the footprint and construction and operation aspects of the proposed new facility.

## **Impacts of Alternative 1: No Action**

### ***Analysis***

Under alternative 1, Sail Newport would not construct the Marine Educational and Recreational Facility on leased property at Fort Adams State Park. Sail Newport would continue to operate from existing facilities. As a result, no impacts on sustainability from construction and demolition debris would occur because debris would not be generated. However, ongoing use of existing facilities, with their older systems and aging facilities, would continue to result in the inefficient use of energy. Based on the relatively small size of the facilities, impacts would be minimal, but they would occur throughout the lifespan of the facilities and would likely become increasingly inefficient over time.

Overall, when examining the sustainability policies, goals, objectives, and techniques of the State of Rhode Island and Sail Newport, the current status and operation of the Sail Newport facilities are not sustainable in terms of energy use and efficiencies. While accepted thinking is that an already built building is more sustainable than new construction, in this case, this thinking does not hold true because the facilities as they stand now, do not meet their current operational and functional needs and are inefficient in their use of energy. As such, while there would be no change from the existing condition in terms of facility operations or construction, over time, the continued use and subsequent aging of these facilities and systems could result in further increases in energy use and costs resulting in a small but continuous decline in sustainability as the facilities continue to age.

### ***Cumulative Impacts***

As part of a separate project in early 2015, the construction of a new fixed pier north of the Alofsin Piers required the use of concrete, timber, and utility fixtures and materials. The basic procurement and use of these materials resulted in a short-term, adverse impact on sustainability. However, the use of advanced construction techniques and materials and the fact that future use of the pier supports the benefit of an extended life-cycle for the facility results in predominantly overall beneficial impacts on sustainability. When combined with the adverse impacts on sustainability under alternative 1, overall cumulative impacts on sustainability would be beneficial throughout the lifespan of the facilities, with alternative 1 contributing slightly to a reduction in the overall beneficial cumulative impacts.

### ***Conclusion***

Under alternative 1, Sail Newport would continue to use the existing facilities, which are aging and inefficient in their use of energy. Because of the relatively small size of the facilities, the energy inefficiencies are small, but would continue into the future. Over time, as the facilities age further, the gradual increase in energy inefficiencies is likely to make the facilities less and less sustainable, which is counter to Sail Newport's mission to use and promote sustainable operations. Overall, cumulative impacts on sustainability would be beneficial as a result of extended facility lifecycles with the construction of the new pier. Alternative 1 would contribute slightly to a reduction in the overall beneficial impacts as a result of the increasingly adverse impacts from the continued use of inadequate and inefficient existing facilities.

## **Impacts of Alternative 2: Proposed Action – Construct Marine Educational and Recreational Facility**

### ***Analysis***

Under alternative 2, a new facility would be constructed in Fort Adams State Park on property leased by Sail Newport to provide classrooms, a kitchen, a multi-purpose room, and a great room that would serve multiple functions. The construction of the new facility would require the demolition of existing paved area; any asphalt and/or concrete removed could be recycled and reused. Once the reinforcement bars are

removed, concrete could be recycled and used for road base, general fill, pavement aggregate, and drainage media. Asphalt pavement could be ground and reused in future asphalt mixes. If these materials are recycled or reused, beneficial impacts would occur. However, it is anticipated that some materials would not be appropriate for reuse and likely would be disposed of in a landfill. Based on the relatively small scale of the area to be demolished and the subsequent small amount of demolition debris generated, adverse impacts would be minimal.

Constructing the new facility would require timber, drywall, metals, concrete, and functional building items, such as doors, door frames, windows, structural systems, millwork, fixtures, and other materials. The basic procurement and use of these products and materials would require the use of non-renewable resources and as such would result in an adverse impact on sustainability. While the new facility would have greater energy and water demands as a result of its size compared to Sail Newport's existing facilities, Sail Newport made a strong commitment to its contributors to design, construct, and operate a facility that is sustainable and efficient. Therefore, the design of the new building would incorporate energy efficient HVAC systems and lighting fixtures to reduce its energy demand, and a rain harvesting system for irrigation and toilet flushing, and stormwater bioretention areas to minimize water use and stormwater runoff. It also is projected that the electricity produced by the rooftop solar PV system would meet approximately 22% of the facility's energy demand (Newport Renewables, unpublished data), resulting in a more sustainable facility. Transferring Sail Newport's activities from existing facilities to the new building would reduce the use of the existing facilities and minimize the current inefficient energy and water use at those facilities. As a result, construction and use of the new Marine Educational and Recreational Facility would eliminate energy and other inadequacies and inefficiencies experienced with the current Sail Newport facilities, allow Sail Newport to meet its mission statement on sustainability, and provide overall beneficial impacts on sustainability throughout the lifespan of the new facilities.

### ***Cumulative Impacts***

As described under alternative 1, the construction of a new fixed pier in 2015 resulted in both adverse and beneficial impacts on sustainability. However, the use of advanced construction techniques and materials and because future use of the pier supports an extended life-cycle for the facility, overall impacts on sustainability are beneficial throughout the lifespan of the new facilities. When combined with the adverse and beneficial impacts on sustainability from alternative 2, overall cumulative impacts on sustainability would be beneficial because the facility lifecycles would be extended and current facility inefficiencies and inadequacies would be addressed. Alternative 2 would contribute slightly to a reduction in beneficial impacts from the alternative's specific short-term, adverse impacts and contribute substantially to the overall beneficial impacts throughout the lifespan of the new facilities.

### ***Conclusion***

Though some adverse impacts on sustainability and energy conservation potential would result from the use of construction materials and from the generation of materials that may not be recycled or reused after demolition, overall, impacts on sustainability and energy conservation potential under alternative 2 would be predominantly beneficial because of the increased functionality of the facility, the use of energy efficient systems and fixtures, the use of a rain harvesting collection system, and the on-site production of electricity through the use of a rooftop solar PV system. Because any adverse impacts would be minimal, no mitigation measures for sustainability and energy conservation potential are identified or needed under alternative 2. Overall, cumulative impacts would be predominantly beneficial as a result of extended facility lifecycles and improved energy and water use efficiencies. Alternative 2 would contribute slightly to a reduction in the overall beneficial impacts as a result of the adverse impacts and contribute substantially to the overall beneficial impacts throughout the lifespan of the new facilities.

## RECREATION

### **Affected Environment**

Fort Adams is a state park used for a wide array of activities, including historical tours, salt water bathing, fishing, boating, soccer, rugby, picnicking, and other passive and non-passive activities. In addition, Fort Adams is well known for its hosting of annual summer concerts including the Newport Jazz Festival and the Newport Folk Festival, which draw thousands of people to enjoy music and beautiful scenery (RI Parks 2012). Fort Adams State Park is occupied by two separate non-profits—Fort Adams Trust and Sail Newport.

#### ***Historic Monument***

One of the primary uses of Fort Adams State Park is the preservation, interpretation, and education of the historic significance of the park. The Fortress that stands guard at the entrance to Narragansett Bay holds a deep history that provides recreation for visitors, via guided tours (Fort Adams Trust 2015). The traditional hour-long guided tour takes visitors from the top of the fort's walls to the depths of the underground listening tunnels. In addition, the tours provide visitors with views of the quarters where the officers and families lived, scenic overlooks of the Newport Harbor, and the opportunity to experience more than 180 years of American history, military culture, and architecture and engineering.

#### ***Fort Adams Trust***

Fort Adams Trust, a non-profit organization with a mission to protect and promote the historic places and public spaces at the gateway to Narragansett Bay and Newport, operates Historic Fort Adams (Fort Adams Trust 2015). Fort Adams Trust offers specialty tours that explore Fort Adams's land defenses, and guided tours of the history and restoration of Fort Adams, including the top of the fort's walls and the depths of the underground tunnels. Specialty and guided tours are open to the public throughout the year. Fort Adams Trust also is developing adventure learning activities that are designed to inspire the public by offering action-oriented events.

#### ***Sail Newport***

Located in Fort Adams State Park, Sail Newport is New England's largest public sailing center. Sail Newport's mission is to promote and operate affordable public sailing instruction and rental programs and create opportunities to attract new sailors to the sport (Sail Newport 2011). Sail Newport offers public sailboat instructions and rental, windsurfing instruction and rental, dry-sail storage areas, and hoist operations. In addition, Sail Newport organizes regattas and other sailing events. The non-profit's main office is located on the east side of Fort Adams Park along Brenton Cove.

Sail Newport's facilities include a main office building with a 10-foot by 18-foot classroom that can accommodate 12 students, a 20-foot by 40-foot storage space that can accommodate 20 students, and use of the Fort Adams Mule Barn, a shared space with other park users that can accommodate 75 students. As described in chapter 2, Sail Newport conducts summer youth dinghy classes all day from mid-June to mid-August, summer youth keelboat classes all day from early July to the end of August, and adult keelboat classes from mid-May to early September. During the spring and fall, Sail Newport conducts weekend classes as well as school and after school classes during weekdays. Because of the lack of adequately heated facilities, no programs are offered during late fall, winter, or early spring. Due to a lack of adequate bathroom facilities, Sail Newport uses portable toilet facilities for its programs. Overall, Sail Newport's current facilities are small and inefficient for conducting large classes and programs, especially during inclement weather or during the spring and fall when weather and temperatures necessitate the use of indoor facilities.



### ***Music Festivals***

Fort Adams is home to two popular music festivals in Newport Rhode Island—the Newport Jazz Festival and the Newport Folk Festival. Both festivals are held in the summer, usually in July. The Jazz Festival venue comprises three different stages in the center of the park, and the festival occurs over the course of three full days (Newport Jazz Festival 2015a). The Newport Folk Festival features four stages of music, food and crafts, and a number of displays. This festival is also a three-day event (Newport Folk Festival 2015b). Activities related to both festivals occur in the northern areas of Fort Adams State Park and do not occur in the vicinity of Sail Newport’s facilities.

### ***Recreation***

Fort Adams State Park is used daily for varied passive and non-passive recreational activities. Some of the activities that occur on the athletic fields are directly adjacent to the Sail Newport facilities on the west side of Fort Adams Drive. A number of local organizations use these fields for rugby, soccer, and lacrosse games and include the following (RIDEM, Thompson, pers. comm., 2015):

- Newport Rugby Club—meets most Saturdays in April, May, and August through mid-November (approximately 50 to 150 people); also host two large, two-day tournaments in May and June with up to 1,000 players and spectators
- Newport Youth Rugby—2 to 3 games during the fall (50 to 100 people)
- Salve Regina University Rugby—primarily Saturdays during the spring and fall, usually 4 to 10 dates (50 to 100 people)
- Newport Women’s Soccer—4 to 5 games over the course of April and May and 4 to 5 games from September to November, primarily on Sunday mornings
- Lacrosse—usually 2 to 3 tournaments per year (500 to 1,000 people).

Additionally, Salve Regina University’s track and field program uses the athletic fields and the hills for training on weekday evenings during September to November. During sporting tournaments, RIDEM requires a portable toilet to be present on site; otherwise, during games people walk to the Fort Adams State Park visitor center and use the restrooms there because there are no restroom or locker room facilities in the mid-park area. Other recreational uses include the Fort Adams Bay Walk, a 2.25-mile walk around the entire park that takes visitors along the picturesque East Passage of the Narragansett Bay with unobstructed views of the sun setting over Cananicut Island (Fort Adams Trust 2015). Passive activities at the park include salt water bathing, fishing, and picnicking (Rhode Island State Parks 2012).

## **Environmental Consequences**

### ***Methodology and Assumptions***

The purpose of this analysis is to assess the impacts of the alternatives on recreational use and experience that would be affected in and around the project area. To determine impacts, Sail Newport’s current uses of the area were considered along with the potential effects from the construction of a new facility. Additionally, the type of recreational uses and activities that occur in the park as a whole that might be affected by the proposed action also were considered.

### ***Study Area***

The study area for recreation includes Fort Adams State Park. All park land encompassed by this boundary was analyzed to assess the impacts on recreation.

## Impacts of Alternative 1: No Action

### *Analysis*

Under alternative 1, no changes would occur in the way Sail Newport administers or conducts its educational and recreational programs from its existing buildings. However, continuing to operate from its current facilities would hinder Sail Newport's ability to accomplish its mission of promoting and operating affordable public sailing instruction and rental programs. With small and inefficient spaces for conducting large classes and programs, continuing to operate out of existing buildings, especially during inclement weather or during the spring and fall when weather and temperatures necessitate the use of indoor facilities, coupled with the lack of suitable bathroom and locker room facilities would likely result in increased user frustration, especially during peak use times. It also could result in some people foregoing the use of Sail Newport's programs altogether. Additionally, as the facilities and utility systems age and become more inefficient and costly to maintain and operate, it could cause Sail Newport to cut back on its classes and programs.

Under alternative 1, there also would continue to be a lack of adequate and proximate restroom facilities in the mid-park area of Fort Adams for visitors using the athletic fields. Without nearby facilities at Fort Adams, visitors would continue to need to travel a greater distance to use the restrooms. Visitors may become frustrated with the lack of amenities and have a less positive perception of the park over the long term, which could result in reduced visitation. As a result, there would be long-term, adverse impacts as a result of the lack of adequate restroom facilities and inefficient operational facilities at Sail Newport.

Visitors during the two music festivals held at Fort Adams State Park would continue to use the temporary restroom facilities offered by the festival and would experience no impacts as a result of alternative 1.

### *Cumulative Impacts*

Constructed under a separate project in early 2015, the new pier north of the Alofsin Piers has enhanced educational and recreational opportunities at Fort Adams State Park by berthing the sailing education vessel *Oliver Hazard Perry* and providing suitable facilities for larger sail boats. The pier allows Fort Adams State Park to be used as a world-class special events facility, which in combination with Sail Newport's mission, helps attract larger racing venues for the public's enjoyment, as it did in May 2015 for the Volvo Ocean Race. When combined with the impacts of Sail Newport's continued operations under alternative 1, the cumulative impacts on recreation at Fort Adams State Park would be overall beneficial with the adverse impacts under alternative 1 slightly decreasing the beneficial impacts.

### *Conclusion*

Under alternative 1, Sail Newport would continue to provide marine educational and recreational programs at Fort Adams State Park; however, it would do so without suitable restrooms or locker rooms and with classrooms and facilities that do not provide adequate space, especially during inclement weather, or the necessary utilities to conduct programs year-round. The continued lack of adequate facilities likely would increase user frustrations and may cause some to forego using Sail Newport's programs altogether, which would hinder Sail Newport's ability to accomplish its mission of promoting and operating affordable public sailing instruction and rental programs. Additionally, visitors using the athletic fields at Fort Adams State Park would have to continue to walk long distances to access restroom facilities, and similarly, may become frustrated with the lack of proximate facilities. Continuing operations as currently constituted under alternative 1 would result in long-term, adverse impacts on recreation. Cumulative impacts would be a long term and beneficial; however, the adverse impacts under alternative 1 would lightly decrease those impacts.

## **Impacts of Alternative 2: Proposed Action – Construct Marine Educational and Recreational Facility**

### ***Analysis***

As noted in chapter 1, the property Sail Newport leases is a part of a parcel conveyed to the state in 1965 under the Historic Surplus Property Program for the purposes of “continued use and maintenance as a historic monument.” The construction and use of the new Marine Educational and Recreational Facility would not enhance the use or maintenance of the state park as a historic monument because the new facility would be used for recreational purposes related to sailing education and programs. While the purpose of the new facility is unrelated to the preservation, interpretation, and education of the state park as a historic monument, the proposed action is still consistent with the purpose of the property conveyance since recreational uses are acceptable for historic surplus properties.

Under alternative 2, construction of the new Marine Educational and Recreational Facility in the mid-park area of Fort Adams State Park would provide classrooms, a kitchen, a multi-purpose room, and a great room, serving multiple functions. The addition of these new amenities would allow Sail Newport to enhance its mission and provide more educational and recreational programs and opportunities for the public. With more classroom space, Sail Newport’s programs could accommodate more students/users. With adequate heat and other utilities, Sail Newport also could provide programs year-round and more efficiently conduct programs during inclement weather. Ample space would be available for learning and passive activities that are currently split up into smaller spaces, and for multiple small classes to occur simultaneously. Users with different ages and levels of expertise would be able to enjoy Sail Newport’s programs at their own volition year-round. The larger new facility also would allow Sail Newport to better accommodate social and charitable functions and fundraisers and make the facilities available to outside users. In addition, the sustainable design elements of the new facility (i.e., solar energy and rainwater harvesting) would provide additional educational opportunities for the public, resulting in beneficial impacts.

The ground floor of the new building would include locker room and restroom facilities, which would provide much needed facilities for those visitors who are enjoying Sail Newport’s programs. Additionally, Sail Newport would make these facilities available to users of the athletic fields across the street from the new building, providing readily accessible restroom and locker room facilities during soccer, lacrosse, and rugby matches and tournaments, as well as to other uses of the mid-park area. Visitors using the athletic fields would no longer have to walk or drive long distances to use the restrooms at the Fort Adams visitor center or other areas, thereby improving their recreational experience. Though other activities such as the Newport Folk Festival and Jazz Festival are generally located away from the Sail Newport facilities, the restrooms would still be open and available for use by those attending the activities. Overall, the new Marine Educational and Recreational Facility would provide beneficial impacts to recreational users of Sail Newport’s programs, as well as users of Fort Adams State Park in general.

### ***Cumulative Impacts***

Beneficial impacts resulting from the new pier located north of the Alofsin Piers would be the same as described under alternative 1. When combined with the beneficial impacts of Sail Newport’s new Marine Educational and Recreational Facility under alternative 2, the cumulative impacts on recreation at Fort Adams State Park would be beneficial.

### ***Conclusion***

Under alternative 2, while the new Marine Educational and Recreational Facility would not enhance the use or maintenance of the Fort Adams State Park as a historic monument, recreational uses are acceptable for historic surplus properties. Therefore, the construction and use of the new facility would be consistent

with the purpose of the original property conveyance under the Historic Surplus Property Program. As a result of constructing the new Marine Educational and Recreational Facility, Sail Newport's educational and recreational programs would be enhanced and available for use year-round, and the facilities, especially the locker room and restroom facilities on the ground floor, would provide additional amenities for users of the athletic fields across the street from the facility. Recreational users of Fort Adams State Park would experience beneficial impacts because they would continue to use and experience the benefit of these amenities over time. Users of Sail Newport would have access to more amenities, which would increase visitation at the park, enhance recreational facilities, and provide a more enjoyable experience for visitors at the park. The overall recreational use of the park would experience beneficial impacts. In conjunction with the new educational and recreational opportunities resulting from the new pier north of the Alofsin Piers, the cumulative impacts also would be beneficial with the proposed action contributing substantially to those benefits.

## **CHAPTER 4: CONSULTATION AND COORDINATION**

This chapter describes the public involvement and agency consultation used during the preparation of the EA/AoE. A combination of activities, including internal scoping, has helped to guide the National Park Service in developing this EA/AoE. This chapter provides a detailed list of the various consultations initiated during the development of the EA/AoE, as well as a list of recipients for this document.

### **PLANNING AND PUBLIC INVOLVEMENT**

#### **Internal Scoping**

The internal scoping process for the proposed project began on March 26, 2015, when representatives from NPS Northeast Region, RIDEM, Sail Newport and their consultants, and the Rhode Island State Historic Preservation Office met to discuss the purpose of and need for the project, potential alternatives that could meet these needs, and resource conditions and issues within the project area. The group also initiated plans for future agency and public involvement activities.

#### **Public Involvement**

The EA/AoE will be on formal public and agency review for 30 days, and a combined public meeting for the NEPA and Section 106 processes will be held at Fort Adams State Park during this time. Interested individuals, agencies, and organizations will be notified of the public meeting and the availability of the EA/AoE. The EA/AoE will be available for public review on the National Park Service's website <http://parkplanning.nps.gov/>. Hard copies will be available at Sail Newport.

### **AGENCY CONSULTATION**

#### **Section 7 of the Endangered Species Act**

Section 7 of the Endangered Species Act requires federal agencies to consult with the US Fish and Wildlife Service regarding the potential for proposed actions to ensure that any action it authorizes, funds, or carries out is not likely to jeopardize the continued existence of listed species or result in the destruction or adverse modification of critical habitat. The National Park Service has determined that there would be no effect on any listed species because no federally listed threatened or endangered species are located in the project area. The National Park Service will send a letter to US Fish and Wildlife Service notifying it of the availability of the EA during the public and agency 30-day review period.

#### **Section 106 of the National Historic Preservation Act**

Section 106 of the NHPA requires federal agencies to consider the impacts of their undertakings on historic properties. The implementing regulations for Section 106 (36 CFR 800) permit federal agencies to use the NEPA process for EAs in lieu of a separate Section 106 process to meet those requirements [36 CFR 800.8(c)]. The National Park Service included RIHPHC in internal scoping and alternatives development to identify the area of potential effect and the historic properties affected. The National Park Service has made a finding of "no adverse effect" for this undertaking. In compliance with Section 106, the National Park Service, through this EA, has provided RIHPHC with an assessment of effect for historic properties and a request for concurrence with NPS' determination. The National Park Service also is soliciting the views of the public on the expected effect of the action on historic properties through the public review of this EA.

**Coastal Zone Management Act**

A federal consistency determination is required for this project under the Coastal Zone Management Act. The coastal zone management program federal consistency review process is described in federal regulation 15 CFR 930, "Federal Consistency with Approved Coastal Management Programs." The coastal zone management program leaves day-to-day management decisions at the state level in Rhode Island. The Rhode Island Coastal Resources Management Council will review this project for federal consistency. The Federal Consistency Determination prepared for Rhode Island Coastal Resources Management Council is attached to this EA as appendix A.

## CHAPTER 5: ACRONYMS

American with Disabilities Act	(ADA)
Assessment of Effect	(AoE)
Best Management Practice	(BMP)
Code of Federal Regulations	(CFR)
Council on Environmental Quality	(CEQ)
Environmental Assessment	(EA)
Federal Emergency Management Agency	(FEMA)
Heating, Ventilating, and Air Conditioning	(HVAC)
National Environmental Policy Act	(NEPA)
National Historic Preservation Act	(NHPA)
National Park Service	(NPS)
Photovoltaic	(PV)
Rhode Island Historical Preservation and Heritage Commission	(RIHPHC)
Rhode Island Department of Environmental Management	(RIDEM)
Sail Newport, Inc.	(Sail Newport)
United States	(US)

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## CHAPTER 6: REFERENCES

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### Newport Jazz Festival

- 2015a “Newport Jazz Venues.” Accessed October 1, 2015.  
<http://www.newportjazzfest.org/index.php?pID=31>.
- 2015b “Fort Adams State Park.” Accessed October 1, 2015. <http://www.newportfolk.org/festival-info>.

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### Rhode Island Department of Environmental Management

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### Rhode Island Historical Preservation and Heritage Commission

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<http://www.riparks.com/Locations/LocationFortAdams.html>.

## Sail Newport

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## State of Rhode Island

- 2015a “Energy 2035 – Rhode Island State Energy Plan.” October 8, 2015.
- 2015b “Rhode Island State Guide Plan – Policy Overview.” August 2015.

## US Department of Agriculture-Natural Resources Conservation Service (USDA-NRCS)

- 2015 Soil Survey Staff, Web Soil Survey. Published September 22, 2015. Accessed December 30, 2015. <http://websoilsurvey.nrcs.usda.gov/>.

## **APPENDIX A: FEDERAL CONSISTENCY DETERMINATION**

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## FEDERAL CONSISTENCY DETERMINATION

### PROJECT DESCRIPTION

Sail Newport, in association with Rhode Island Department of Environmental Management (RIDEM), is proposing to build a new Marine Educational and Recreational Facility on its leased property at Fort Adams State Park (the park) to enhance and facilitate existing sailing related programs and provide space to create educational programs that would integrate area community programs with the water. Fort Adams State Park in Newport, Rhode Island, is a former property of the federal government that was transferred to the State of Rhode Island and Providence Plantations (State of Rhode Island) through three separate conveyances administered by the National Park Service (NPS). The Land and Water Conservation Fund provided funding that overlays all of Fort Adams State Park and places restrictions on the property that require it to be used for public outdoor recreation. On May 19, 1965, the General Services Administration, on behalf of the US government under the Federal Property and Administrative Services Act of 1949 (now called the Historic Surplus Property Program) transferred a parcel of property that included the fortification of Fort Adams to the State of Rhode Island for historic monument purposes. Two additional parcels were conveyed under separate deeds through the Federal Lands to Parks Program in 1978 and 1986 with restrictions to retain the land for a public park and public recreational uses. The 1965 deed, as amended, for the property transfer under the Historic Surplus Property Program allows the state to lease property to a qualified 501(c)3 tax exempt non-profit organization. Property along Brenton Cove is currently leased to Sail Newport (figure 1). Because this property was part of the original 1965 property conveyance, it is subject to the deed restriction requiring its “continued use and maintenance as a historic monument.” RIDEM currently administers the property on behalf of the state, and the National Park Service is charged with ensuring the property is used in perpetuity for continued use and maintenance as a historic monument.

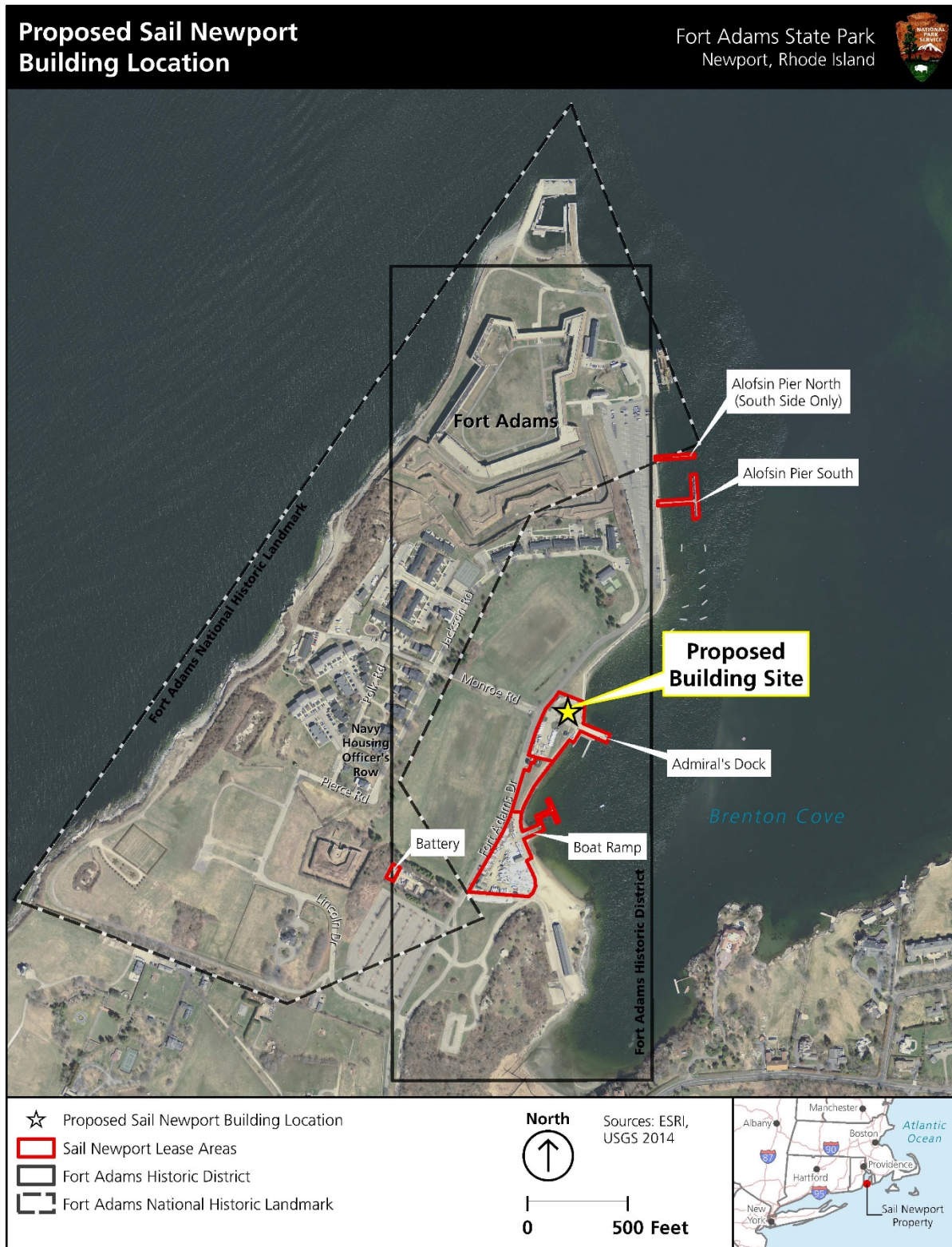
The purpose of Sail Newport is to encourage sailing and administer and promote public participation in and access to sailing related programs, events, and activities in Newport and adjacent waters. Instructional and racing programs are available for youth, young adults, and adults, and rental sailboats are available for recreation. Sail Newport provides programming for area institutions and financial aid to families in its youth program. The proposed building would include a new, approximately 8,000 square foot, three-story Marine Educational and Recreational Facility in the mid-park area at Fort Adams State Park serving water-dependent activities and Admiral’s Pier (figure 2). It would include classrooms, meeting rooms, offices, an event center, and regatta central and would function as the overall base of operations for Sail Newport’s marine education and recreational programs. Public restrooms and locker room facilities would be available for visitors to the park, including rugby, soccer, and lacrosse programs using the athletic fields in the mid-park area.

The proposed construction would include environmentally sustainable practices such as a solar photovoltaic system on the roof; energy efficient heating, ventilating, and air conditioning and lighting fixtures; landscape design; rainwater harvesting for irrigation and toilet flushing; and stormwater bioretention areas. Elements to prevent increased impacts from flood events include flood resistant building materials on the unoccupied first floor, locating the second floor at an elevation that is 3.5 feet above the base flood elevation of 12 feet, and flood vents and a check valve/back flow preventer to block discharges of untreated wastewater. A detailed analysis of the proposed project is presented in an environmental assessment prepared by the National Park Service.



**Figure 1. Sail Newport Leased Property Boundary**





**Figure 2. Sail Newport Proposed Building Location**

## APPLICABLE SECTIONS

The project is located along Fort Adams Drive within Fort Adams State Park in Newport, Rhode Island, and is adjacent to Breton Cove to the east. Breton Cove waters directly to the east of the project are considered Type 3 waters, whereas waters approximately 0.15 mile southeast of the project are considered Type 1 waters. There are no in-water components to the proposed project.

The applicable sections for the water use and project type are addressed in detail as follows.

### **Section 200.1: Type 1 Conservation Areas**

#### Policies:

1. The proposed project will not degrade scenic, wildlife, or plant habitat values of the Type 1 conservation areas southeast of the proposed project site. The project will not adversely impact water quality or the natural shoreline type of the nearby Type 1 conservation areas.
2. Not applicable to this project.
3. Not applicable to this project.
4. No adverse impacts on water quality of Type 1 waters are expected from this project. Although ground disturbance will occur on the site and new impervious areas will result, adverse impacts on water quality will be prevented by incorporating low impact development facilities and best management practices (BMPs). Stormwater runoff from the site will be collected in a storage tank and/or redirected to and treated within bioretention areas prior to reaching the nearby Type 1 waters of Breton Cove southeast of the site. Construction BMPs will minimize soil erosion and runoff and prevent adverse impacts on the quality of Breton Cove waters adjacent to the site (Type 3 water) and southeast (Type 1 water).
5. Not applicable to this project.
6. The proposed project will not interfere with public use and enjoyment of Fort Adams State Park.

### **Section 200.3: Type 3 High-Intensity Boating**

#### Policies:

1. There are no in-water activities associated with the proposed project in Fort Adams State Park. The proposed project will preserve and enhance the adjacent Type 3 waters for high-intensity boating and the services that support this activity. No other activities or alterations will significantly interfere with recreational boating activities or values.
2. The proposed project will enhance and continue to support recreational boating and public access to tidal waters through the highest priority uses of the Type 3 waters of Breton Cove and the adjoining land area of Fort Adams State Park. These uses include support of marinas, mooring areas, public launching ramps, boatyards surrounding Admiral's Pier, and the recreational sailing programs provided by Sail Newport.
3. The proposed project will provide some additional storage space for boating supplies.
4. The proposed project will improve the launching facilities by providing additional space for trucks and trailers to maneuver boats to Admiral's Pier.

### **Section 210.6: Manmade Shorelines**

#### Policies:

1. Though the shoreline adjacent to the project is hardened, the proposed project will not affect manmade shoreline structures.
2. Not applicable to this project.
3. Not applicable to this project.

**Section 220: Areas of Historic and Archaeological Significance**Policies:

1. The proposed project would be constructed within the Fort Adams Historic District, but to the east of the National Historic Landmark. There are no contributing elements to the Historic District located within or adjacent to the proposed project, and the project is located outside the National Historic Landmark; therefore, there would be no direct impacts on the Historic District or the National Historic Landmark. Although the new facility would be visible from several contributing elements within the Historic District, these impacts were minimized through revised design plans for the proposed facility based on consultation with and guidance provided by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC), resulting in minimal impacts on the Historic District and a finding of *no adverse effect*. Additionally, the proposed project will preserve the character-defining features of the Historic District and National Historic Landmark.
2. The proposed project will have minimal impacts on the Fort Adams Historic District resulting in a *no adverse effect* determination. The impacts were minimized through consultation with the RIHPHC and through revised design plans for the proposed facility so that the design fits within the context and setting of the Historic District and is consistent with contributing elements of the National Historic Landmark in both size and mass of the building. Therefore, the proposed action will not alter character-defining features of the Historic District or nearby National Historic Landmark in a manner that would diminish their integrity of location, design, setting, materials, workmanship, feeling or association.
3. The proposed project will not have adverse effects on any property listed in the National Register of Historic Places. As a result of the involvement of RIHPHC in the project design, there will be no diminishment or destruction of qualities that make surrounding property eligible for the National Register of Historic Places.
4. Because of potential impacts, RIHPHC met with the design team and reviewed the plans for the proposed Marine Educational and Recreational Facility early in the process. The designs for the proposed project were revised several times according to RIHPHC recommendations, including orientation of the building, simplification of the roofline, and modification of solar panel placement. These suggestions resulted in the proposed facility fitting within the Historic District and being consistent with contributing elements of the National Historic Landmark. There will be no significant impacts and *no adverse effects* on the Historic District or structures.
5. Not applicable to this project.

**Section 300.2: Filling, Removing, or Grading of Shoreline Features**

All ground-disturbing activities associated with construction of the new Marine Educational and Recreational Facility, including any filling, removing, or grading activities will be performed in accordance with applicable state and federal permits. BMPs stipulated in a stormwater management plan and approved by the State of Rhode Island will be implemented to control erosion and runoff during site development. The prepared plan will implement BMPs from the *Rhode Island Soil Erosion and Sediment Control Handbook* and be consistent with policies and standards of the Rhode Island Coastal Resources Management Program. Construction, including implementation of stormwater management BMPs, will proceed in accordance with the requirements outlined in the *Rhode Island Stormwater Design and Installation Standards Manual*.

**Section 300.3: Residential, Commercial, Industrial, and Recreational Structures**

Federal Emergency Management Agency (FEMA) maps indicate that portions the project are located within the 100-year floodplain as well as in a coastal high hazard area. The proposed project will implement various measures to prevent, minimize, and mitigate storm damage; endangerment of lives; and the public burden of post-storm disaster assistance. The construction will use flood resistant building materials and flood vents to prevent structural damage. The first floor will be unoccupied and the second floor will be located at elevation 15.5 feet North American Vertical Datum of 1988, which is 3.5 feet above the base flood elevation (12 feet). Additionally, the proposed building will be built in accordance with the design manuals, “Flood Resistant Construction – ASCE 24-05 Section 6.3.1, Wet Flood Proofing” and “FEMA 348 Principles and Practices for the Design and Construction of Flood Resistant Building Utility Systems.” Approval in the form of a variance from the Rhode Island Building Code Commission was obtained on November 11, 2013, for the building construction, design, and location.

**Section 300.6: Treatment of Sewage and Stormwater**

There are no wetlands or salt or freshwater ponds within the vicinity of the proposed project. A check valve/back flow preventer and other flood resistant systems will stop discharges of untreated wastewater to the surrounding environment and the sanitary sewer system during flood events. A stormwater management plan will be prepared and implemented in accordance with the *Rhode Island Soil Erosion and Sediment Control Handbook* that details stormwater BMPs and techniques to minimize and treat runoff at the site. Design of the proposed project will incorporate low impact development strategies and structural features to provide stormwater management and treatment. A rainwater harvesting system will collect stormwater from the roof for holding in an underground storage tank. First-flush diverters will divert the initial flow from the roof to three stormwater bioretention areas to allow for infiltration and treatment, resulting in minimal impacts from stormwater runoff. Although there will be ground disturbance associated with construction and a small increase in impervious surface after completion, the implementation of the stormwater management low impact design practices and erosion and sediment control measures will protect the water quality of the area. There are no salt marshes in the immediate vicinity of the project area. The project is not anticipated to have thermal impacts on or change the salinity of the receiving waters of Brenton Cove. Low dissolved oxygen concentrations are not an issue in the surrounding waters.

**Section 330: Guidelines for the Protection and Enhancement of the Scenic Value of the Coastal Region**

Views to the Breton Cove waters east of Fort Adams State Park will be preserved even with the construction of the proposed building. The building is three-stories with a small footprint that will continue to allow the public to see the water from all areas of the park to the west. The character of the proposed Marine Educational and Recreational Facility will not be inconsistent with other Fort Adams buildings in terms of size and mass. The roof plan and placement of solar panels were modified to minimize impacts on the historic nature and viewshed of Fort Adams. The roof design ensures that the coastal views from park areas to west of the proposed facility are not obstructed. The solar panels will be installed only on the southern roof of the structure, making them less visible from contributing features of the National Historic Landmark.

**Section 335: Protection and Enhancement of Public Access to the Shore**

The proposed project will not prevent or impede public access to coastal areas. One goal of the project is to enhance public access to coastal areas through sailing programs.

**Section 400: Federal Consistency**

1. This activity follows the requirements of the Coastal Zone Management Act, section 307(c) (1) and (2), 16 United States Code 1456 (c)(1) and (2), and 15 Code of Federal Regulations (CFR) part 930, subpart C.
2. Not applicable to this project.
3. Not applicable to this project.
4. Not applicable to this project.
5. This activity will be conducted in accordance with the procedures provided in the most recent version of the State of Rhode Island Coastal Resources Management Council's *Federal Consistency Manual*.

**DETERMINATION**

In accordance with 15 CFR 930 Subpart C, Consistency for federal activities, we have determined this action is consistent to the maximum extent practicable with the Rhode Island Coastal Resources Management Plan.

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As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering wise use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historic places, and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people. The department also promotes the goals of the Take Pride in America campaign by encouraging stewardship and citizen responsibility for the public lands and promoting citizen participation in their care. The department also has major responsibility for American Indian reservation communities and for people who live in island territories under US administration.

United States Department of the Interior – National Park Service