Date posted: AUGUST 2, 2022 by 4:00 P.M.

All items on this agenda are to be discussed and/or acted upon.

TOWN OF LITTLE COMPTON
Town Hall – 40 Commons

TOWN COUNCIL
MEETING OF AUGUST 4, 2022

Live streaming at
https://www.youtube.com/channel/UCNoKeQBPqI33aEtqzOXHO9g

AGENDA

7:00 P.M.

Salute to the Flag

First (1st) of Two (2) Public Hearings set to gather comment from the public regarding concerns or observations with natural hazard risks in town. The Hazard Mitigation Team will work to update the town’s plan to include public comment and how the town can work to minimize those risks. Hazard Mitigation Team to participate jointly with the Council during this hearing.

Announcements:

Approval of Minutes – 07-21-2022 Council meeting

Department Head Reports:

1. Town Clerk – monthly activity report for July 2022
2. Tax Assessor – monthly report for July 2022
3. Fire Department – monthly activity report for July 2022
4. Town Administrator – monthly report for July 2022
5. Finance Director – monthly report for July 2022

Old Business:

1. South Shore Beach/Goosewing Beach – Acknowledge receipt of the following documents:
   a. Letter of opinion and supporting documents received from Larry Anderson on the subject of the proposed Boundary Line Agreement and Grant of Easements; Goosewing Beach Stewardship Vehicles Parking Lease; and Goosewing Beach 2022 Management Agreement.
   b. Correspondence from John Berg, Sakonnet Landscape Program Manager, The Nature Conservancy (TNC) in Rhode Island speaking to the work and
relationship between the LC Beach Commission and TNC for joint beach management
2. Consider placement of "Shall new cannabis related licenses for businesses involved in the cultivation, manufacture, laboratory testing and for the retail sale of adult recreational use cannabis be issued in the town?" on the November 8 Election Ballot to ask if the town wishes to license cannabis establishments. Vote to refer to Board of Canvassers for certification to the Secretary of State’s Office, if question approved.
3. Recommendation from the Town Administrator and Beach Commission for award of contract for South Shore Beach Road Drainage project.
4. Confirm appointment of two (2) councilors to the working group tasked with providing recommendations to the Town Council regarding Amy Hart Path. The working group also includes Atty. Girard Galvin, Planner Alison Ring and two (2) appointees from the Planning Board.
   a. Receive a draft document provided to the Planning Board by Alison Ring RE: Private Roadways
5. Update on status of Mayflower Wind Project, hiring Attorney Marissa Desautel and her intervention on behalf of the town.

New Business:

1. Request from Angela Denham to discuss designating a location for a “Senior Center”
2. Vote to receive and authorize a Tennis Court Crack Repair Proposal received from J.G. Coffey Co. for work on the municipal tennis courts.
3. Notice from RI Dept. of Environmental Management of proposed permit action under the RIDEM Freshwater Wetlands program which regulates alterations to freshwater wetlands, buffers and floodplain under Chapter 2-1-18 et seq. of the RI General laws of 1956, as amended. Documents available for viewing and comment through RI DEM no later than 4 pm on Sept. 12, 2022
4. Recommendation from Town Administrator to support the Fire Chief in a fire apparatus replacement schedule which includes ordering a replacement for the current frontline pumper engine 2.

Board of License Commissioners: none

Communications:

1. Email received from Mike DeCotis informing the Council of the Tiverton Softball All Star Team (11/12 yr. olds) winning a state title and representing Rhode Island in the regional tournament. The Tiverton Team includes three (3) young ladies from Little Compton, Chloe Oliveira, Elodie Cannon and Kaylyn Aubuchon.
2. Email received from Walter Monroe expressing concern over the current method of exempting certain amounts from property valuation for various categories, and asking if it would be possible to set a tax credit for exemptions as a more consistent method of providing exemptions to those affected.
3. Letter with two (2) memorandums attached received from South Fork Wind regarding SFW Section 106 Notification of Proposed Project modification – onshore temporary laydown areas with no adverse effects to historic properties (areas identified located in New York)
Consent:

1. Copy of a resolution adopted by the Tiverton Town Council requesting a ballot question relating to Cannabis licensing within the Town of Tiverton be placed on the November 8, 2022 Election ballot.

Payment of Bills

Consent Agenda - All items listed are considered to be routine by the Town Council and will be enacted by one motion. There will be no separate discussion of these items unless a council member or citizen so requests in which event the item will be withdrawn from the General Order of business and considered in the normal sequence on the agenda.

All are welcome to any meeting at the town, which is open to the public. Individuals requiring communication assistance or any accommodation to ensure equal participation will need to contact the Town Clerk at 635-4400 not less than 48 hours prior to the meeting.
NOTICE
PUBLIC HEARING
August 4, 2022 at 7:00 PM
Town Hall, 40 Commons, Little Compton, RI

The Town of Little Compton Hazard Mitigation Team and Little Compton Town Council will hold a joint Public Hearing to accept comments on the five (5) year review of the Town’s Hazard Mitigation Plan. The Town is currently assessing our communities natural hazard risks and documenting how best to minimize those risks.

Anyone interested in submitting comments may do so in person during the hearing or in advance by written format to the Office of the Town Clerk, PO Box 226, Little Compton, RI or via email at cwordell@littlecomptonri.org

Carol A. Wordell, CMC, Town Clerk

Sakonnet Times – July 21, 2022
Minutes of a Town Council meeting held on July 21st, A.D. 2022 at 7:00 o’clock PM held in in-person format at the Town Hall, Council Chambers, 40 Commons, Little Compton, RI. Members present: Paul J. Golembeske, Andrew W. Iriarte-Moore (arrived at 7:14 PM), Gary S. Mataronas, Patrick McHugh and Robert L. Mushen. Also in attendance: Richard S. Humphrey, Town Solicitor, Antonio Teixeira, Town Administrator, and Police Chief Raynes.

Salute to the Flag.

Announcements:

1. The Little Compton Village Improvement Society and the Town are holding the Little Compton Community Day on August 6th at Veterans Field starting at 12 noon, with Touch a Truck, Chicken Barbeque at 4 pm – 6 pm, Soccer Games 5:30 pm – 7:30 pm, Music from 5 pm – 8 pm, Food by the Wilbur McMahan 8th Grade Class and local vendors and finishing off the day with Fireworks at 9 pm. Rain date will the August 7th.

2. All are encouraged to look at this week’s edition of the Sakonnet Times to see the listing of student’s performance for Wilbur McMahon and surrounding schools.

Motion made by Councilor Mataronas, receiving a second by Councilor Golembeske, all in favor (Golembeske, Mataronas, McHugh, Mushen): To approve, as written the July 5, 2022 Town Council meeting minutes.

Motion made by Councilor Mataronas, receiving a second by Councilor Golembeske, all in favor (Golembeske, Mataronas, McHugh, Mushen): To approve, as written the July 7, 2022 Town Council meeting minutes.

Motion made by Councilor Mataronas, receiving a second by Councilor Golembeske, all in favor (Golembeske, Mataronas, McHugh, Mushen): To approve, as written the July 12, 2022 Town Council meeting minutes.

Motion made by Councilor Golembeske, receiving a second by Councilor Mataronas, all in favor (Golembeske, Mataronas, McHugh, Mushen): To place on file the following Department Head Report for the month of June 2022:

1. Tax Assessor
2. Building Department
3. Police Department
4. Town Administrator

Reports on research conducted regarding the potential use of electric vehicles were filed from the Town Administrator, Fire Chief and Police Chief. Chief Raynes addressed the Council to note that currently there are only PILOT programs with fully electric police vehicles. Barrington is the only department in the state that has a fully electric vehicle, but that vehicle is only used by a Supervisor not as a pursuit vehicle. With the approval of the Council his department has recently ordered a HYBRID SUV and plans to move the department towards additional use of HYBRIDS. HYBRIDS self-charge and are proven as pursuit vehicles. Councilor Mataronas is still waiting for a cost analysis for charging stations. Chief Petrin’s report notes that there are only two fire departments in the country that are experimenting with electric fire apparatus. These prototypes carry a current cost of approx. $1.5 million dollars per truck. He noted that a HYBRID vehicle could be used for staff vehicles or utility vehicles.

Andrew W. Iriarte-Moore arrived at 7:14 PM.

Motion made by Councilor Mataronas, receiving a second by Councilor Iriarte-Moore, all in favor (Golembeske, Iriarte-Moore, Mataronas, McHugh, Mushen): To approve the following actions for transfer and encumbering funds for end year FY22:
1. Make the following transfers from the Contingency account (balance: $84,395) to accounts with shortfalls:

<table>
<thead>
<tr>
<th>Acct #</th>
<th>Account Name</th>
<th>Amount</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>1539</td>
<td>Conservation Commission</td>
<td>$40</td>
<td>Cost of surveys</td>
</tr>
<tr>
<td>1540</td>
<td>Insurance</td>
<td>$20,400</td>
<td>Unexpected post-FTM increase in cost</td>
</tr>
<tr>
<td>1570</td>
<td>Auditor</td>
<td>$1,220</td>
<td>Audit costs</td>
</tr>
<tr>
<td>1660</td>
<td>Social Services</td>
<td>$1,200</td>
<td>Impact of COVID</td>
</tr>
</tbody>
</table>

2. Make the following transfers from the indicated special funds to the indicated accounts with shortfalls:

<table>
<thead>
<tr>
<th>From Special Fund</th>
<th>Acct #</th>
<th>Account Name</th>
<th>Amount</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>330 (Town Code Fund)</td>
<td>1500</td>
<td>Town Council</td>
<td>$450</td>
<td>Number of Code changes</td>
</tr>
<tr>
<td>430 (Reval Fund)</td>
<td>1566</td>
<td>Revaluation</td>
<td>$21,300</td>
<td>Revaluation costs</td>
</tr>
</tbody>
</table>

3. Make the following intradepartmental revisions to beginning-of-year estimated budgets:

<table>
<thead>
<tr>
<th>Department</th>
<th>From Account</th>
<th>To Account</th>
<th>Amount</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>Police</td>
<td>1585 (Police)</td>
<td>1586 (Dispatch)</td>
<td>$15,000</td>
<td>Excessive illness overtime</td>
</tr>
</tbody>
</table>

4. Encumber the following amounts for the purposes noted:

<table>
<thead>
<tr>
<th>Acct #</th>
<th>Account Name</th>
<th>Amount</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>1510</td>
<td>Board of Canvassers</td>
<td>$1,800</td>
<td>Voter mailing</td>
</tr>
<tr>
<td>1530</td>
<td>Building Official</td>
<td>$3,000</td>
<td>Training/Education expenses</td>
</tr>
<tr>
<td>1534</td>
<td>Charter Review</td>
<td>$2,000</td>
<td>Mailings</td>
</tr>
<tr>
<td>1560</td>
<td>Finance Department</td>
<td>$2,000</td>
<td>Office equipment</td>
</tr>
<tr>
<td>1565</td>
<td>Assessor</td>
<td>$13,100</td>
<td>Appraisal costs, tax book printing, IAAO conference</td>
</tr>
<tr>
<td>1585</td>
<td>Police</td>
<td>$11,000</td>
<td>Vehicle maintenance ($8,000), Accreditation ($3,000)</td>
</tr>
<tr>
<td>1635</td>
<td>Highway</td>
<td>$160,500</td>
<td>Upcoming road repairs</td>
</tr>
<tr>
<td>1640</td>
<td>Public Works</td>
<td>$16,000</td>
<td>Upcoming road repairs</td>
</tr>
<tr>
<td>1665</td>
<td>Library</td>
<td>$4,550</td>
<td>Department expenses</td>
</tr>
<tr>
<td>1670</td>
<td>Recreation</td>
<td>$26,000</td>
<td>Field maintenance, court repairs, signage</td>
</tr>
<tr>
<td>1671</td>
<td>Beach</td>
<td>$6,464</td>
<td>Future capital needs</td>
</tr>
<tr>
<td>1677</td>
<td>Wilbour Woods Repair</td>
<td>$7,575</td>
<td>Ongoing repairs</td>
</tr>
</tbody>
</table>

5. Transfer the following account balances to the related Council-established funds for the purposes indicated:

<table>
<thead>
<tr>
<th>Acct #</th>
<th>Account Name</th>
<th>Fund Name</th>
<th>Amount</th>
<th>Reason</th>
</tr>
</thead>
<tbody>
<tr>
<td>1515</td>
<td>Legal Contingency</td>
<td>Legal Reserve</td>
<td>$15,000</td>
<td>Future legal expenses</td>
</tr>
<tr>
<td>1536</td>
<td>Housing Trust</td>
<td>Housing Revenue Fund</td>
<td>$358</td>
<td>Future housing initiatives</td>
</tr>
<tr>
<td>1610</td>
<td>Capital</td>
<td>Capital Fund</td>
<td>$79,100</td>
<td>Capital program</td>
</tr>
</tbody>
</table>

An electronic communication has been received from Nancy Howard offering documents concerning the Massachusetts Mayflower Wind Energy Project. Within said documents it is noted that the Energy Facility Siting Board will hear a permit on August 18th for cable placement that may affect Little Compton. This hearing is not an open meeting, public comment must be received by or before August 18 in order to be considered by the Board. Councilors Mataronas and Mushen expressed a desire to review and comment.
Councilor McHugh made a motion, seconded by Councilor Iriarte-Moore; discussion: To charge the Town Administrator to contact Attorney Marissa Desautel regarding work to represent Little Compton and intervening on the MayFlower Wind Project not to exceed $5,000, said intervention must be by July 29, 2022.

A brief discussion ensued regarding a similar instance in Narragansett where the Solicitor was engaged to represent Blackpoint Fishing. The Narraganset Town Council voted against this cabling on town property.

**Motion made by Councilor McHugh, receiving a second by Councilor Iriarte-Moore, all in favor (Iriarte-Moore, Mataronas, McHugh, Mushen) (Councilor Golembeske voting opposed):** To charge the Town Administrator to contact Attorney Marissa Desautel regarding work to represent Little Compton and intervening on the MayFlower Wind Project not to exceed $5,000, said intervention must be by July 29, 2022.

**Motion made by Councilor Mataronas, receiving a second by Councilor McHugh, all in favor (Golembeske, Iriarte-Moore, Mataronas, McHugh, Mushen):** To approve a request of Barbara Passmore to coordinate the Community Dinner on the Commons for September 11, 2022, police details will be assigned for the event.

Lavinia Gadsden asked to speak on a proposal to restore/reconstruct the tennis courts. She shared pictures of the cracks in the courts and noted that she represents approximately 45-50 who use the courts. The current tennis courts were reconstructed approximately 6 years ago, but seems not to have taken into consideration the wetness of the area. Councilor McHugh mentioned this is a difficult site due to wetlands. He did note that annual maintenance is normally done to help with the cracking. With the pandemic the annual maintenance may not have been done. The Recreation Committee will vote to authorize a maintenance proposal to be referred to the Town Council for final approval at its meeting scheduled for the 25th. Councilor Mataronas asked if ARPA funds may be available to replace the tennis courts. The Administrator would need to investigate further.

**Motion made by Councilor Mushen, receiving a second by Councilor McHugh, all in favor (Golembeske, Iriarte-Moore, Mataronas, McHugh, Mushen):** To task the Recreation Committee with expediting the repair of the existing tennis courts and to provide the Council with a recommendation on how to proceed with a permanent solution to the condition of the courts.

Three proposals were received as a result of an RFP for South Shore Town Beach Storm Water Damage Repair and Improvement South Shore Road as follows:

- **Wilkie Excavating Inc.**
  211 Long Highway
  Little Compton, RI 02837
  $55,795

- **Flynn Enterprise Inc.**
  1729 Broadway Unit 3
  Raynham, MA 02727
  $94,196

- **Narragansett Improvement Co.**
  223 Allen's Avenue
  Providence, RI 02903
  $99,763.97

**Motion made by Councilor Mushen, receiving a second by Councilor Mataronas, all in favor (Golembeske, Iriarte-Moore, Mataronas, McHugh, Mushen):** To convey to the Town Administrator the Town Council’s preference of Wilkie Excavating Inc. and ask that he speak with the Beach Commission and return with a final
recommendation for the South Shore Town Beach Storm Water Damage Repair and Improvement South Shore Road Project.

Motion made by Councilor Mataronas, receiving a second by Councilor Golembeske, all in favor (Golembeske, Iriarte-Moore, Mataronas, McHugh, Mushen): To adopt the following resolution:

TOWN OF LITTLE COMPTON, RHODE ISLAND

A RESOLUTION ALLOWING THE POLICE DEPARTMENT OF THE TOWN OF LITTLE COMPTON TO COLLABORATE WITH NONADJACENT RHODE ISLAND MUNICIPALITIES AND POLICE DEPARTMENTS THROUGH A PROPOSED STATEWIDE MUTUAL AID AGREEMENT

Whereas, the Little Compton Town Council wishes to promote cross-municipal police collaboration to assist the Little Compton Police Department in meeting the growing need of modern policing; and

Whereas, the RI General Assembly enacted RIGL 45-42-2 Non-emergency Police Power, amended in 2021 through Public Law 2021, Ch. 108 to provide the Town of Little Compton with a mechanism to authorize nonemergency mutual aid agreements between nonadjacent municipalities, and their police departments; and

Whereas, RIGL 45-42-2 allows municipal police departments to enter into nonemergency mutual aid agreements upon the adoption of a resolution by its municipal Council;

NOW, THEREFORE, BE IT RESOLVED:

1. The Little Compton Town Council hereby authorizes the Town of Little Compton’s police department to collaborate with nonadjacent Rhode Island municipalities and police departments pursuant to the Statewide Mutual Aid Agreement; and

2. This resolution shall take effect upon passage.

Robert L. Mushen, President
Little Compton Town Council

Motion made by Councilor Mataronas, receiving a second by Councilor Iriarte-Moore, all in favor (Golembeske, Iriarte-Moore, Mataronas, McHugh, Mushen): To adopt the following resolution:

RESOLUTION OF THE TOWN OF LITTLE COMPTON
LEGALIZATION OF ADULT RECREATION USE OF MARIJUANA

WHEREAS, House Bill 7593Aaa and Senate Bill 2430Aaa, known as the Rhode Island Cannabis Act, were approved by the Rhode Island General Assembly on May 24, 2022; and

WHEREAS, Governor Daniel McKee signed the Rhode Island Cannabis Act into law on May 25, 2022; and

WHEREAS, the Rhode Island Cannabis Act legalizes recreational marijuana for adults 21 years of age or older; and

WHEREAS, our cities and towns will bear most of the direct burden to pay for and deal with implementation and public consequences.

NOW, THEREFORE, BE IT RESOLVED, That the Town of Little Compton hereby memorializes the General Assembly’s authorization in §21-28.11-15(a) of Rhode Island General Laws that any city or town council,
with the approval of the qualified electors, by resolution of the city or town council to be printed on the ballot in an election held on or before November 8, 2022, the following question: "Shall new cannabis related licenses for businesses involved in the cultivation, manufacture, laboratory testing and for the retail sale of adult recreational use cannabis be issued in the town?"

BE IT FURTHER RESOLVED, the Town of Little Compton Town Council, upon the adoption of this resolution, will forward a copy of the resolution to the Department of Business Regulation's Office of Cannabis Regulation to ensure that no new cannabis-related licenses are issued unless and until the electors of the town vote to approve the issuance of new cannabis-related licenses within the town.

BE IT FURTHER RESOLVED, If the Town of Little Compton voters authorize new cannabis-related licenses for businesses involved in the cultivation, manufacture, laboratory testing and for the retail sale of adult recreational use cannabis, the Rhode Island Cannabis Act enables the town to adopt ordinances that ban or impose restrictions on the smoking or vaporizing of marijuana in public places.

Passed as a resolution of the Town of Little Compton Town Council this 21st day of July, 2022.

Robert L. Mushen, President
Little Compton Town Council

The Council President will return August 4th with a proposal to consider including a question on the November 8th ballot concerning licensing in town for cannabis facilities.

Motion made by Councilor Mataronas, receiving a second-by Councilor Iriarte-Moore, all in favor
(Golembeske, Iriarte-Moore, Mataronas, McHugh, Mushen): To allow the Police Chief to proceed with the purchase of a new Variable Message Sign Board to replace the current aging board.

Motion made by Councilor Mataronas, receiving a second by Councilor Iriarte-Moore, all in favor
(Golembeske, Iriarte-Moore, Mataronas, McHugh, Mushen): To approve a request made by the United Congregational Church to use the Town Landing on August 28, 2022 at 10 am for its Summer Beach Service with adherence to all state and local requirements.

Motion made by Councilor Mataronas, receiving a second by Councilor Iriarte-Moore, all in favor
(Golembeske, Iriarte-Moore, Mataronas, McHugh, Mushen): That the recommendation of the Tax Assessor for the cancellation of the following taxes be granted under Section 44-7-14 of the General Laws of Rhode Island, as amended:

<table>
<thead>
<tr>
<th>Act/Name</th>
<th>Plat/Lot/MV</th>
<th>Abatement Value</th>
<th>Abatement</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bardsley, Catherine S</td>
<td>02-0077-89</td>
<td>$1,000</td>
<td>$11.98</td>
<td>2020</td>
</tr>
<tr>
<td>Tangible, Silk Tree Farm</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Silvia, Ian &amp; Lori</td>
<td>06-0932-50</td>
<td>$1,800</td>
<td>$19.19</td>
<td>2011</td>
</tr>
<tr>
<td>Tangible, Fried Glass Studios</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ougheltree, Andrew G</td>
<td>14-0055-00</td>
<td>$3,300</td>
<td>$37.22</td>
<td>2014</td>
</tr>
<tr>
<td>Nashman &amp; Associates</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$3,300</td>
<td>$35.51</td>
<td></td>
<td>2013</td>
<td></td>
</tr>
<tr>
<td>$3,000</td>
<td>$32.38</td>
<td></td>
<td>2012</td>
<td></td>
</tr>
<tr>
<td>$3,000</td>
<td>$31.98</td>
<td></td>
<td>2011</td>
<td></td>
</tr>
<tr>
<td>$1,000</td>
<td>$9.22</td>
<td></td>
<td>2009</td>
<td></td>
</tr>
<tr>
<td>$1,000</td>
<td>$9.24</td>
<td></td>
<td>2008</td>
<td></td>
</tr>
</tbody>
</table>
Xerox Services  ACS system in clerk’s office
24-0022-00  $4,919  $55.49  2014

Barboza, Donatella
04-0713-32  Dona’s Angel  $1,000  $12.08  2021

The Planning Board resubmitted a request for the Council to schedule a public hearing concerning two areas of the Zoning Ordinance they believe need amending. Chapter 14-5.11 adding section j and 14-301, c amending the language. Both proposals were a direct result of the Building Inspector/Zoning Official asking for updates to the Code for consistency. After a brief discussion the following was voted:

**Motion made by Councilor Golembeske, receiving a second by Councilor McHugh, all in favor (Golembeske, Iriarte-Moore, Mataronas, McHugh, Mushen):** To schedule a public hearing to consider two (2) amendments to Chapter 14 of the Town Code for the meeting in August on the 18th.

**Motion made by Councilor Golembeske, receiving a second by Councilor McHugh, all in favor (Golembeske, Iriarte-Moore, Mataronas, McHugh, Mushen):** To place on file consent calendar #1 - Bill Summary supplied by the Town Solicitor to summarize FY22.

**Motion made by Councilor Mataronas, receiving a second by Councilor Golembeske, all in favor (Golembeske, Iriarte-Moore, Mataronas, McHugh, Mushen):** That the bills be allowed and ordered paid as follows:
$63,730.67

<table>
<thead>
<tr>
<th>Service Provider</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pyrotecnico - Civic Rec*</td>
<td>$3,775.00</td>
</tr>
<tr>
<td>Mike W Rocha II LLC - Civic Rec*</td>
<td>$200.00</td>
</tr>
<tr>
<td>RI Energy - Peckham Lot</td>
<td>$183.33</td>
</tr>
<tr>
<td>RI Energy - Town Dock</td>
<td>$36.58</td>
</tr>
<tr>
<td>RI Energy - Transfer Station</td>
<td>$120.37</td>
</tr>
<tr>
<td>RI Energy - Adamsville Street Lights</td>
<td>$74.95</td>
</tr>
<tr>
<td>RI Energy - Town Hall</td>
<td>$644.68</td>
</tr>
<tr>
<td>RI Energy - Public Safety Complex</td>
<td>$1,427.16</td>
</tr>
<tr>
<td>RI Energy - 100F</td>
<td>$31.19</td>
</tr>
<tr>
<td>RI Energy - 32 Commons</td>
<td>$43.50</td>
</tr>
<tr>
<td>RI Energy - Street Lights</td>
<td>$22.28</td>
</tr>
<tr>
<td>RI Energy - Cell Tower</td>
<td>$508.97</td>
</tr>
<tr>
<td>Pannone Lopes Devereaux &amp; O'Gara LLC - Legal other</td>
<td>$157.50</td>
</tr>
<tr>
<td>CAI Technologies - Computer/GIS</td>
<td>$1,200.00</td>
</tr>
<tr>
<td>Vision Government Solutions Inc. - Revaluation</td>
<td>$3,395.64</td>
</tr>
<tr>
<td>Vision Government Solutions Inc. - computer</td>
<td>$7,861.00</td>
</tr>
<tr>
<td>Vision Government Solutions Inc. - computer</td>
<td>$2,475.00</td>
</tr>
<tr>
<td>Vision Government Solutions Inc. - computer</td>
<td>$4,792.00</td>
</tr>
<tr>
<td>Vision Government Solutions Inc. - computer</td>
<td>$4,124.00</td>
</tr>
<tr>
<td>CAI Technologies - Computer/GIS</td>
<td>$1,048.00</td>
</tr>
<tr>
<td>Paul Borges - Public Safety Complex</td>
<td>$129.58</td>
</tr>
<tr>
<td>Jeffrey H Lope - Public Safety Complex</td>
<td>$65.34</td>
</tr>
<tr>
<td>Chris Osborne Jr. - Town Hall</td>
<td>$127.62</td>
</tr>
<tr>
<td>Humphrey's - DPW</td>
<td>$45.96</td>
</tr>
<tr>
<td>Western Environmental - Transfer Station</td>
<td>$142.50</td>
</tr>
<tr>
<td>Wilburs General Store - Maintenance</td>
<td>$17.68</td>
</tr>
<tr>
<td>West Pars &amp; Supplies Inc. - Highway</td>
<td>$93.80</td>
</tr>
<tr>
<td>Mello's Diesel Serve Inc. - highway</td>
<td>$750.73</td>
</tr>
<tr>
<td>Vendor / Department</td>
<td>Amount</td>
</tr>
<tr>
<td>----------------------------------------------------------</td>
<td>---------</td>
</tr>
<tr>
<td>Rich McGee &amp; Son - Highway</td>
<td>$275.00</td>
</tr>
<tr>
<td>Rob's Auto Care Inc. - DPW</td>
<td>$15.00</td>
</tr>
<tr>
<td>RS Rental Equipment Co - Highway</td>
<td>$149.38</td>
</tr>
<tr>
<td>RS Rental Equipment Co - Highway</td>
<td>$28.95</td>
</tr>
<tr>
<td>Lynch Corp - Highway</td>
<td>$182.32</td>
</tr>
<tr>
<td>Lynch Corp - Highway</td>
<td>$172.00</td>
</tr>
<tr>
<td>Westport Winwater Works Co - Highway</td>
<td>$375.00</td>
</tr>
<tr>
<td>Daves Lawnmower Repair - DPW</td>
<td>$168.77</td>
</tr>
<tr>
<td>Ralco Electric Inc - Cell Tower</td>
<td>$2,965.00</td>
</tr>
<tr>
<td>Paychex of NY LLC - Finance</td>
<td>$525.55</td>
</tr>
<tr>
<td>AB Planning &amp; Mapping - Planning Bd and ARPA funds</td>
<td>$967.50</td>
</tr>
<tr>
<td>Carol A Wordell - Canvassers</td>
<td>$65.00</td>
</tr>
<tr>
<td>GovOS Inc - computer</td>
<td>$1,299.00</td>
</tr>
<tr>
<td>Aquidneck Mooring - Harbor Mngt. Funds</td>
<td>$1,093.14</td>
</tr>
<tr>
<td>Aquidneck Mooring - Harbor Mngt. Funds</td>
<td>$407.00</td>
</tr>
<tr>
<td>East Bay Media Group - probate</td>
<td>$45.00</td>
</tr>
<tr>
<td>East Bay Media Group - probate</td>
<td>$45.00</td>
</tr>
<tr>
<td>WBM Mason - town hall - administrator</td>
<td>$34.91</td>
</tr>
<tr>
<td>Petro - gasoline</td>
<td>$3,740.95</td>
</tr>
<tr>
<td>Petro - diesel</td>
<td>$1,170.80</td>
</tr>
<tr>
<td>Crystal Rock - Town hall - Transfer Station</td>
<td>$115.96</td>
</tr>
<tr>
<td>Everlasting Designs - computer</td>
<td>$250.00</td>
</tr>
<tr>
<td>Everlasting Designs - computer</td>
<td>$225.00</td>
</tr>
<tr>
<td>Everlasting Designs - computer</td>
<td>$1,200.00</td>
</tr>
<tr>
<td>Vics Car Washes - Police Dept.</td>
<td>$19.00</td>
</tr>
<tr>
<td>RITBA - Police Dept.</td>
<td>$6.00</td>
</tr>
<tr>
<td>The Shaffron Group Inc. - Police Dept.</td>
<td>$177.00</td>
</tr>
<tr>
<td>AAA Police Supply - Police Dept.</td>
<td>$2,685.00</td>
</tr>
<tr>
<td>Verizon - Police Dept.</td>
<td>$82.83</td>
</tr>
<tr>
<td>Crystal Rock - Police Dept.</td>
<td>$50.33</td>
</tr>
<tr>
<td>Cox - Police Dept.</td>
<td>$70.00</td>
</tr>
<tr>
<td>Rob's Auto Care Inc. - Police Dept.</td>
<td>$110.00</td>
</tr>
<tr>
<td>Rob's Auto Care Inc. - Police Dept.</td>
<td>$26.10</td>
</tr>
<tr>
<td>Rob's Auto Care Inc. - Police Dept.</td>
<td>$985.45</td>
</tr>
<tr>
<td>Wilbur's General Store - Police Dept.</td>
<td>$12.82</td>
</tr>
<tr>
<td>Cox - Fire Dept.</td>
<td>$74.69</td>
</tr>
<tr>
<td>WBM Mason - Fire Dept.</td>
<td>$29.90</td>
</tr>
<tr>
<td>Don's Marine Inc - Fire Dept.</td>
<td>$364.60</td>
</tr>
<tr>
<td>Home Depot - Fire Dept.</td>
<td>$146.91</td>
</tr>
<tr>
<td>Rob's Auto Care Inc. - Fire Dept.</td>
<td>$466.20</td>
</tr>
<tr>
<td>LG Communications - Fire Dept.</td>
<td>$38.25</td>
</tr>
<tr>
<td>Bristol County Fire Chiefs Assoc. - Fire Dept.</td>
<td>$500.00</td>
</tr>
<tr>
<td>Wilbur's General Store - Fire Dept.</td>
<td>$15.83</td>
</tr>
<tr>
<td>Crystal Rock - Fire Dept.</td>
<td>$58.59</td>
</tr>
<tr>
<td>Paul's Press - Amb. Reimb. Fund</td>
<td>$54.00</td>
</tr>
<tr>
<td>Saint Anne's Hospital - Amb. Reimb. Fund</td>
<td>$65.91</td>
</tr>
<tr>
<td>Brown Emergency Medicine - Amb. Reimb. Fund</td>
<td>$250.00</td>
</tr>
<tr>
<td>Bound Tree - Amb. Reimb. Fund</td>
<td>$143.07</td>
</tr>
<tr>
<td>Firematic Supply Co Inc. - Amb. Reimb. Fund</td>
<td>$53.00</td>
</tr>
<tr>
<td>Teleflex - Amb. Reimb. Fund</td>
<td>$194.50</td>
</tr>
</tbody>
</table>
Batteries & Bulbs - Amb. Reimb. Fund $56.79
Bound Tree - Amb. Reimb. Fund $144.66
Firematic Supply Co Inc. - Amb. Reimb. Fund $170.50 $1,132.43
Griggs & Browne Co Inc - Public Safety Complex (fire) $50.00
Griggs & Browne Co Inc - Public Safety Complex (police) $50.00
Paychex of NY LLC - Finance $540.15
Richard S. Humphrey - Town Solicitor $4,480.00
Richard S. Humphrey - legal other $1,496.00
Richard S. Humphrey - legal other $1,052.00

With no further business before the Council the meeting was declared adjourned at 8:06 PM.

Carol A. Wordell, CMC, Town Clerk
Carol A. Wordell, CMC, Town Clerk  
40 Commons  
PO Box 226  
Town of Little Compton, RI

To: Antonio A. Teixeira  
Town Administrator

From: Carol A. Wordell, CMC  
Town Clerk

Date: August 1, 2022

The office of the Town Clerk handles on a daily basis a wide array of tasks. During the month of July the following figures display the volume of work:

Dump stickers 146 issued  
Recording land evidence 61 instruments recorded  
Dog licenses – 8  
Vital records certified copies issued – 24  
Marriage License issued - 5  
Miscellaneous fees collected for Probate, copying, appliance etc. – see attached.

In addition to our day to day activities we have the following:

- Probate Court responsibilities
- Council Clerk responsibilities – meetings, minutes, follow up actions
- Coordinate with the IT personnel for day-to-day issues, oversee website daily needs, audio/visual needs for council chambers in prep for hybrid meetings
- Ongoing responsibilities as Wellness Coordinator for the Trust, sharing multiple opportunities to achieve better overall health
- Continue assisting Hazard Mitigation Team with their 5 year review
- Continued Training with Central Voter Registry System for upcoming Elections
  - Meetings for Board of Canvassers and duties relating to election filings
  - Attended seminar at Board of Elections
- Attended NE City and Town Clerks’ Association Board meeting
- Assisted Beach Commission with learning new sound system in chambers
# Distribution Summary Report

**TOWN OF LITTLE COMPTON Town Clerk**  
**Town of Little Compton**  

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>ACCOUNT NUMBER</th>
<th>ACCOUNT TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal Lien Certificate</td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Historical Records - Town</td>
<td>381</td>
<td>$60.00</td>
</tr>
<tr>
<td>Technology 10%</td>
<td>382</td>
<td>$331.50</td>
</tr>
<tr>
<td>Spay/Neuter</td>
<td>386</td>
<td>$8.00</td>
</tr>
<tr>
<td>License: Private Detective</td>
<td>4200</td>
<td>$0.00</td>
</tr>
<tr>
<td>Copies &amp; Other Services</td>
<td>4200</td>
<td>$185.68</td>
</tr>
<tr>
<td>Trade Names</td>
<td>4200</td>
<td>$10.00</td>
</tr>
<tr>
<td>Recordings 50%</td>
<td>4300</td>
<td>$3,007.50</td>
</tr>
<tr>
<td>Probate Court Fees</td>
<td>4305</td>
<td>$90.00</td>
</tr>
<tr>
<td>Probate Advertising</td>
<td>4306</td>
<td>$135.00</td>
</tr>
<tr>
<td>Marriage License - State</td>
<td>4309</td>
<td>$80.00</td>
</tr>
<tr>
<td>Historical Records - State</td>
<td>4309</td>
<td>$180.00</td>
</tr>
<tr>
<td>Vital Statistics - State</td>
<td>4309</td>
<td>$208.00</td>
</tr>
<tr>
<td>Realty Stamps – State</td>
<td>4310</td>
<td>$0.00</td>
</tr>
<tr>
<td>Realty Stamps Town</td>
<td>4310</td>
<td>$0.00</td>
</tr>
<tr>
<td>Misc License and Permit</td>
<td>4317</td>
<td>$575.00</td>
</tr>
<tr>
<td>License: Holiday</td>
<td>4317</td>
<td>$0.00</td>
</tr>
<tr>
<td>License: Victualling</td>
<td>4317</td>
<td>$0.00</td>
</tr>
<tr>
<td>Vital Statistics - Town</td>
<td>4317</td>
<td>$256.00</td>
</tr>
<tr>
<td>Entertainment License</td>
<td>4317</td>
<td>$0.00</td>
</tr>
<tr>
<td>Marriage License - Town</td>
<td>4317</td>
<td>$40.00</td>
</tr>
<tr>
<td>Alcoholic Beverage License</td>
<td>4319</td>
<td>$30.00</td>
</tr>
<tr>
<td>License: Beverage Advertising</td>
<td>4319</td>
<td>$0.00</td>
</tr>
<tr>
<td>Animal License</td>
<td>4320</td>
<td>$40.00</td>
</tr>
<tr>
<td>License: Kennel</td>
<td>4320</td>
<td>$0.00</td>
</tr>
<tr>
<td>Dump</td>
<td>4325</td>
<td>$1,150.45</td>
</tr>
<tr>
<td>Appliance Dump</td>
<td>4330</td>
<td>$700.00</td>
</tr>
</tbody>
</table>

**TOTAL: $7,088.13**
August 1, 2022

To: Town Administrator  
   Antonio A. Teixeira

From: Denise M. Cosgrove, RICA  
       Tax Assessor

Re: DEPARTMENT HEAD REPORT

The month of July:

- Reviewed, proofed and indorsed tax bills for printing.
- Prepared tax roll for tax books printing.
- Prepared plat map books for printing.
- Uploaded building permits for the current year for field review and updates.
- Funneled, as the usual this time of year, numerous taxpayers questions and concerns "Where's my bill, how much do I owe".
- Answered the continuous questions concerning the recent Legislative changes, mainly motor vehicles and veterans.
- Continually updating deeds and all property records where needed.

Respectfully submitted,

[Signature]

Denise M. Cosgrove, RICA  
Tax Assessor
Little Compton Fire Department

Monthly Report

July 2022
### Incidents By Time And Day

<table>
<thead>
<tr>
<th></th>
<th>SUN</th>
<th>MON</th>
<th>TUE</th>
<th>WED</th>
<th>THR</th>
<th>FRI</th>
<th>SAT</th>
<th>TOTALS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 AM</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 AM</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 AM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 AM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 AM</td>
<td>2</td>
<td>1</td>
<td></td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>6 AM</td>
<td></td>
<td></td>
<td></td>
<td>1</td>
<td>1</td>
<td></td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>7 AM</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>8 AM</td>
<td>2</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>9 AM</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>10 AM</td>
<td>3</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td>1</td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>11 AM</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td></td>
<td>3</td>
<td>2</td>
<td>11</td>
</tr>
<tr>
<td>12 AM</td>
<td></td>
<td></td>
<td></td>
<td>1</td>
<td></td>
<td>2</td>
<td>2</td>
<td>6</td>
</tr>
<tr>
<td>1 PM</td>
<td>3</td>
<td></td>
<td></td>
<td>1</td>
<td></td>
<td>2</td>
<td>2</td>
<td>8</td>
</tr>
<tr>
<td>2 PM</td>
<td>1</td>
<td></td>
<td>3</td>
<td>3</td>
<td>1</td>
<td></td>
<td></td>
<td>8</td>
</tr>
<tr>
<td>3 PM</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td></td>
<td>2</td>
<td></td>
<td></td>
<td>10</td>
</tr>
<tr>
<td>4 PM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>5 PM</td>
<td></td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td>1</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>6 PM</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>7 PM</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td>2</td>
<td></td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>8 PM</td>
<td>1</td>
<td>1</td>
<td></td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>9 PM</td>
<td>1</td>
<td></td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>10 PM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>11 AM</td>
<td></td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>12 AM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>21</td>
<td>14</td>
<td>10</td>
<td>14</td>
<td>11</td>
<td>21</td>
<td>16</td>
<td>107</td>
</tr>
</tbody>
</table>

**GRAND TOTAL:** 107

### NFPA Part III: Fire And Incident Type Breakdown

**A. Structure Fires By Fixed Property Use**

<table>
<thead>
<tr>
<th>Type of Fire</th>
<th>Number</th>
<th>Deaths</th>
<th>Injury</th>
<th>Dollar Loss</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Private Dwellings (1 or 2 Family)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>2. Apartments (3 or More Families)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>3. Hotels and Motels</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>4. All Other Residential</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>5. TOTAL RESIDENTIAL FIRES</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type of Fire</th>
<th>Number</th>
<th>Deaths</th>
<th>Injury</th>
<th>Dollar Loss</th>
</tr>
</thead>
<tbody>
<tr>
<td>6. Public Assembly</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>7. Schools and Colleges</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>8. Health Care and Penal Institutions</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>9. Stores and Offices</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>10. Industry, Utility, Defense, Laboratories</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>11. Storage in Structures</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>12. Other Structures</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>13. TOTAL STRUCTURE FIRES</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

**B. Other Fires And Incidents**

<table>
<thead>
<tr>
<th>Type of Fire</th>
<th>Number</th>
<th>Deaths</th>
<th>Injury</th>
<th>Dollar Loss</th>
</tr>
</thead>
<tbody>
<tr>
<td>14. Fires in Highway Vehicles</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>15. Fires Outside of Structures With Value Involved</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>16. Fires Outside of Structures With No Value Involved</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>17. Fires in Rubbish</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>18. All Other Fires</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>19. TOTALS FOR ALL FIRES</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type of Fire</th>
<th>Number</th>
<th>Deaths</th>
<th>Injury</th>
<th>Dollar Loss</th>
</tr>
</thead>
<tbody>
<tr>
<td>20. Rescue, Emergency Medical Responses</td>
<td>66</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>21. False Alarm Responses</td>
<td>10</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
### NFPA Part IV: False Alarm Responses

<table>
<thead>
<tr>
<th>Type Of Call</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Malicious, Mischievous False Call</td>
<td>0</td>
</tr>
<tr>
<td>2. System Malfunction</td>
<td>4</td>
</tr>
<tr>
<td>3. Unintentional</td>
<td>5</td>
</tr>
<tr>
<td>4. Other False Alarms</td>
<td>2</td>
</tr>
</tbody>
</table>

### Incident Type Category Breakdown

<table>
<thead>
<tr>
<th>Incident Type Category</th>
<th>Occurrences</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>[100-199] Fire/Explosion</td>
<td>1</td>
<td>0.9</td>
</tr>
<tr>
<td>[200-299] Overpressure Rupture</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>[300-399] Rescue Call</td>
<td>74</td>
<td>69.2</td>
</tr>
<tr>
<td>[400-499] Hazardous Condition</td>
<td>3</td>
<td>2.8</td>
</tr>
<tr>
<td>[500-599] Service Call</td>
<td>13</td>
<td>12.1</td>
</tr>
<tr>
<td>[600-699] Good Intent Call</td>
<td>4</td>
<td>3.7</td>
</tr>
<tr>
<td>[700-799] False Call</td>
<td>11</td>
<td>10.3</td>
</tr>
<tr>
<td>[800-899] Severe Weather/Natural Disaster</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>[900-999] Special Type/Complaint</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>Undetermined</td>
<td>1</td>
<td>0.9</td>
</tr>
<tr>
<td>TOTAL</td>
<td>107</td>
<td>100.0</td>
</tr>
</tbody>
</table>

### Fixed Property Type Category Breakdown

<table>
<thead>
<tr>
<th>Fixed Property Type Category</th>
<th>Occurrences</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>[100-199] Public Assembly Properties</td>
<td>1</td>
<td>0.9</td>
</tr>
<tr>
<td>[200-299] Educational Properties</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>[300-399] Institutional Properties</td>
<td>1</td>
<td>0.9</td>
</tr>
<tr>
<td>[400-499] Residential Properties</td>
<td>73</td>
<td>68.2</td>
</tr>
<tr>
<td>[500-599] Mercantile Properties</td>
<td>3</td>
<td>2.8</td>
</tr>
<tr>
<td>[600-699] Utilities/Technology/Farming/Mining</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>[700-799] Manufacturing Properties</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>[800-899] Storage Properties</td>
<td>7</td>
<td>6.5</td>
</tr>
<tr>
<td>[900-999] Special Properties</td>
<td>21</td>
<td>19.6</td>
</tr>
<tr>
<td>None</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>Undetermined</td>
<td>1</td>
<td>0.9</td>
</tr>
<tr>
<td>TOTAL</td>
<td>107</td>
<td>100.0</td>
</tr>
</tbody>
</table>

### Fire District Breakdown

<table>
<thead>
<tr>
<th>Fire District</th>
<th>Occurrences</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH WEST</td>
<td>9</td>
<td>8.4</td>
</tr>
<tr>
<td>WESTPORT</td>
<td>2</td>
<td>1.9</td>
</tr>
</tbody>
</table>
SOUTH WEST 12
NORTH CENTRAL 26
NORTH EAST 24
CENTRAL 4
SOUTH 20
TIVERTON 10
TOTAL 107

11.2
24.3
22.4
3.7
18.7
9.3
100.0

Personnel Breakdown

<table>
<thead>
<tr>
<th>Name</th>
<th>Pers. Form</th>
<th>Time Sheet</th>
<th>Reporting</th>
<th>Approving</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unknown</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Lieutenant David A Nickerson</td>
<td>0</td>
<td>0</td>
<td>36</td>
<td>36</td>
</tr>
<tr>
<td>Lieutenant James B Vandal</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>10</td>
</tr>
<tr>
<td>Firefighter Jonathan J Bednarz</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Firefighter Matthew T Hughes</td>
<td>0</td>
<td>0</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>Captain Randall A Watt</td>
<td>0</td>
<td>0</td>
<td>29</td>
<td>29</td>
</tr>
<tr>
<td>Firefighter Samuel T Hussey</td>
<td>0</td>
<td>0</td>
<td>21</td>
<td>19</td>
</tr>
<tr>
<td>TOTAL</td>
<td>0</td>
<td>0</td>
<td>107</td>
<td>107</td>
</tr>
</tbody>
</table>

Apparatus Breakdown

<table>
<thead>
<tr>
<th>Apparatus</th>
<th>Responses</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire Chief's Car</td>
<td>9</td>
<td>6.1</td>
</tr>
<tr>
<td>Fire Prevention Car</td>
<td>16</td>
<td>10.8</td>
</tr>
<tr>
<td>Engine 2</td>
<td>25</td>
<td>16.9</td>
</tr>
<tr>
<td>Fire Boat</td>
<td>4</td>
<td>2.7</td>
</tr>
<tr>
<td>PORTSMOUTH RESCUE</td>
<td>1</td>
<td>0.7</td>
</tr>
<tr>
<td>Rescue 1</td>
<td>10</td>
<td>6.8</td>
</tr>
<tr>
<td>Rescue 2</td>
<td>62</td>
<td>41.9</td>
</tr>
<tr>
<td>Squad</td>
<td>3</td>
<td>2.0</td>
</tr>
<tr>
<td>Tanker 1</td>
<td>1</td>
<td>0.7</td>
</tr>
<tr>
<td>TIVERTON ENGINE</td>
<td>3</td>
<td>2.0</td>
</tr>
<tr>
<td>TIVERTON RESCUE 1</td>
<td>9</td>
<td>6.1</td>
</tr>
<tr>
<td>TIVERTON RESCUE 2</td>
<td>1</td>
<td>0.7</td>
</tr>
<tr>
<td>TIVERTON TANKER</td>
<td>1</td>
<td>0.7</td>
</tr>
<tr>
<td>WESTPORT ENGINE</td>
<td>1</td>
<td>0.7</td>
</tr>
<tr>
<td>WESTPORT RESCUE 1</td>
<td>1</td>
<td>0.7</td>
</tr>
<tr>
<td>WESTPORT RESCUE 2</td>
<td>1</td>
<td>0.7</td>
</tr>
<tr>
<td>TOTAL</td>
<td>148</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Incident Type

<table>
<thead>
<tr>
<th>Incident Type</th>
<th>Occurrences</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Reported</td>
<td>1</td>
<td>0.9</td>
</tr>
<tr>
<td>Building fire</td>
<td>1</td>
<td>0.9</td>
</tr>
<tr>
<td>Emergency medical service incident, other</td>
<td>7</td>
<td>6.5</td>
</tr>
<tr>
<td>EMS call, excluding vehicle accident with injury</td>
<td>60</td>
<td>56.1</td>
</tr>
<tr>
<td>Motor vehicle accident with injuries</td>
<td>2</td>
<td>1.9</td>
</tr>
<tr>
<td>Water &amp; ice-related rescue, other</td>
<td>1</td>
<td>0.9</td>
</tr>
<tr>
<td>Watercraft Rescue</td>
<td>4</td>
<td>3.7</td>
</tr>
<tr>
<td>Gas leak (natural gas or LPG)</td>
<td>1</td>
<td>0.9</td>
</tr>
<tr>
<td>Electrical wiring/equipment problem, other</td>
<td>1</td>
<td>0.9</td>
</tr>
<tr>
<td>Arcing, shorted electrical equipment</td>
<td>1</td>
<td>0.9</td>
</tr>
</tbody>
</table>
### Incident Analysis
From 07/01/2022 Thru 07/31/2022

| Service Call, other                  | 5 | 4.7 |
| Lock-out                             | 1 | 0.9 |
| Assist police or other governmental agency | 2 | 1.9 |
| Police matter                        | 1 | 0.9 |
| Public service                       | 3 | 2.8 |
| TRAINING                             | 1 | 0.9 |
| Dispatched & canceled en route       | 3 | 2.8 |
| EMS call, party transported by non-fire agency | 1 | 0.9 |
| False alarm or false call, other     | 2 | 1.9 |
| Smoke detector activation due to malfunction | 3 | 2.8 |
| Alarm system sounded due to malfunction | 1 | 0.9 |
| Detector activation, no fire - unintentional | 1 | 0.9 |
| Alarm system activation, no fire - unintentional | 3 | 2.8 |
| Carbon monoxide detector activation, no CO | 1 | 0.9 |
| **TOTAL**                            | 107 | 100.0 |

### Aid Given or Received

<table>
<thead>
<tr>
<th>Aid Given or Received</th>
<th>Occurrences</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Reported</td>
<td>1</td>
<td>0.9</td>
</tr>
<tr>
<td>Mutual aid received</td>
<td>12</td>
<td>11.2</td>
</tr>
<tr>
<td>Mutual aid given</td>
<td>11</td>
<td>10.3</td>
</tr>
<tr>
<td>None</td>
<td>83</td>
<td>77.6</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>107</td>
<td>100.0</td>
</tr>
</tbody>
</table>

### Apparatus Use

<table>
<thead>
<tr>
<th>Apparatus Use</th>
<th>Occurrences</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>36</td>
<td>24.3</td>
</tr>
<tr>
<td>Suppression</td>
<td>28</td>
<td>18.9</td>
</tr>
<tr>
<td>EMS</td>
<td>84</td>
<td>56.8</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>148</td>
<td>100.0</td>
</tr>
</tbody>
</table>

For Districts: All
For Situations: All
For Jurisdictions: All
For Street(s): All
For Location: All
To: Honorable Town Council
From: Antonio A. Teixeira
       Town Administrator
Date: August 4, 2022
Subject: July Monthly Report

**Town Hall Restoration RFP** – The RFP was extended to August 19, 2022 to allow more time for Melissa to respond to questions from the contractors. Also, the contractors had requested time to get quotes and prepare their bids.

**Municipal Resiliency Projects (MRP)** – Three contractors have responded to the RFP for South Shore drainage and road improvements. The bids were sent to the Beach Commission for their recommendation. Their recommendation and concurrence from the Town Administrator is to award the bid to Wilkie Excavating, Inc.

**Lawn Care/Management** – Lou Perry, Landscaper and RI Licensed Applicator has been hired to do the lawn care for Little Compton. Bill and Lou had an opportunity to meet and discuss the care of LC lawns. Lou has done the first round of applications to the soccer field. He also will assist with the irrigation/sprinkler system.

**Community Center** – We were in receipt of a very nice thank you note from the Community Center in regards to the Senior cookout.

**Fireworks** – the committee is meeting Wednesday, August 3, 2022 to review the plans for the event and make final decisions.

**Department Head Goals and Merit awards** – the Town Council along with the Town Administrator met with each Department Head to review FY22 goals and decide on the merit awards.

**Mayflower Offshore Wind Project** – Attorney Marisa Desautel was retained to represent Little Compton and file a motion to intervene before the RI Energy Facility Sitting Board. She’s has done so as of Friday, July 29, 2022.

**RIMEA Reimbursement** – Chief Petrin has met with RIMEA. They plan to visit Little Compton Thursday, August 11, 2022 to meet with Chief Petrin, Bill Moore and Finance Director DeSantis to discuss the winter storm damage.
TOWN OF LITTLE COMPTON
FINANCE DIRECTOR REPORT
P.O. BOX 226
LITTLE COMPTON, R.I. 02837

JOSEPH DESANTIS
FINANCE DIRECTOR

PHONE 401-635-4219
FAX 401-635-2470

Finance Director Monthly Report
July 2022

Initiatives & Financial Highlights:

- Credit Interest Rates increase successfully negotiated for all Washington Trust Money Market and ICS accounts.
- Fiscal Year 2021 closed in MUNIS. Fiscal Year 2023 opened and Original Budget Created.
- All Council approved end of year (FY2022) fiscal actions completed.
- Payroll platform upgrade to be completed August 2022.

Tax Highlights:

- Total tax revenue collected for Current Year, Prior Years and Interest in the month of June was $2,083,553.19
- Total tax revenue collected for (C,S,I) Current Year, Prior Years and Interest in the month of July are $382,132.21
- Total Tax Delinquency Balances (P) collected in July are $112,395.23
Larry Anderson  
PO Box 205  
15 Snell Road  
Little Compton, RI 02837  
401-635-8853  
larryanderson1@verizon.net

Sent via email to: Little Compton Town Clerk Carol Wordell,  
cwordell@littlecomptonri.org, and Little Compton Beach Commission,  
southshorebeach@gmail.com

July 20, 2022
Little Compton Town Council  
Little Compton Beach Commission  
40 Commons  
Little Compton, RI 02837

RE: Proposed South Shore Beach/Goosewing Beach Agreements

Dear Council and Commissions Members:

This letter concerns proposed agreements between and among the Town of Little Compton, the Little Compton Beach Commission, and The Nature Conservancy of Rhode Island, as included with the agenda of the Little Compton Town Council’s July 7, 2022 meeting as Item #2 under New Business. These draft agreements are titled as follows:

- “Boundary Line Agreement and Grant of Easements” (“Boundary Line Agreement”)  
- “Goosewing Beach Stewardship Vehicles Parking Lease” (“Parking Lease”)  
- “Goosewing Beach 2022 Management Agreement” (“2022 Management Agreement”)

As an interested citizen, I have followed issues involving the South Shore Beach and Goosewing Beach properties since the early 1990s. As you know and may recall, during those years there was considerable discussion, debate, and controversy involving management and legal interests concerning these properties, especially following acquisition of the Goosewing property by The Nature Conservancy (TNC) in 1989.

My concerns involve principally the Boundary Line Agreement and the Parking Lease. The 2022 Management Agreement appears to be essentially the same in form and substance (with occasional amendments from time to time) as similar agreements that have been executed between the Beach Commission and TNC annually since 1996. There would
appear to be no significant reason why the 2022 Management Agreement could not be executed in its current draft form by the Beach Commission and TNC, as the parties have done for the previous 25 years.\footnote{1}

I think I understand the purposes and nature of the transactions and agreements proposed mutually by TNC and the Beach Commission in the Boundary Line Agreement and Parking Lease. Depending upon their final details, the two agreements would appear to contribute to resolving several issues that have long been a source of discussion and dispute, namely: 1) title to and boundaries of an area of beach property including and to the west of Tunipus Creek, and 2) parking and motor vehicle passage for TNC personnel on and across South Shore to access the Goosewing property to the east owned by TNC. An agreement based on these drafts may well be beneficial to the parties—i.e., the Town, the Beach Commission, and TNC—as well as to the residents of the Town and other non-residents who use the beaches. Although I may not be aware of all the other legal interests and issues involved, the proposed agreements do not appear to infringe on or limit other existing rights, interests, or claims of the town and its inhabitants, or those of TNC.

My central concern, and the purpose of this letter, is to offer the opinion that these agreements appear to require approval by town voters at a Financial Town Meeting or Special Town Meeting, as provided by Section 103 and/or Section 704 of the Little Compton Home Rule Charter (“Charter”). Thus, I believe that it is legally necessary, and would be politically and practically beneficial, to add to and include in the two agreements specific provisions requiring Town Meeting approval as a condition of their implementation. (For the purposes of this discussion, I use the term “Town Meeting” herein to encompass the terms “Financial Town Meeting” and “Special Town Meeting,” which arguably have somewhat different meanings under both state law and the town’s Home Rule Charter.)

The legal necessity for Town Meetings approval is based upon what appear to be the clear and specific requirements of Section 704 and/or Section 103 of the Charter. Thus, a Town Meeting vote of approval would ensure that a legal cloud does not hang over the agreements in the future by failure to fulfill the Charter requirement to secure such approval.

The political benefit of seeking Town Meeting approval is to ensure that the public and the town voters have the time and opportunity to learn about the substance, details, and benefits of the agreements. Town officials can and should treat this procedure as an opportunity to build public support for the agreements. I don’t think they need to fear it as an obstacle to achieving the goals represented by the agreements. On the basis of my own observation and research, some of the past controversy about the beaches, stretching back for generations, even centuries, has stemmed from public frustration, concern, and skepticism about the protection of the rights and interests of the town and its residents. Town Meeting approval could allay public concern and complaint that the proposed agreements, involving those public rights and interests, had been approved or expedited by a relatively small handful of town officials, without sufficient public consultation or approval.
There is no immediate crisis or circumstance that requires hasty approval of these agreements. Though a Town Meeting vote might have to await the 2023 Financial Town Meeting, there would appear to be nothing to prevent the parties to the agreements from honoring their terms and spirit immediately. In any event, given the length of time the issues addressed by the agreements have been pending, a delay of a few months before their likely approval and formal implementation by Town Meeting would not be significant.

I include below the full texts of Charter Sections 103 and 704, highlighting by underlining what I believe are the section relevant to the points I’ve raised:

**Section 103 (Town Property.)**

The Town may acquire property within or without its corporate limits for any municipal purpose, in fee simple or any lesser interest or estate, by purchase, gift, devise or lease, and within its limits by condemnation as such takings may be authorized by law, and may sell, mortgage, exchange, hold, manage and control such property as its interests may require, provided that any such acquisition, or any sale, mortgage, exchange, or lease of real property shall, exclusive of acquisitions by the Little Compton Agricultural Conservancy Trust as hereinafter set forth, be approved by the Financial Town Meeting.

**Section 704 (Beach Commission.)**

There shall be a Beach Commission of five (5) members elected at the Financial Town Meeting for terms of four (4) years, with the terms so arranged that three shall expire and the election of three members shall take place in one year, and two shall expire and the election of two members shall take place two years thereafter.

A.

The Commission shall have the authority to manage, regulate and control all public beaches owned by the Town. Any acquisition of beach property by the Town or sale or lease thereof, or any granting of an easement or right of way over any such property, shall, exclusive of acquisitions by the Little Compton Agricultural Conservancy Trust as hereinafter set forth, require consultation with the Beach Commission and approval by the Town Meeting. The Town Council shall have the power to enact such ordinances as the Commission shall request or as the Council may deem necessary for the policing of said public beaches, in aid of the management, maintenance and improvement of the same, and for the regulation of all travel by the public to, from and over such beaches, and to prescribe penalties for violation of such ordinances.

B.

The Commission shall have the authority to make suitable provisions for the care, management, maintenance, protection and improvement of the beaches under its control, and for the safety of the persons using them, and to cause to be erected,
repaired or replaced such bathhouses, fences and other buildings and structures as it
may deem necessary for the convenience and well-being of the public or as may be
required by State law or regulations.

C.

The Commission shall have the authority to charge reasonable fees for admission,
parking of vehicles, and the use of facilities for defraying the costs of maintenance
and operation, provided however, that it may exempt residents of the Town from
such fees. All moneys received from such fees shall be deposited in the General
Fund by the Town Treasurer, and shall be appropriated therefrom to the Commission
at the discretion of the Financial Town Meeting, and expended by and under the
direction of the Commission. The accounts of the Commission shall be audited at the
time of the annual audit of Town accounts.

As I understand matters, ownership of South Shore Beach is vested in the Town of Little
Compton. The broad variety of real-estate transactions described in Section 103 regarding
“Town Property,” as well as the somewhat narrower but specific provisions of Section 704
A. regarding leases, easements, rights of way, and acquisitions involving “beach property,”
all appear to describe exactly the sort of transactions described in the two agreements, which
explicitly involve grants of easements and leases.

It has been suggested that the proposed transaction may represent a form of “adverse
possession,” which arguably might not require Town Meeting approval. I confess that the
specifics of the legal principle of adverse possession are beyond the scope of my own
competence. I would only note that there is no explicit reference to adverse possession in the
documents themselves. Titling a document a “Boundary Line Agreement” wouldn’t
necessarily exempt it from Town Meeting approval—especially when the full title of the
document also explicitly describes it as a “Grant of Easements,” which specifically require
Town Meeting approval pursuant to Sections 103 and/or 704. Likewise, the “Parking
Lease,” by its very title and language, appears to be precisely the sort of transaction
identified in Section 704 regarding “beach property.” The very terms of the agreements
appear to fall squarely within the four corners of the provisions of and requirements for
Town Meeting approval required by the above-cited Charter sections.

Additional considerations:

- The specific requirement for Town Meeting approval of transactions involving beach
  property is included in Charter Section 704 A., but not in the original 1939 enabling
  legislation for the Beach Commission. To the extent that there may be differences
  regarding “beach property” real estate transactions between provisions of the 1939
  Beach Commission legislation and Section 704 of the 1994 Charter, it is worth
  noting that both the General Assembly and the town’s voters approved both versions,
as required by provisions of state law and the state constitution. The General
Assembly, in Chapter 14 of the Public Laws of 1995, ratified the Charter, with specific reference to Section 704. (A copy of that law is attached.) I believe that to the extent that provisions of the 1939 law and the 1994 Charter may differ, the more recent Charter provision, including the requirement for a Town Meeting vote for certain “beach property” real estate transactions, would likely supersede the earlier legislation (as included in a footnote further below).²

- While TNC holds the deed to the parcel of some 75 acres described as Lot 8-2 on Plat 35 of the Tax Assessor’s map, the Little Compton Agricultural Conservancy Trust (LCACT) holds a “Conservation and Recreation Easement” [CRE] on that lot. However, the recorded CRE specifically excludes a parcel described as “the Town Parcel,” which appears to correspond to the parcel that will be delineated, when surveyed, in the “Boundary Line Agreement.” The CRE provides for public access and use of the full extent of Goosewing Beach, subject to certain conditions, rights, and management prerogatives retained by TNC. To my knowledge, neither TNC nor LACACT have denied members of the public access to and use of Goosewing Beach during the more than three decades they have managed their property interests under the terms of the CRE. Rather, TNC has devoted considerable expense and personnel to maintaining the property and encouraging public access and use. In any case, it does not appear that LACACT has any legal role to play in the current proposed agreements involving the so-called “Town Parcel.”

Thank you for your consideration of my concerns. And thank you for you efforts on behalf of the town in regard to the important public resource represented by these beaches, which have been used and enjoyed by so many for so long.

Sincerely,

Larry Anderson

Cc: Little Compton Town Solicitor Richard S. Humphrey
    John Berg, Sakonnet Landscape Manager, The Nature Conservancy

Attachment: Miscellaneous documents
A Goosewing Beach Management Agreement has been executed between the Little Compton Beach Commission every year, I believe, since 1996. Among the attachments to this letter I have included an early draft of the agreement, some correspondence regarding its adoption in 1996, several newspaper clippings from the time providing context about its adoption, and a copy of the unexecuted 1997 agreement. As indicated in Section 8 of both the 1997 and the proposed 2020 agreements, the parties explicitly reserved their respective real-estate rights and claims. The agreements involve exclusively other “management” issues, that would not appear to require Town Meeting approval pursuant to Charter sections 103 and 704.

JANUARY SESSION, 1939, CHAPTER 763.

AN ACT Providing for the Management and Control of Public Beaches and Commons in the Town of Little Compton. (H 839 Approved April 20, 1939.)

It is enacted by the General Assembly as follows:

Section 1. The town of Little Compton is hereby authorized and empowered to manage, regulate and control all public beaches and commons situated in said town, the word "beaches" being used in this act to include the shores of said public beaches between high and low water markers.

Sec. 2. The care, management and control of said public beaches and commons shall be vested in a commission of not less than five nor more than seven members, as the duly qualified electors of the said town shall from time to time by their vote determine; provided, however, that the members of any such commission shall be duly qualified electors of said town; and provided, further, that the members of said commission shall first be selected at the annual financial town meeting in the year 1940. Until the members of said public commission have been elected and have duly qualified for office, the care, management and control of said beaches and commons and all other powers and authority herein granted to said commission shall be vested in the committee heretofore selected by the electors of the said town to take charge of all matters pertaining to the beach in said town known as the South shore, which committee is known in said town as the committee on the South shore.

Sec. 3. The said commission, or until its selection, the said committee on the South shore, is hereby authorized and empowered to make suitable provisions for the care, management, maintenance, protection and improvement of said beaches and commons, and for the proper policing of the same; to cause to be erected such bathhouses, fences and other buildings and structures as it may deem necessary or desirable for the convenience of the public and for the use and enjoyment of said beaches and commons by the public in a proper manner and under proper sanitary conditions.

Sec. 4. The town council of the said town is hereby authorized and empowered to enact such ordinances as it may deem necessary for the regulation of said public beaches and commons and in aid of the management, maintenance and improvement of the same, and for the regulation of any and all travel by the public to, from, on or over the highways, or other public ways, passing over or across said public beaches and commons; and to prescribe penalties for the violation of such ordinances as may be enacted.

Sec. 5. The said commission, or the said committee on the South shore, as the case may be, is authorized and empowered, for the purpose of defraying the costs of maintenance and operation of
the said public beaches or commons, to charge reasonable fees for admission to any of said beaches or commons, or any part or parts thereof, for the use of bathing-houses or other buildings and structures that may be located upon said beaches or commons, or upon any land owned by the town in the vicinity of the same, and for the privilege of parking motor vehicles upon said public beaches or commons, or upon any land owned by the town in the vicinity of the same, or upon any highway adjacent or leading to, over or across the same; provided, however, that said commission, or the said committee on the South shore, may exempt inhabitants of said town from the payment of any or all of said fees.

Sec. 6. Said commission, or said committee on the South shore, as the case may be, shall direct the expenditure of all moneys appropriated by said town for carrying out the aforesaid provisions; shall cause to be kept proper accounts of all income received and all expenditures made in accordance with this act; shall transfer and pay over to the town treasurer of the town of Little Compton all such income received; and shall certify all accounts payable, incurred hereunder, to said town treasurer for payment when approved.

Sec. 7. No rights of the inhabitants of said town, as such inhabitants, in or pertaining to any of said public beaches or commons shall be destroyed or substantially impaired by this act or by any action of said town council hereunder, though the exercise of any such rights may be regulated or reasonably restricted under this act so as to secure the most equitable enjoyment of such rights by said inhabitants and to protect such public beaches and commons from damage.

Sec. 8. This act shall take effect upon its passage.
GOOSEWING BEACH
1997 MANAGEMENT AGREEMENT

The Nature Conservancy (Conservancy) and the Town of Little Compton, represented by the Little Compton Beach Commission under the provisions of the Little Compton Home Rule Charter, and subject to approval at the Little Compton Annual Financial Town meeting, agree to the following terms and conditions for the management of Goosewing Beach for the period from June 1, 1997 through September 15, 1997:

1. The Town and the Conservancy agree to cooperate in all respects in the biological management of Goosewing Beach for Piping Plovers, Least Terns, and the property's overall ecological and wildlife habitat. The Conservancy will encourage recreational use of the property, to the extent that such use does not jeopardize the goals of biological management.

2. The Beach Commission will manage recreation on Goosewing Beach, including lifeguards, beach cleanup and enforcement of the following "Rules of Use for Goosewing Beach":
   A. Swimming: Swimming will be permitted under the supervision of and according to rules established by the Little Compton Beach Commission.
   B. No Vehicles: No vehicles of any kind (including bicycles) are allowed on the premises. Emergency, patrol and maintenance vehicles are permitted, but between March 15 and September 15 all but emergency use of such vehicles will be coordinated with the Nature Conservancy Warden or his/her representative.
   C. No Dogs, Other Pets, or Horses During the Nesting Season: From March 15 through September 15, no dogs or other pets or horses will be allowed on the beach at any time, day or night, except seeing-eye dogs on a leash.
   D. No Littering.
   E. No Disturbing of the Shorebird Nesting Areas: No entrance at all will be allowed in the fenced-off nesting areas, and disturbance of the fencing is prohibited. Active games, kite flying and other activities disturbing to the shorebirds will be prohibited near the nesting areas during the nesting season.
   F. No Possession of Alcoholic Beverages or Playing of Loud Music.
   G. No Fires or Fireworks.
   H. No Overnight Camping (except by Nature Conservancy Wardens).
   I. No Hunting.

3. The Conservancy will be responsible for all biological management of the property. The Conservancy will have the authority to determine the need for fencing for the protection of rare birds on the Beach. The placement of lifeguard chairs and other recreational activities (e.g., volleyball netting, etc.) will conform with U.S. Fish and Wildlife Service guidelines, under the provisions of the Endangered Species Act of 1973. Every effort will be made to accommodate the suggestions and public safety objectives of the Beach Commission regarding chair placement, but chair placement will require agreement of Conservancy biologists, based on the biological requirements of the birds. The Conservancy will be informed before chairs are placed or moved on the property. When
changes are required because of movement or nesting of the birds, the Beach Commission and/or the lifeguards on the Beach will be informed by the Conservancy, and relocation of the chairs will take place forthwith.

4. The Beach Commission will operate the parking lot at South Shore Beach on first-come, first-served policy. Since the Conservancy’s management of the natural values of the Beach requires a daily presence during the summer months, Conservancy personnel will be allowed to park up to two vehicles free of charge, in an area designated by the Beach Commission. By prior notice and agreement, the Beach Commission may allow Conservancy personnel and designated volunteers to park additional cars without charge.

5. The Beach Commission will be allowed to use and maintain the movable lifeguard shack on the Goosewing premises. The shack may be placed on a site mutually agreed upon by the Beach Commission and the Conservancy. The Beach Commission may place and maintain picnic tables, trash cans, and other recreational equipment approved by the Conservancy on the former Goosewing parking lots, in areas mutually agreed upon by the Beach Commission and the Conservancy.

6. Nothing contained in this agreement is intended to negate, impair or diminish the Conservancy’s legal rights to the parcel ("Goosewing Beach") identified by the Trustee’s Deed dated September 28, 1989 and recorded in the Little Compton Land Evidence Records, nor any legal rights of the Town or Townspeople of Little Compton, as established by record or prescription, to any part of said parcel; nor is this agreement intended to negate, impair or diminish the Town’s legal rights to South Shore Beach.

7. The Town of Little Compton will have The Nature Conservancy named as an additional insured for activities at Goosewing Beach and will provide The Conservancy with a certificate of insurance.

8. This agreement may be extended and/or amended by agreement of both parties.

THE LITTLE COMPTON BEACH COMMISSION

By: ______________________
Signature
Title: ______________________
Date: ______________________

THE NATURE CONSERVANCY

By: ______________________
Signature
Title: ______________________
Date: ______________________
CHAPTER 14

95-S 78

Effective Apr. 6, 1995.

AN ACT RATIFYING THE HOME RULE CHARTER OF THE TOWN OF LITTLE COMPTON

It is enacted by the General Assembly as follows:

SECTION 1. In all respects in which the home rule charter of the town of Little Compton, approved on November 8, 1994, may require ratification, confirmation, validation or enactment by the General Assembly, but in no other respects, the provisions of the home rule charter including, but not limited to sections 203, 204, 407, 502, 704, 706, 903, 1007 and 1102 so adopted are hereby ratified, confirmed, validated and enacted. It is the express intention of the general assembly by the passage of this act, to give effect to, ratify, confirm, validate and enact those certain provisions of the home rule charter of the town of Little Compton approved on November 8, 1994, which require ratification, confirmation, validation or enactment, but nothing in this act shall be construed to abrogate or impair the powers now or hereafter granted to towns and cities by Article XIII of the Constitution and other applicable laws of the state of Rhode Island or those rights retained by said town in said charter.

SECTION 2. If any provision of this act, or the application thereof to the town of Little Compton or to any person or circumstance is held invalid by reason of being deemed in violation of any provision of the Constitution of the state of Rhode Island or otherwise, the remainder of this act, or the application of such provision to said town, or to other persons or circumstances shall not be affected thereby.

SECTION 3. This act shall take effect upon passage.

As always, your comments concerning this page are welcomed and appreciated.

Thank you for stopping by!
TOWN OF LITTLE COMPTON
TOWN COUNCIL
MEETING OF March 7, 1996
AGENDA
7:00 P.M.

Salute to the Flag

Approval of Minutes

* Consent Agenda - All items listed with an asterisk (*) are considered to be routine by the Town Council and will be enacted by one motion. There will be no separate discussion of these items unless a council member or citizens so requests in which event the item will be withdrawn from the General Order of business and considered in the normal sequence on the agenda:

** These items are received and filed with no other action taken.

Announcements:

1.

Department Head Reports:

1. Harbor Master
2. Police Department
3. Maintenance Department

Committee Reports:

1.

Request for legal services from Town Boards, Committees and Commissions:

1.
Appointments to be made at this meeting:

1.
2.

Old Business:

1. Sewer Easement - Plat 9, Lots 430 & 432
2. Beach Commission - Discussion on the Proposed Management Agreement with the Nature Conservancy

New Business:

1. Consider the purchase of a set of General Laws of the State of Rhode Island for the Council Office
2. Designation of Applicant's Agent Resolution - Emergency Management Agency
3. Strokes for the Financial Town Meeting
4. Amend Little Compton Code by adding a chapter called "Ordinance Relating to Disability Retirement"

Board of License Commission:

1.

Communications:

1. Invitation from the City of Newport to participate in the St. Patrick's Day Parade - March 16, 1996
2. Communication from OSCAR - Earth Day - April 22, 1996
3. Copies of letters to Richard S. Humphrey, Esq. to Jeffrey M. Willis, and Jeffrey M. Willis, Marine Resources Specialist, CRMC from Richard S. Humphrey, Esq. concerning harbor management questions

Consent Calendar:

1. Copy of the Transportation Improvement Program (TIP) for FY 1996-1998
Dear Lynn:

After you and I talked, I looked back over some of what we had all written before and then drafted a potential agreement (attached). It is simpler than the previous versions and this allows it to eliminate some of the issues that were stumbling blocks before.

For instance, it does not include anything about the previous management agreement (which doesn’t exist anymore), the reverter, nothing on the bridge and nothing on a vehicle barrier. It spells out the Rules of Use, all of which are already known, I think. On parking, I ask for three spaces for us on South Shore, although I know we will only use one or two most of the time. It is a short-term agreement, for only one beach season at a time. (I sometimes thought this was a problem before when we were all trying to develop something for the long-term that would take account of every possibility. We were trying to hit a home run when maybe we should be happy if we can start with a single. We would not be signing something forever - just for this season. We can renew it or change it each year.) It explicitly says the Beach Commission would have the right to use the lifeguard house, only because someone might call that into question now. And finally, it says that we all retain whatever ownership rights we have.

Maybe with a shorter list of issues, for a shorter time frame, we can more easily work together to develop the kind of positive working relationship over time, that I think we both are hoping to develop.

I do not want to spend a great deal of time negotiating over these kinds of items again. I think you'll see that I've come a ways in this version, so I hope that everyone on the Beach Commission likes it. Please get back to me on that. If you think we should submit the whole thing to the Financial Town Meeting, that idea may make a lot of sense. That way we'd all know where the Town stands on this agreement, which might make it easier for both of us.

Thanks for your time. Call me back with your ideas.

Sincerely,

Douglas Parker
The Nature Conservancy (Conservancy) and the Town of Little Compton, represented by the Little Compton Beach Commission under the provisions of the Little Compton Home Rule Charter, agree to the following terms and conditions for the management of Goosewing Beach for the period from June 1, 1996 through September 15, 1996:

1. The Town and the Conservancy agree to cooperate in all respects in the biological management of Goosewing Beach for Piping Plovers, Least Terns, and the property's overall ecological and wildlife habitat. The Conservancy will encourage recreational use of the property, to the extent that such use does not jeopardize the goals of biological management.

2. The Beach Commission will manage recreation on Goosewing Beach, including lifeguards, beach cleanup and enforcement of the following "Rules of Use for Goosewing Beach":

   A. Swimming: Swimming will be permitted under the supervision of and according to rules established by the Little Compton Beach Commission.

   B. No Vehicles: No vehicles of any kind (including bicycles) are allowed on the premises. Emergency, patrol and maintenance vehicles are permitted, but between March 15 and September 15 all but emergency use of such vehicles will be coordinated with the Nature Conservancy Warden or his/her representative.

   C. No Dogs or Other Pets or Horses During the Nesting Season: From March 15 through September 15, no dogs or other pets or horses will be allowed on the beach at any time, day or night, except seeing-eye dogs on a leash.

   D. No Littering.

   E. No Disturbing of the Shorebird Nesting Areas: No entrance at all will be allowed in the fenced-off nesting areas, and disturbance of the fencing is prohibited. Active games, kite flying and other activities disturbing to the shorebirds will be prohibited near the nesting areas during the Nesting Season.

   F. No Possession of Alcoholic Beverages or Playing of Loud Music.

   G. No Fires or Fireworks.

   H. No Overnight Camping (except by Nature Conservancy Wardens involved in biological management activities).

   I. No Hunting.

3. The Conservancy will be responsible for all biological management of the property. The Conservancy will have the authority to determine the need for fencing for the protection of rare birds on the Beach. The placement of lifeguard chairs and other recreational activities (e.g., volleyball netting, etc.) will conform with U.S. Fish and Wildlife Service guidelines, under the provisions of the Endangered Species Act of 1973. Every effort will be made to accommodate the suggestions and public-safety objectives of the Beach.
Commission regarding chair placement, but chair placement will require agreement of Conservancy biologists, based on the biological requirements of the birds. The Conservancy will be informed before chairs are placed or moved on the property. When changes are required because of movement or nesting of the birds, the Beach Commission and/or the lifeguards on the Beach will be informed by the Conservancy, and relocation of the chairs will take place forthwith.

4. The Beach Commission will operate the parking lot at South Shore Beach on first-come, first-served policy. Since the Conservancy's management of the natural values of the Beach requires a daily presence during the summer months, Conservancy personnel will be allowed to park up to three vehicles free of charge, in an area designated by the Beach Commission. By prior notice and agreement, the Beach Commission may allow Conservancy personnel and designated volunteers to park additional cars without charge.

5. The Beach Commission will be allowed to use and maintain the movable lifeguard shack on the Goosewing premises. The shack may be placed on a site mutually agreed upon by the Beach Commission and the Conservancy. The Beach Commission may place and maintain picnic tables, trash cans, and other recreational equipment approved by the Conservancy on the former Goosewing parking lots, in areas mutually agreed upon by the Beach Commission and the Conservancy.

6. Nothing contained in this agreement is intended to negate, impair or diminish the Conservancy's legal rights to the parcel ("Goosewing Beach") identified by the Trustee's Deed dated September 28, 1989, nor any legal rights of the Town or Townspeople of Little Compton, as established by record or prescription, to any part of said parcel; nor is this agreement intended to negate, impair or diminish the Town's legal rights to South Shore Beach.

9. This agreement may be extended and/or amended by agreement of both parties.

---

I & IBC agree to this proposal subject to the following conditions:

1. Subject to the charge of 3 vehicles parking free of charge to 2 vehicles parking free of charge.
2. Subject to annual financial town meeting approval of financial aspects of the proposal.
3. Subject to the same rules of the Town's insurer.
March 14, 1996

Richard S. Humphrey
Town Solicitor
Town of Little Compton
3852 Main Road
Tiverton, RI 02878

Dear Richard:

I write to respond to your letter of March 8, 1996 in which you pose a question about the Trust's coverage for certain Town activities at Goosewing Beach. As I understand the nature of these activities (based upon my phone conversation with you about this and your letter), the Town, acting through its Beach Commission, provides lifeguard services at the Beach. Those lifeguard services have been so provided in the past, and are contemplated to continue during the 1996 season and presumably in future years as well.

In terms of coverage for liability which might arise from actions the Town or its lifeguards might take at the Beach, the Trust fully covers the Town, its employees and officials for this exposure, subject to the normal limitations and conditions of the Trust Policy Document. It is incumbent upon the Town, however, to be certain that it is reporting this exposure to us by including the funds it spends on this activity in its annual submission of budget information to the Trust for policy renewal and rating purposes. Presumably, the Town has been doing this in the past, since the provision of lifeguard services at Goosewing Beach is apparently an ongoing activity. You may wish to double-check, though, with Town financial officers to be certain that such information is reported to the Trust.

The Trust's normal insurance rates would apply to this activity. There is no special or additional premium associated with the provision of lifeguard services at a beach, even if ownership does not rest with the Town. I do suggest that the Town have a clear, preferably written, understanding with the Nature Conservancy that the Town must exercise full control over the lifeguards and their activities on the Beach related to swimming and general recreation control of beach-goers because of the Town's ultimate liability and financial exposure for these matters.

As a point of reference, the Trust is presently litigating in another community a claim with very significant financial liability arising because youths who were playing in the water at a Town supervised beach were allegedly not properly monitored by the Town's lifeguards — with the result that one youth in particular was severely injured. The Trust's Loss Prevention staff is willing and
eager to assist the Town and its Beach Commission implement measures aimed at ensuring proper beach and waterfront safety. Town officials should feel free to contact either Keith Schwichtenberg or Brian Ahern of our Loss Prevention staff for this purpose.

If you have any further questions, do not hesitate to contact us.

Sincerely,

THOMAS E. DWYER
Executive Director

xc: Keith Schwichtenberg, Risk and Claims Control Manager
   Brian Ahern, Loss Prevention Representative
Goosewing pact would ensure guards' presence

Beach Commission Chairwoman Lynn Brousseau says a proposed Nature Conservancy management agreement would be acceptable with three minor amendments.

By CELESTE KATZ
Journal-Bulletin Staff Writer

LITTLE COMPTON — After years of squabbling, ownership claims, false starts and lawsuits, a management agreement for Goosewing Beach — at least for the coming summer — seems close at hand.

The result would be town lifeguards patrolling the beach. The Nature Conservancy, a national environmental group, which bought the beach in 1989 to protect the endangered piping plover and least tern, had asserted in December that town lifeguards would not be permitted if a management agreement were not signed.

Beach Commission Chairwoman Lynn Brousseau said Friday that but for three minor amendments, her group has accepted a plan drafted by Nature Conservancy director Doug Parker.

The commission announced its support for the plan at Thursday’s Town Council meeting.

The Parker plan — a pared-down version of earlier documents — would give the Nature Conservancy reign to protect threatened piping plovers and least terns. The Beach Commission would regulate the parking lot, recreation and cleanup, and protect swimmers.

Among the amendments is that the plan would take effect only if voters approve its financial aspects at May’s

Turn to BEACH, Page C 2

Beach
Continued from Page C 1

Financial Town Meeting.

"If they okay it at the Financial Town Meeting, there will be lifeguards on Goosewing Beach this year," Brousseau said.

The issue of lifeguards and life-guard chairs has been a sticking point in previous negotiations.

"The safety of the patrons is of utmost importance to the Beach Commission, over and above anything else," Brousseau said.

"It comes before squabbling about who owns what, it comes before the birds, it comes before everything. God forbid somebody drowns."

One of the Beach Commission’s other amendments pertains to reserving two, rather than three, free parking spaces for Nature Conservancy wardens.

A third is related to a concern about rising insurance rates if the town places guards on Goosewing.

Town Solicitor Richard S. Humphrey said a conversation with the town’s insurance provider, Rhode Island Interlocal Risk Management Trust, yielded a tentative agreement of only a slight rate hike or none at all.

"I am delighted with this turn of events," said Humphrey, who has watched Goosewing negotiations over the years.

"I think the agreement that’s in place is progressive and protects the rights of all Little Comptoners, and also goes a long way toward protecting the environment."

Reached at his office Friday, Parker said he hadn’t yet heard from the town, but that he was looking forward to developing a positive working relationship.

"This is all tentative," he stressed. "We all need to sign the same piece of paper, and that hasn’t happened yet."

Asked why he recommended a one-year — or one-season — beach policy, Parker said, "It’s a little more difficult to develop something long-term or in perpetuity before you take the baby steps. It’s hard to come up with an agreement that takes care of all contingencies and goes forever into the future."

Parker said the Nature Conservancy is already preparing for the annual return of the birds in a few weeks.

Negotiations appeared to have broken down in December and the Nature Conservancy announced its intention to take full control of the property.

The agreement on the table skirts some historically prickly ownership and access issues.

Those problems, both sides say, remain to be settled.

"We’re just trying our best to get along," Brousseau said.

"Contrary to what everybody believes, we’re not as difficult as you think. We just have the town’s best interest at heart."
Spring thaw warms Goosewing Beach talks

Prospects brighten for swimmers and plovers

LITTLE COMPON — Agreement over operation of Goosewing Beach for the coming summer may be near, thanks to an apparent thaw in relations between two groups that have long struggled for control there.

The Little Compton Beach Commission informed the Town Council last week that it is nearly ready to accept the latest Goosewing Beach management proposal from the Nature Conservancy.

"We were trying to hit a home run when maybe we should be happy to start with a single."
— Douglas Parker

It is a pact which places the Conservancy in control of protecting the beach's wildlife, including endangered piping plovers, and "the property's overall ecological and wildlife habitat," Nature Conservancy Director Douglas Parker said in a letter to the Beach Commission.

The Beach Commission, in turn, "will manage recreation, including lifeguards, beach cleanup and enforcement of the rules for use of Goosewing Beach."

Three changes are needed, the Beach Commission believes, before final agreement can be reached.

The Conservancy asks for three permanent parking spaces free of charge in the South Shore lot, but the Beach Commission has drawn the line at two.

Beach Commission Chairwoman Lynn Brousseau said that Little Compton resident taxpayers are entitled to only two parking spaces per household.

"The Nature Conservancy doesn't pay taxes," Ms Brousseau stated. "It would be very unfair to the taxpayers if [the Nature Conservancy] got three spaces for free."

But the Beach Commission plans to be flexible. "If they need more spaces, they can have more spaces as needed," Ms Brousseau continued.

Also, the commission has asked that the matter be put before the financial town meeting, which, according to Councilwoman Deborah Sullivan is something that is done every year.

"It's to determine if we will appropriate the money for the running of the beach," Ms Sullivan said.

Funds must be approved to pay for lifeguards at a number approved by federal and state laws, as well as beach maintenance.

See GOOSEWING, page 4

Parties close in on Goosewing Beach pact

► GOOSEWING, from page 1

Ms Brousseau said the lifeguard issue is important to protect the safety of beachgoers.

"Human life comes before everything else in this," Ms Brousseau said.

The third request the Beach Commission made was that the town check with its insurance carrier, Rhode Island Interlocal Risk Management, to see what sort of changes there might be required now that Goosewing is under the protection of the Nature Conservancy.

"We're still discussing it," Ms Sullivan said. "We're just looking into what it would cost.

"We're trying to keep everything at Goosewing running as smoothly as possible," she added.

The modified agreement, if signed by both parties, would be for the upcoming beach season only, from June 1 to Sept 25, 1996, but could be renewed for the next season if both sides agree. Other issues remain to be settled but are bypassed in the one-year agreement.

In his letter, Mr Parker stated that he thinks what stymied the sides in their efforts to reach agreement was trying to make up a long-term management plan.

"We were trying to hit a home run when maybe we should be happy to start with a single," Mr Parker stated.
Conservancy, commission end dispute over Goosewing Beach

LITTLE COMPTON - Truce?

Some people thought this day would never come. But with a contract signed by both the Nature Conservancy and the Beach Commission, a Goosewing Beach management agreement faces just one more hurdle - the voters' financial approval in May.

In an upbeat March 14 letter to Beach Commissioner Lynn Brousseau, Conservancy director Doug Parker said the recent agreement is all but a done deal.

"...I have been advised that your signature combined with my acceptance in this letter are enough to make the agreement legal and official," Parker wrote.

After essentially breaking off negotiations on the beach for several months, the two sides have finally gotten together to settle - at least for this summer - a disagreement that has gotten more complex and made little headway for the past few years.

The co-operative agreement - a simplified version of earlier plans for running Goosewing - gives the Conservancy power to protect the threatened piping plover and least tern. In turn, the Beach Commission will manage recreation, safety and cleanup at the popular seaside locale.

"The only matter left to be decided is the Beach Commission's budget approval at the annual Financial Town Meeting in May," said Town Solicitor Richard S. Humphrey. He added that voter approval of the group's financial plan is usually routine.
Goosewing:

At long last
a beach truce

LITTLE COMPTON — Though many believed it would never happen, the town Beach Commission and the Nature Conservancy have finally signed a binding — if temporary — Goosewing Beach management agreement.

Town Solicitor Richard Humphrey, for one, couldn't be happier.

"It's just great," said Mr. Humphrey who has been working toward this day since the late 1980s. "This is a big deal. I see it as a monumental turn of events."

The agreement, drawn up in January, amended last week and signed by both parties as of last Friday, is only temporary, and is in effect only during See GOOSEWINING, page 2 >

Goosewing pact signed

GOOSEWING, from page 1

the beach season, from June 1 to Sept 25, 1996. However, leeway is left in the pact to extend it to next year's beach season and perhaps beyond if both parties desire. Some of the thornier points, including access arrangements, remain unresolved.

The agreement leaves the environmental management of Goosewing, including the protection of the endangered piping plovers and least terns, to the Nature Conservancy, and makes the Beach Commission responsible for managing recreation, beach cleanup and enforcing beach laws.

"I give the credit to Lynn Brousseau and the Beach Commission and to Doug Parker (director of the Nature Conservancy)," Mr. Humphrey said. "We disagreed from time to time, but he's a real professional," he added.

Not all town officials were so pleased with the agreement — or at least with how long it took.

Town Council President Jane Cabot was reluctant to voice her opinion on the matter.

"It's between the Beach Commission and the Nature Conservancy," she said.

She was pleased that an agreement for the season had finally been reached, but said, "I would have preferred to have it signed before they invoked the reverter. Other than that, I don't have any comments."

The reverter clause, included when the Conservancy presented Goosewing land to the town three years ago, stated that if the town or beach commission violated any natural resources stipulations in the management agreement, the Conservancy had the right to reclaim the beach.

After more than a year of frustrating talks, the Nature Conservancy invoked that reverter in December, but after a relatively short period of negotiation, the current agreement was set up.

"There are certainly bumps in the road ahead of us," Mr. Humphrey said. "But I think this is an incredibly significant step."


July 21, 2022

Little Compton Town Council
C/O Carol Wordell, Town Clerk
Little Compton Town Hall
40 Commons
Little Compton, RI 02837

re. Agreements at South Shore & Goosewing

Dear Carol,

Thank you for placing this item on the Town Council’s agenda for August 4. The Nature Conservancy will be pleased to attend this public meeting. I thought I would write to share what is, and what is not the Conservancy’s purpose with this effort. Will you please add this letter to the agenda item?

1) TNC remains committed to managing Goosewing as a nature preserve where all are welcome. We appreciate and expect visitors to abide by the few rules established to ensure nature can continue to thrive along what can be a shoreline dominated by people.

2) TNC relies upon the Town’s Beach Commission to oversee all recreational uses at Goosewing. I venture Little Compton relies upon TNC to provide that rare visitor experience in our region of an unspoiled beach strand. The work that makes all of this possible on a day-to-day basis falls to TNC staff and Beach Commission members to execute.

3) Together, the LCBC and TNC have worked hard and closely through the pandemic to ensure visitor safety and to keep the two respective properties in condition all have come to expect. Our world has changed and we do not expect this increased effort to subside anytime soon. But along the way, we identified some new approaches to this work which have been instituted and are being paid for, and some hindrances which we are jointly seeking to remove.

Given the approach to removing these hindrances appears to be the substance of concern for some, I offer the following:

As to the joint Management Agreement for 2022, this has been subject to changes in the recent past and modified a bit this year in light of the Boundary Agreement and in light of increased security services being provided by the Beach Commission for which TNC is compensating the Town. It should be noted the last item in this Management Agreement provides for extension or amendment by agreement of both parties, who each have the authority to execute this annually.
As to the Boundary Line Agreement, the LCBC and TNC wish to memorialize our shared property line where our management efforts have always met, which is at the east side of the Tunipus breachway. Doing so will remove liability for the parties and uncertainty for visitors, and it will expedite permitting requirements at South Shore, which have been cumbersome. In order to realize this title correction, the property boundaries are being resurveyed, TNC will surrender its clouded interest to the east end of the South Shore parking area, and the parties will provide each other with access easements to ensure both can continue to perform the daily work needed to operate these properties. The access easements have nothing to do with public or visitor travel and are located where our mutual passage has been customary.

Finally, the parking lease is intended as means of ensuring two reasonably convenient spaces for TNC operating needs at Goosewing. If not used, they will be made available to visitors. TNC will pay rent to ensure no loss of income to the Town.

I hope this serves to highlight our purpose with this effort, which may appear simple, but has taken years to devise. The Conservancy urges the Council move to execute this Boundary Line Agreement right away.

Thank you for your attention.

Very sincerely yours,

[Signature]

John Berg
Sakonnet Landscape Program Manager

cc: Scott Comings, TNC
    Don Medeiros & Joe Maiato, LCBC
LOCAL QUESTION #16
(RIGL §21-28.11-15(a))
(Resolution of the Town Council adopted August ____ , 2022)

"Shall new cannabis related licenses for businesses involved in the cultivation, manufacture, laboratory testing and for the retail sale of adult recreational use cannabis be issued in the town?"
To: Honorable Town Council
From: Antonio A. Teixeira
        Town Administrator
Date: August 4, 2022
Subject: South Shore Town Beach Storm Water Damage Repair and Improvements

We received three bids:

Wilkie Excavating, Inc. $55,795.00
Flynn Enterprise, Inc.  $94,196.00
Narragansett Improvement Co. $99,763.97

The bids were referred to the Beach Commission and the Town Administrator. The recommendation is to award the bid to Wilkie Excavating, Inc. based on the price and work ethic with the Town of Little Compton.

CC: Town of Little Compton Beach Commission
Town of Little Compton
Draft Private Roads Policy

Road Definitions

STREET — A public or private thoroughfare used, or intended to be used, for passage or travel by motor vehicles. Streets may be one of the following:

   a. STATE ROAD — A right-of-way owned and maintained by the State of Rhode Island, and dedicated for use by the public.

   b. TOWN ROAD — A right-of-way which has been improved to Town road standards, has been dedicated for use by the public and has been accepted for maintenance by the Town.

   c. PRIVATE ROAD — A right-of-way paved or unpaved, not maintained by the Town or State and not dedicated for use by the public. The Town does not accept for maintenance or provide services to private roads.

Official Public Roads List and Map

The Town has an official public streets listing and map. All roads and access easements not included within this list of public right-of-ways are privately owned and maintained and used for vehicular travel by the owner and those having express or implied permission from the owner.

ROAD MAINTENANCE

Who maintains private roads?

The Town of Little Compton will not accept or maintain a private way and the owner(s) of property along such private ways shall be responsible for the maintenance and upkeep of such private ways. A private road maintenance agreement, a contract that outlines who is responsible for maintaining a private road and how the road will be maintained, is strongly encouraged. In the absence of an enforceable, written agreement to the contrary, the owner or owners of any residential real property that benefits from an easement or right-of-way, the purpose of which is to provide access to the residential real property, shall be responsible for the cost of maintaining the easement or right-of-way in good repair (R.I.G.L. § 34-9.1-2). The costs of the maintenance and repair should be shared among the lot owners in proportion to the amount of benefit received, for example, owners contribute percentage based on the area of their length of frontage along the private way to the centerline of the private way.

Why is maintenance of private roads important?

- Maintaining safe and adequate vehicular access to existing residential property
- Providing emergency services such as fire, rescue, police (emergency access could become restricted or delayed response time)
• Delivery of goods or utility services such as heating fuel
• To avoid added wear and tear / damage to private vehicles
• To avoid added wear and tear / damage to public vehicles trying to provide emergency service or private vehicles attempting delivery of goods and services

Private Road Maintenance Standards

The intent of this policy is to provide minimal standards for EXISTING private roads. Current requirements for the creation of new roads can be found in Appendix C of the Little Compton Subdivision Regulations. The Town of Little Compton recognizes there exist private roads and access easements which were lawful prior to the adoption of the Subdivision Regulations and which are inconsistent with the current standards. Such roads are legal nonconforming roads or easements. Existing roads that were approved by the Little Compton Planning Board must maintain the road design standards that were in place at the time of approval or otherwise waived or agreed to by the Planning Board during the subdivision approval process.

When a road is privately owned, the owners have the responsibility to repair and maintain such road to the extent necessary to provide for safe vehicular travel by motor vehicles, including public safety and emergency vehicles. Homeowners are advised that failure to maintain these standards may result in a delayed response by emergency personnel.

If the owners fail or refuse to repair and maintain the road, the Town may, in its discretion, undertake such repair and maintenance. The Town may charge the owners of the lots with reasonable costs of such repair and maintenance in the form of a lien enforceable and collectable by the Town in the same manner as property taxes.

If requested by the owner, the Town (Public Works Director and/or Fire Chief) will perform voluntary inspections of private roads to identify any concerns with current conditions and to make recommendations for improvements.

The current road width requirements as specified within the Subdivision Regulations are as follows: Insert cross sections of roads.

24’ ROW / 12’ travel way - Two-lot one time only
40’ ROW / 16’ travel way - minor subdivision
40’- 50’ ROW / 20’ travel way – major subdivision

The travelway for any non-conforming private road shall be no less than 8 feet wide. Ideally the right-of-way including travelway and shoulder width combined should be a minimum of 18 feet to allow for passing vehicles.

There must be ample room for emergency vehicles to turn around in a safe manner if the road is a dead end. A circular or hammerhead “T” turnaround shall be required depending on the length of the private way (300 ft or longer).

Roadside clearance of any obstacles, including vegetation shall be no less than two feet from either side of the travelway. This includes but is not limited to fences, mailboxes, stonewalls, rocks, shrubs, trees or any other object.
Height clearance shall be no less than 14 feet from the road surface. This is to ensure that branches or any other objects over hanging the roadway don’t limit access to emergency vehicles.

Street design shall ensure proper stabilization and drainage.

Road surfaces should be unpaved unless required due to steep slopes. Roads should be constructed with permeable surfaces to reduce run-off and facilitate natural drainage.

Private roads that connect with a paved public road should include a paved apron from the intersection to a distance of 30 feet.

Paved or unpaved private roads shall have no defects exceeding two inches in depth. Defects including potholes, ruts, protruding manhole covers and catch basins, in the road surface must not deviate from grade more than two inches.

Lay-by areas, 20 feet in width for a length of 20 feet, should be provided every 150 feet with consideration of available sights distances and site features and terrain.

Grades of private ways shall not be less than one (1) percent nor more than five (5) percent. In certain instances ten percent may be acceptable when conditions indicate minimal potential for erosion.
Hi Marisa,

One more question. On the conclusion for the Town of LC intervening request you have the Town of Middletown. Shouldn't that be the Town of Little Compton?

For these reasons, and as the Town of *Middletown's* interests are of such nature that intervention is necessary and appropriate, the Town respectfully requests that its' Motion to Intervene be granted.

Gary Mataronas

---

Hello Marisa,

I am on the LC Town Council and also a commercial fisherman that moors his boat at Sakonnet harbor. I have been asked to supply comments/questions about the Mayflower Wind cable running up the Sakonnet River. I also represented the fishermen when CRMC was contemplating the placement and impacts of the five Block Island wind turbines.

We have many fishing boats that sail out of Sakonnet. How will these be impacted while laying the cable?

We, the fishermen, are very concerned about electromagnet currents given off by the cables. All fish, and especially crustaceans, are very sensitive to any form of electrical current. They will disperse from any area that generates electrical currents. Will the cables give off electrical currents that will disperse our sea life?

The Sakonnet River, all the way up to and including Mount Hope Bay, has immense amounts of quahog beds that are a major source of income to our quahog fishermen. How will the dredging for the cable effect these beds? Previously there were a few boats that would dredge quahogs with a dredge that went six inches to a foot into the sea floor. How will these interact with the cables?

We also have many conch pots, fish pots, lobster pots, and gill nets fishing in the Sakonnet River from March through November. We are very concerned this fishing gear will be damaged during laying of the cables. We also want to make sure our sea life is not dispersed from the area and create a dead zone.

There are several dragger fishermen that tow nets behind them on the sea floor. How will these react with the laying of the cables and after the cables are placed.

When the Sakonnet River is being dredged for the cables we anticipate there will be massive mud plumes created. When lobsters, crabs, and fish ingest the mud from these plumes it blocks their gills and they die. We do not want a massive die-off of our sea life in and around the Sakonnet River.

We have a great contingent of recreational boaters at Sakonnet Harbor that most likely will be effected when the cable is being laid. Many of these boaters are recreational fishermen that contribute greatly to the Town and we don't want them negatively impacted by the laying of the cable or any current coming from the cable. How will this be mitigated?

As most people know Sakonnet Point is a stopover port for boats coming from other ports and then heading to Martha's Vineyard and Nantucket. It is also a stopping point for boats when there is thick fog. How will these boats be effected.
There are two pipelines that run across the Sakonnet River in the seabed. One is a gas pipeline and the other is a water pipeline from the Watson Reservoir. How does MW plan on securing and getting past them?

Obviously there will be an aesthetic depletion from all the Little Compton, Middletown, Tiverton, and Fall River shorelines while the cables are being laid in the Sakonnet River. Also, many restaurants and beaches will be negatively impacted while the cables are being laid.

The Town wholeheartedly concurs and supports the questions raised by the Town of Portsmouth.

Respectfully,
Gary Mataronas
lobster2@cox.net
As senior citizens of Little Compton, the largest population, we come to the Council asking for a senior center. We understand the implications of building a new building and we can be content in a dedicated space with our community of seniors. Make it an inviting place where seniors can go to eat and meetup with friends for coffee and conversation. According to our sources in the State House, our understanding is that there are funds available for seniors in the state if we had a dedicated Senior Center. We are being told that the LCCC is that place, however it isn’t. With camp and after school care and other Community activities there’s very “limited” time for seniors in that building. Since the onset of our gatherings November 2021, we have doubled in numbers and are still growing!
We need;
* Dedicated space for seniors to gather and socialize daily
* Enjoy lunch together daily
* Have senior geared activities, card games, bingo, knitting, movies, exercise classes etc.
* Senior trips
* Celebrate birthdays
* Just to come and sit for coffee, pastry, and conversation

We are asking for representation, a “Council On Aging”, and some better “defined rules” in ensuring we have a building in town that can be used with a “consistent scope” for seniors........

“These are very reasonable asks.”

I started this search almost 2 years ago and as I searched to speak to a representative of elder affairs in town I came up short. Not one. No one to bring our problem to for help.

One more thing, we have been waiting two years and counting for; A senior bus with a lift, because the one we had was sold just before COVID, and never replaced

Thank you for allowing me this time to speak
Angela Denham
6 West Hill Lane
J.G. COFFEY CO.

Town of Little Compton
Patrick McHugh
40 Commons. PO Box 226
Little Compton, RI 02837
410-842-9544
patrick.mchugh@cox.net

NEIL R. FEELEY JR.
1226 Hope Street
BRISTOL R.I. 02809
(401) 441-0871 PHONE
WWW.NETENNISANDTRACK.COM
INFO@NETENNISANDTRACK.COM

7/12/2022

<table>
<thead>
<tr>
<th>Item #</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>CRACK REPAIRS: CLEAN OUT EXISTING CRACKS WITH BLOWERS. FILL NON STRUCTURAL</td>
<td>$3,100.00</td>
</tr>
<tr>
<td></td>
<td>CRACKS WITH ACRYLIC CRACK FILLER. RE-SEAL EXPANSION JOINT CRACKS WITH ACRYLIC</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CRACK FILLER. FILL ALL STURCTURAL CRACKS WITH COURT PATCH BINDER. ONCE CURED</td>
<td></td>
</tr>
<tr>
<td></td>
<td>APPLY 1-2 COATS OF ACRYLIC COLOR. *Please note that color will not match</td>
<td></td>
</tr>
<tr>
<td></td>
<td>existing court color due to fading. *Please note that cracks will re-crank</td>
<td></td>
</tr>
<tr>
<td></td>
<td>after a freeze/thaw cycle.</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>PICKLEBALL LINES: RESTRIPE ALL FOUR PICKLEBALL LINES ON THE TWO TENNIS</td>
<td>$2,800.00</td>
</tr>
<tr>
<td></td>
<td>COURTS.</td>
<td></td>
</tr>
</tbody>
</table>

PREVAILING WAGES APPLY / TAX EXEMPT

TOTAL AMOUNT $5,900.00

Patrick,
Thank you for the opportunity.
Neil Feeley
PUBLIC NOTICE OF PROPOSED PERMIT ACTION UNDER THE RHODE ISLAND DEPARTMENT OF ENVIRONMENTAL MANAGEMENT’S (RI DEM) FRESHWATER WETLANDS PROGRAM WHICH REGULATES ALTERATIONS TO FRESHWATER WETLANDS, BUFFERS AND FLOODPLAIN UNDER CHAPTER 2-1-18 ET. SEQ. OF THE RHODE ISLAND GENERAL LAWS OF 1956, AS AMENDED.

DATE OF NOTICE: July 29, 2022

Draft Freshwater Wetlands General Permit

In accordance with Chapter 2-1-18 et. seq. of the Rhode Island General Laws, and Rule No. 3.5.5. of the Rules and Regulations Governing the Administration and Enforcement of the RI Freshwater Wetlands Act (250-RICR-150-15-3, “FWW Rules”) the alteration of any freshwater wetland, buffer, floodplain, area subject to flooding or area subject to storm flowage, or undertaking any activity within a wetland jurisdictional area that may alter the character of a freshwater wetland, buffer, or floodplain, is prohibited without first obtaining the approval of RI DEM.

Pursuant to Rule 3.10 of the FWW Rules, RI DEM may issue a general permit for activities within jurisdictional areas that a) involve the same or similar types and areas of alteration or impacts; b) occur only within the jurisdictional area identified in the general permit; c) involve similar land uses and that d) in the opinion of the Department are more appropriately authorized under a general permit than under individual Freshwater Wetlands Permits.

At this time, RI DEM is proposing to issue a Freshwater Wetlands General Permit (FWW GP). The FWW GP covers four general categories of activities within wetland jurisdictional areas, including 1) Individual residential construction; 2) Limited projects associated with existing developed property; 3) Stormwater retrofit projects; and 4) Other development located outside of designated buffer zones. All activities will have specific requirements and are subject to standard terms and conditions. This FWW GP is proposed to be effective for a five-year period, expiring in October 2027.

FURTHER INFORMATION:

Copies of the FWW GP and a fact sheet (providing basic questions and answers associated with the authorized activities covered by this permit action) may be obtained at no cost by emailing or calling RI DEM as noted below:

Charles A. Horbert
chuck.horbert@dem.ri.gov
(401) 222-6820, Ext. 2777402
Rhode Island Department of Environmental Management
Office of Water Resources
235 Promenade Street
Providence, Rhode Island 02908-5767

This information is also available at the following website during the public comment period:

http://www.dem.ri.gov/programs/water/permits/pn-wetland.php

All of these documents may also be inspected, by appointment, at the RI DEM’s Providence office mentioned above between 8:30 a.m. and 4:00 p.m., Monday through Friday, except holidays. An appointment can be scheduled by contacting the Permit Application Center (PAC) at 401-222-4700, Ext. 2777265 or DEM.PAC@dem.ri.gov.
PUBLIC COMMENT

Interested parties may submit comments on the permit actions and the administrative record to the contact above no later than 4:00 p.m. on September 12, 2022.

If, during the public comment period, significant new questions are raised concerning the FWW GP, RI DEM may consider a revised FWW GP or may reopen the public comment period. A new public notice will be issued for any of these actions.

Any person who believes these permit actions are inappropriate must raise all reasonably ascertainable issues and submit all reasonably available arguments and factual grounds supporting their position, including all supporting material, by the close of the public comment period under Rule 3.10(A)(4)(a). The public comment period is from July 29, 2022 to September 12, 2022. Comments should be directed to RI DEM as noted above.

PUBLIC WORKSHOP:

A public workshop will be held via Zoom on August 29, 2022 from 2:00 pm to 3:30 pm to provide an overview of the FWW GP and to answer questions. This is not a public hearing intended to solicit comments. All comments need to be submitted in writing as described above. To register for the workshop, please use this link: https://us02web.zoom.us/webinar/register/WN_noGZWa3PRDq8Y2B-NNXq_A

FINAL DECISION:

Following the close of the comment period, the Director will issue a final decision and forward a copy of the final decision to each person who has submitted written comments or requested notice.

July 29, 2022
Date

Charles A. Horbert, Deputy Administrator
Groundwater and Freshwater Wetlands Protection
Office of Water Resources
Department of Environmental Management
Freshwater Wetlands General Permit
Rhode Island Department of Environmental Management
Office of Water Resources

Pursuant to Rule 3.10 of the Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act, 250-RICR-150-15-3 ("Rules"), RIDEM hereby issues this Freshwater Wetlands General Permit for eligible projects and activities subject to the applicability and standard terms and conditions outlined herein.

Effective Date: October 10, 2022
Expiration Date: October 10, 2027

I. Purpose and Applicability: This permit applies to projects and activities identified herein within all Freshwater Wetland Jurisdictional Areas of the State of Rhode Island, as defined in R.I. Gen. Laws § 2-1-20 and the Rules and Regulations Governing the Administration and Enforcement of the Freshwater Wetlands Act ("RIDEM Rules"), 250-RICR-150-15-3. Upon confirmation in writing by RIDEM, and subject to compliance with all standard terms and conditions of this General Permit ("GP"), applicants are authorized to proceed with eligible projects and activities identified herein within the defined freshwater wetland Jurisdictional Areas. The permittee is responsible for compliance with all project-specific requirements as well as all standard terms and conditions of this GP and any other applicable State, local or federal regulations. RIDEM shall be held harmless for any failure of the permittee to comply with this GP.

A. Eligible Projects and Activities

1. Individual residential construction: Construction of individual single-family or duplex residential structures, and construction of associated accessory structures, on lots of record, subject to compliance with all standard terms and conditions of this permit and with all of the following project-specific requirements:
   a. Applicants must demonstrate that all construction-related disturbance and future use of the property, including buildings, infrastructure, accessory structures and landscaped yard areas are proposed outside all freshwater wetlands and meets all Freshwater Wetland Buffer Standards specified in Rule 3.7.1(B), except as specified below in (b). While not required, it is advised that applicants first obtain a verification of wetland edges and applicable buffer zone limits (see Rule 3.9.3) to facilitate quicker review and a predictable outcome. Note that buffers include existing undeveloped vegetated land and, where applicable, creation of new buffer (Rule 7.1(B)(3)).
   b. Proposed projects that rely on the Residential Infill Lot Buffer Standard (Rule 3.7.1(B)(5)) to satisfy the Freshwater Wetland Buffer Standard are not eligible for
authorization through this GP. Applicants must obtain authorization by applying for a Freshwater Wetland Permit (Rule 3.11).

c. All structures must meet all required setbacks specified in Rule 3.7.1(C).
d. The area of land disturbance must be less than one (1) acre.

2. **Limited projects associated with existing developed properties:** Construction and installation of accessory structures, and other limited projects including, but not limited to additions, garages, loading areas, tennis courts, landscaping areas, Onsite Wastewater Treatment Systems, utilities, parking areas, outbuildings, and replacement of existing structures, subject to compliance with all standard terms and conditions of this permit and with all of the following project-specific requirements:
   
a. All construction and disturbance must be outside all freshwater wetlands and must meet all Freshwater Wetland Buffer Standards specified in Rule 3.7.1(B). While not required, it is advised that applicants first obtain a verification of wetland edges and applicable buffer zones (see Rule 3.9.3) to facilitate quicker review and a predictable outcome. Note that buffers include existing undeveloped vegetated land and, where applicable, creation of new buffer (Rule 3.7.1(B)(3)).

b. The area of land disturbance must be less than one (1) acre.

c. Projects must not include subsurface disposal of stormwater subject to the RIDEM Groundwater Discharge Rules (includes Federal Underground Injection Control (UIC) Program), 250-RICR-150-05-4.

d. Any project not otherwise exempt pursuant to Rule 3.6 that involves new impervious areas, or disturbance of 10,000 sq. ft. or more of existing impervious area, excepting projects associated with existing developed single-family residences or duplexes, must be accompanied by a signed statement from a RI Registered Professional Engineer certifying that the project has been designed to meet all applicable Minimum Standards set forth in the Stormwater Management, Design and Installation Rules (“Stormwater Rules”), 250-RICR-150-10-8.

3. **Stormwater retrofit projects:** Construction of stormwater best management practices (“BMP’s”) to manage existing stormwater runoff, subject to compliance with all standard terms and conditions of this permit and with all of the following project-specific requirements:
   
a. All BMP’s and associated disturbance must be outside all freshwater wetlands and meet all Freshwater Wetland Buffer Standards specified in Rule 3.7.1(B), except in the case of highway wetlands where work within buffer may take place where buffer is routinely mowed and does not contain shrubs or trees.

b. BMP’s are authorized to manage existing runoff only and are not authorized to receive stormwater runoff generated by new construction activity or increases in the area of impervious surfaces.

c. Existing runoff patterns to receiving freshwater wetlands must be maintained.

d. The area of land disturbance must be less than five (5) acres.

e. Any project that involves land disturbance of one (1) acre or more must be accompanied by a signed statement from a RI Registered Professional Engineer certifying that the project has been designed to meet all applicable Soil Erosion and Sediment Control Plan Requirements outlined in Section III and will satisfy all General Requirements outlined in Section V of the Rhode Island Pollutant
Discharge Elimination System (RIPDES) General Permit for Stormwater Discharge Associated With Construction Activity.
f. Projects must not include subsurface disposal of stormwater subject to the RIDEM Groundwater Discharge Rules (includes Federal Underground Injection Control (UIC) Program), 250-RICR-150-05-4.

4. All other development outside of designated buffer zones: Projects of any kind not otherwise listed above within Jurisdictional Area that are located outside of all freshwater wetlands and designated buffer zones, or that are outside of Jurisdictional Area but may not be undertaken without approval from RIDEM pursuant to Rule 3.5.6(B), subject to compliance with all standard terms and conditions of this permit and with all of the following project-specific requirements:
   a. All proposed disturbance must be located outside of any freshwater wetland or applicable designated buffer zone. While not required, it is advised that applicants first obtain a verification of wetland edges and applicable buffer zones (see Rule 3.9.3) to facilitate quicker review and a predictable outcome.
   b. All structures must meet all required setbacks specified in Rule 3.7.1(C).
   c. The area of land disturbance must be less than one (1) acre.
   d. Projects must not include subsurface disposal of stormwater subject to the RIDEM Groundwater Discharge Rules (includes Federal Underground Injection Control (UIC) Program), 250-RICR-150-05-4.
   e. Any project that involves new impervious areas, or disturbance of 10,000 sq. ft. or more of existing impervious area, must be accompanied by a signed statement from a RI Registered Professional Engineer certifying that the project has been designed to meet all applicable Minimum Standards set forth in the Stormwater Management, Design and Installation Rules, 250-RICR-150-10-8.

B. General Permit Application Requirements

1. Applicants shall complete and sign a Freshwater Wetland GP application on forms provided by RIDEM.
2. In addition to the GP application form, the applicant must also provide documentation to describe a proposed project or activity in sufficient detail to clearly demonstrate how it will meet all project-specific requirements and all Terms and Conditions of the GP including but not limited to:
   a. Site plans (3 copies) meeting relevant Site Plan Requirements of Rule 3.8.4 of the RIDEM Rules; Use of a professional may be required for site plan preparation as further described in Rule 3.8.7.
   b. A narrative description (2 copies) of the proposed project and activity;
   c. Any other relevant documentation (2 copies) such as floodplain documentation, copies of previous Wetland Determination or Edge Verification letters, or any other supporting documentation needed to demonstrate how all relevant requirements of the GP have been met.
3. An application is to be accompanied by a fee of $150 (checks payable to the Rhode Island General Treasurer).
C. Authorization

1. Upon review of an Application for a Freshwater Wetlands General Permit, RIDEM will provide in writing either authorization to proceed under the GP or a determination that a project is ineligible under this GP.

2. Authorizations issued under this GP shall be valid for a period of five (5) years from issuance. Projects not yet complete after five (5) years must reapply as appropriate for a new approval under the Rules in effect at that time.

3. An authorization issued pursuant to this GP is not transferrable to any other person unless a Notice of Change of Ownership form is completed and submitted pursuant to Condition 15 of this Permit.

4. In the event RIDEM determines a project ineligible to be authorized under the GP (see Standard Term and Condition No. 3), the applicant will be afforded an opportunity to submit additional documentation and the balance of any fee as required to proceed with either an Application for Freshwater Wetlands Permit or an Application for Significant Alteration, as directed by RIDEM.

D. Standard Terms and Conditions Applicable to All Projects

1. If RIDEM authorizes a project under this GP and subsequently discovers that it has relied upon false, incomplete, or erroneous information provided by the applicant, the GP authorization shall be deemed null and void, and RIDEM may revoke the authorization and pursue an appropriate remedy.

2. No work shall commence prior to receipt of written authorization from RIDEM.

3. Authorization under this GP does not relieve any applicant’s responsibility to obtain other Federal, State or local authorizations as required by law.

4. Authorization under this GP does not relieve an applicant from any duties owed to adjacent landowners with specific reference to any changes in runoff or drainage.

5. Notwithstanding compliance with the terms and conditions of this GP, RIDEM reserves the right to require an Application for Freshwater Wetlands Permit whenever RIDEM determines that the potential impacts of a proposed project may warrant a more detailed review. Whenever an applicant is so notified that an Application for Freshwater Wetlands Permit is required, authorization under this GP is void and no work shall be conducted until RIDEM issues a permit in writing authorizing work to proceed.

6. All projects must install, utilize and maintain appropriate erosion and sediment controls and practices consistent with RI Soil Erosion and Sediment Control Handbook, as amended, as necessary to prevent the discharge of sediment into freshwater wetlands or buffers. All exposed soils and other fills are to be permanently stabilized at the earliest practicable date.

7. Temporary soil erosion and sediment controls shall be removed upon completion of work, but not before all disturbed areas are permanently stabilized. The sediment collected by these controls and devices shall be removed and placed in upland locations within the approved project limits or otherwise stabilized in a manner that will prevent its later erosion.

8. All projects, other than stormwater retrofit projects, must utilize and maintain appropriate stormwater treatment best management practices in accordance with the Stormwater Rules, the RI Stormwater Design and Installation Standards Manual, or (as applicable) the RI

9. No project may result in placement of fill or structures in floodplain or floodway.
10. No project may include installation of a groundwater well, or combination of wells within a sub-watershed, intended to withdraw greater than 10,000 gallons per day.
11. No project or activity may result in degradation of the natural characteristics of any rare wetland type (i.e. bogs, fens, Atlantic white cedar swamps); likewise, no project or activity may reduce the ability of a freshwater wetland or buffer to ensure the long-term viability of any rare animal or plant species.
12. Authorized projects and activities shall be undertaken and performed in a manner that prevents the introduction or spread of non-native invasive species within Jurisdictional Areas, and all vehicles and equipment that may be a vector for the introduction or spread of invasive species shall be inspected and cleaned before and after use.
13. All wetland functions and values are to be protected to the maximum extent possible from pollution, sediment, direct discharge of stormwater runoff, or any material foreign to a wetland or hazardous to life entering any freshwater wetland, buffer, or floodplain and so as to be protective of aquatic life and not result in long-term reductions in stream flow or increased flooding.
14. In seeking authorization under this GP, the applicant expressly authorizes RIDEM to perform periodic inspections at any time deemed necessary to ensure that the project is being constructed or has been completed in accordance with all project-specific restrictions and terms and conditions of this GP.
15. Prior to the start of construction on any project authorized by this GP, an applicant must complete and submit the Start of Construction form found at: http://www.dem.ri.gov/programs/benviron/water/permits/swcoord/soc.pdf
16. In the event of transfer of the subject property subsequent to authorization of a project under this GP, the new owner shall complete and submit a Notice of Change of Ownership form found at http://www.dem.ri.gov/programs/benviron/water/permits/swcoord/soc.pdf.

II. Severability: The provisions of this GP are severable, and if any provision of this Permit, or the application of this Permit to any particular circumstance, is held invalid, the application of such provision to other circumstances and the remainder of this Permit shall not be affected thereby.

Signed this ____ day of October, 2022

Charles A. Horbert, Deputy Administrator
Groundwater & Freshwater Wetlands Protection
RI DEM Office of Water Resources
To: Honorable Town Council
From: Antonio A. Teixeira  
Town Administrator
Date: August 4, 2022
Subject: Fire Apparatus replacement

Fire Chief Richard Petrin has created a replacement schedule for all vehicles that fall within the Fire Department.

The first proposed replacement is the current frontline pumper engine 2. The Chief provided additional information on his memo.

Due to the amount of time (450 – 500 days) to build the engine, it is necessary to place the order at this time. The current truck can either be traded in or repurposed for town use with the Department of Public Works.

The proposed purchase price is $711,131.00 and it will be covered by Capital and/or the Ambulance Reimbursement Fund. The payment distribution will a seven (7) year commitment and the first payment will not be due for two years.

I recommend the purchase.

Thank you.
MEMORANDUM

Date: July 28, 2022

To: Town Administrator Teixeira

From: Chief Petrin

Subject: Fire Apparatus replacement

The Little Compton Fire Department is respectfully requesting permission to purchase a new fire apparatus. This new fire apparatus will replace our current frontline pumper engine 2. The proposed new truck would be a HME Ahrens Fox pumper. The new pumper would be purchased from On Scene LLC located in East Greenwich RI. The proposed purchase price would be $711,131.00. The proposed build time for the new pumper would be 450 – 500 calendar days. The current truck, would either be traded in or repurposed for other town uses.

Respectfully,

Richard G. Petrin
Chief of Department
Hi Carol,

I would love too!

The players are:

Chloe Oliveira #19 OF  
Elodie Cannon #1 SS  
Kaylyn Aubuchon #2 C/3B

These three young ladies have been an instrumental part of our Little League for quite some time and this is Elodie’s third All Star appearance, Kaylyn’s second and Chloe’s first.

These 3 players rounded out a team of 14 players who attributed to winning a District title, Tiverton’s first ever Little League aka Majors” RI State title and first ever appearance representing RI in the LL Softball World Series in Bristol, CT where Little League’s Regional offices are located. Our team went 1-2 in the tournament beating Massachusetts 9-4 and losing to Connecticut 12-1 and Vermont 20-1.

All games were televised on ESPN+ and our team was obviously watched by thousands of people across the world.

Elodie was also featured in ESPN’s top 10 Plays of the Day for 7/23 and 7/24 which is back to back days and probably is the equivalent of lightning striking twice! I have attached the clips for you all to see. We are very proud of these three players. We hope you are too.

https://m.youtube.com/watch?v=UWstfFluem4

https://m.youtube.com/watch?v=-RVS2BNqKjc

Sincerely,

Mike DeCotis

Sent from Mike's iPhone
Carol Wordell

From: Carole Wordell
Sent: Tuesday, July 26, 2022 4:07 PM
To: Mike DeCotis; Town Council
Subject: RE: Tiverton Softball All Star Team

Mike,

I am sure we would love to recognize their achievements. Could you forward the names of the Little Compton players and any other data about the success of the team that will be helpful in creating a Citation for the players.

Thank you,

Carol

Carol A Wordell, Town Clerk, CMC
40 Commons - PO Box 226
Little Compton, RI 02837
401-635-4400 office
401-635-2470 fax
cwordell@littlecomptonri.org

-----Original Message-----
From: Mike DeCotis [mailto:mikedecotis@cox.net]
Sent: Tuesday, July 26, 2022 3:44 PM
To: Town Council <towncouncil@littlecomptonri.org>
Subject: Tiverton Softball All Star Team

Hello members of the LC Town Council,

We just returned from Bristol, CT from a very successful district, state then regional tournament for the Little League Softball World Series. For the first time ever the Tiverton/LC 11/12 year olds won a state title and represented RI in the nationally televised regional tournament on espn. If anyone needs any information about the team or the players I would be happy to provide anything. There are three LC players on our team and the entire team will be recognized by the Tiverton TC and SC very soon.

Thank you,

Mike DeCotis
Tiverton LL Softball Director

Sent from Mike's iPhone
From: Walter Munroe <riwalt@cox.net>
Sent: Thursday, July 21, 2022 11:09 AM
To: Town Council
Subject: Tax exemptions

The recent tax bills have demonstrated a problem with the current method of exempting a certain amount from property valuation for various categories of residents i.e. veterans, the blind, disabled persons, etc. There is a fluctuation in the value of these exemptions due to changing tax rates. Would it be possible to change to a set tax credit for exemptions as a more consistent method of providing exemptions to the various groups that are affected?

Respectfully,

Walter Munroe
27B John Dyer Road
July 15, 2022

Via Email, followed by Certified Mail

Subject: SFW Section 106 Notification of Proposed Project Modification – Onshore Temporary Laydown Areas with No Adverse Effects to Historic Properties

Dear Signatories, Invited Signatories and Consulting Parties,

This letter describes a proposed project modification for the South Fork Wind Project (the Project) and BOEM’s determination that the modification will result in no historic properties affected and this determination is supported with the following documentation. Consulting parties will have 30 calendar days to review and comment on this notification, consistent with the process identified for project modifications in Stipulation V.A.1 of the Memorandum of Agreement Among the Bureau of Ocean and Energy Management (BOEM), the Massachusetts State Historic Preservation Officer, the Rhode Island State Historic Preservation Officer and the New York State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding the South Fork Wind Farm and South Fork Export Cable Project, executed November 23, 2021 (the MOA).

The process for review of project modifications is described in Section V of the MOA (enclosed as Attachment A).

SFW proposes an onshore project modification for the SFEC-Onshore, specifically to use the following temporary laydown areas: (a) an approximately 1-acre area at the East Hampton Airport adjacent to Industrial Road (tax map parcel 180–1-8.13) in the Town of East Hampton, Suffolk County, New York and (b) 347 Burman Boulevard, Calverton, Suffolk County, New York (tax map parcel 135.20-1-16) (figures enclosed as Attachment B). Use of these laydown areas will allow SFW to more efficiently complete its construction activities, due to the increase in available space for staging, storage, stockpiling, and/or assembly. The New York Public Service Commission (NYSPSC) has evaluated the portions of the South Fork Export Cable within New York State and approved the SFW Environmental Management & Construction Plan (EM&CP) on November 22, 2021. The NYSPSC is currently reviewing EM&CP Amendment Requests for the use of these temporary laydown areas.

These temporary laydown areas are not within the original APE identified for the Project, and as such, SFW notified BOEM of this proposed change and provided BOEM with information concerning the proposed modifications and associated evaluation. SFW completed an assessment of cultural resources for each of the potential laydown areas (enclosed as Attachment C). No excavation, grading, tree clearing, or other ground disturbing activity will be performed by SFW on site at either of the potential laydown areas. The sites are all previously disturbed and there are no previously reported archaeological sites or historic properties within or adjacent to the site. The use, types of activities, and equipment that would occur within each proposed laydown area will be largely identical to current or recent prior uses as a laydown area and will also match the character of nearby/adjacent parcels. The MOA includes a stipulation related to Post-Review Discoveries, which are applicable for use of these laydown areas in the event any historic properties are discovered or inadvertently affected when these areas are used for this specific Project.
SFW Section 106 Project Modification – Onshore Temporary Laydown Areas
July 15, 2022

BOEM has determined that there are no historic properties affected resulting from the use of these temporary laydown areas and therefore these modifications do not require alteration of the conclusions reached in the Finding of Adverse Effect for the South Fork Wind Farm and South Fork Export Cable Construction and Operations Plan dated August 2021 (the Finding of Effect).

Consistent with the MOA, we ask that you please submit any written comments on this proposed onshore project modification within the 30 calendar day comment period via email to SFWsec106consult@orsted.com.

Sincerely,

[Signature]

Rob Mastria
Project Development Director, South Fork Wind

Cc (via email): Sarah Stokely, BOEM
              Rob Soden, Orsted
              Jeff Westermeyer, Orsted

Enclosures: A – SFW Section 106 MOA Stipulation V
            B – Project Location Figures for Potential Laydown Areas
            C – Cultural Resources Assessment for Potential Laydown Areas
Section V of the Slipulations of the SFW Section 106 MOA describe the process for project modifications, provided below for reference:

V. PROJECT MODIFICATIONS

A. If SFW proposes any modifications to the Project that expands the Project beyond the Project Design Envelope included in the COP and/or occurs outside the defined APE or the proposed modifications change the final determinations and findings for this Project, SFW shall notify and provide BOEM with information concerning the proposed modifications. BOEM will determine if these modifications require alteration of the conclusions reached in the Finding of Effect and, thus, will require additional consultation with the signatories, invited signatories and consulting parties. If BOEM determines additional consultation is required, SFW will provide the signatories, invited signatories and consulting parties with the information concerning the proposed changes, and they will have 30 calendar days from receipt of this information to comment on the proposed changes. BOEM shall take into account any comments from signatories, invited signatories, and consulting parties prior to approving any proposed changes. Using the procedure below, BOEM will, as necessary, consult with the signatories, invited signatories, and consulting parties to identify and evaluate historic properties in any newly affected areas, assess the effects of the modification, and resolve any adverse effects.

1. If the Project is modified and BOEM identifies no additional historic properties or determines that no historic properties are adversely affected due to the modification, SFW will notify all the signatories, invited signatories, and consulting parties about this proposed change and BOEM’s determination, and allow the signatories, invited signatories, and consulting parties 30 calendar days to review and comment. This MOA will not need to be amended if no additional historic properties are identified and/or adversely affected.

2. If BOEM determines new adverse effects to historic properties will occur due to a Project modification, SFW will notify and consult with the relevant signatories, invited signatories, and consulting parties regarding BOEM’s finding and the resolution of the adverse effect and develop a new HPTP following the consultation process set forth in Slipulation IV. They will have 30 calendar days to review and comment on the adverse effect finding and the proposed resolution of adverse effects, including a draft HPTP. BOEM, with the assistance of SFW, will conduct additional consultation meetings, if necessary, during drafting and finalization of the HPTP. The MOA will not need to be amended after the HPTP is finalized.

3. If any of the signatories, invited signatories, or consulting parties object to determinations, findings, or resolutions made pursuant to these measures (Stipulation V.A.1 and 2), BOEM will resolve any such objections pursuant to the dispute resolution process set forth in Stipulation XI.
Attachment B. Project Location Figures for Potential Laydown Areas

Vicinity Map showing SFEC Project and Potential Laydown Areas
Industrial Road – Cable Furnish and Installation Contractor Laydown Area Location Map and Photo of Existing Conditions
347 Burman Boulevard – HDD Contractor Laydown Area Location Map and Photo of Existing Conditions
Attachment C. Cultural Resources Assessment for Temporary Laydown Areas

Industrial Road Laydown Area

This proposed laydown area adjacent to Industrial Road is located at the end of an abandoned East Hampton Airport runway, and it has previously been used for equipment and material storage. The approximately 1-acre site is currently maintained as a mowed sandy-grassy lot. This specific location is suitable as a laydown area because it is largely secluded from local residents, previously disturbed, and the proposed work activities are consistent with recent use as a laydown area.

No excavation, grading, tree clearing, or other ground disturbing activity will be performed by SFW on site. Mowing of the existing vegetation may take place as well as the reestablishment of a stone ground cover to prevent rutting, disturbance, and erosion of the existing soil. The site is highly disturbed and has a history of pervasive ground disturbance, therefore has no or extremely limited potential to include archaeological resources. There are no previously identified archaeological resources overlapping with the site, and no previously identified archaeological sites are located within a 0.5-mile radius. Additionally, a previously conducted archaeological survey that was conducted within woods immediately to the west and east of the proposed site only recovered modern refuse. The use, types of activities, equipment, and construction/excavation machinery that would occur within the proposed laydown area will be largely identical to past use. As such, no historic properties will be affected as a result of the use of the property as a laydown area.

347 Burman Boulevard Laydown Area

This proposed laydown area at 347 Burman Boulevard is located within an industrial/business complex that consists of paved asphalt areas, a railroad, and several structures that are used for storage, laydown, or office space. There are two bodies of water (McKay Lake and Swan Pond) and a golf course (Swan Lake Golf Club) to the south, forested area to the west, a sports park to the east, and two runways for the Calverton Executive Airpark to the northeast and northwest that surround the complex. According to aerial imagery, the proposed laydown site has been a paved asphalt area since at least 1994, and its use has alternated between vehicle parking and equipment/material storage. This specific location is suitable as a laydown area because it is largely secluded from local residents, previously disturbed, and the proposed work activities are consistent with recent use as a laydown area.

No excavation, grading, tree clearing, or other ground disturbing activity will be performed by SFW on site. The site is largely previously disturbed as documented in USDA soil data and aerial photography. There are no previously reported archaeological sites within or adjacent to the site. The use, types of activities, equipment, and construction/excavation machinery that would occur within the proposed laydown area will be largely identical to present use and activities on the sites in their capacity as parking and equipment. As such, no historic properties will be affected as a result of the use of the property as a laydown area.
Memorandum

To: Rob Soden, South Fork Wind Permitting Manager
From: Patrick Heaton, Joseph Kwiatek
Date: July 13, 2022
Reference: South Fork Export Cable
Proposed Staging/Laydown Area – Industrial Road
Cultural Resources Assessment

On behalf of South Fork Wind, LLC (SFW), Environmental Design & Research (EDR) has prepared this Cultural Resources Assessment of SFW’s proposed use of a public parcel (adjacent to Industrial Road in the Town of East Hampton) for use as a temporary Staging/Laydown Area to support construction of the South Fork Export Cable (SFEC). The site was previously in use as a cleared approach to a now abandoned runway of the East Hampton Airport, and is currently used to store vehicles and equipment (not associated with SFW). As further described herein the proposed Staging/Laydown Area avoids any potential effects on cultural resources:

- No excavation, grading, tree clearing, or other ground disturbing activity will be performed by SFW on site. SFW proposes to mow the grass on site and potentially re-establish a gravel base, if necessary.
- The use, types of activities, equipment, and construction/excavation machinery that would occur within the proposed Staging/Laydown Areas will be largely identical to present use and activities on the site in its capacity as vehicle and equipment storage.
- The site is previously disturbed as documented in USDA soil data and aerial photography.
- There are no previously reported archaeological sites within or adjacent to the proposed Staging/Laydown Area.
- The proposed Laydown/Staging Area is located on the grounds of the Town of East Hampton Airport. Since the use, types of activities, and equipment that would occur within the proposed Staging/Laydown Area will be largely identical to its current use, little to no change in the visual setting associated with the Town of East Hampton Airport property will be introduced.

Proposed Temporary Staging/Laydown Area

The proposed Staging/Laydown Area is located on a site that is currently a grass covered lot (with a steel shipping container) used to store vehicles and equipment (See Attachment. Photograph). SFW is proposing use of the site (approximately 1.7 acres) located adjacent to Industrial Road (Tax...
Map#: 0300-180.00-01.00-008.013). The site is located in a cleared area north of Industrial Road and south of the abandoned runway #4 of the East Hampton Airport (see Figures 1 and 2). SFW’s contractor, Eleonor Hawkeye LLC, is expected to obtain property rights for this area. Access would be directly from Industrial Road, a public roadway with no proposed improvements. The site is partially covered in grass with areas of exposed sand/gravel.

Activities proposed within the site may include daily employee muster, as well as off-loading (potentially via the use of a crane) and storage of cable reels, equipment storage (machinery, work trucks, storage containers, small tools, etc.), set up of a field office trailer, employee parking, dumpsters, and portable sanitation.

Cultural Resources Assessment
To further demonstrate that the proposed use of the site does not have any potential to effect cultural resources, EDR has prepared this cultural resources assessment of the proposed Staging/Laydown Area. The cultural resources assessment for the proposed Staging/Laydown Area was conducted following the same methodologies outlined in the previously conducted cultural resource investigations for the SFEC (EDR, 2017, 2018, 2020, 2021). This assessment was conducted by or under the supervision of a cultural resources professional who meets or exceeds the U.S. Secretary of Interior’s Standards for Archaeology and Historic Preservation (36 CFR 61).

Previously Identified Cultural Resources
A review of the New York State Historic Preservation Office’s (NYSHPO’s) Cultural Resources Information System (CRIS) database indicates that no previously identified archaeological resources overlap with the site, and no previously identified archaeological sites are located within a 0.5-mile radius.

The proposed Staging/Laydown Area is located on the grounds of the Town of East Hampton Airport (Unique Site Number [USN] 10303.000866). The property has no formal determination of State and/or National Register of Historic Places (S/NRHP) eligibility (i.e., the status in CRIS is “Undetermined”). No other previously identified historic or potentially historic properties are located within a 0.5-mile radius of the proposed Staging/Laydown Area. In addition, existing vegetation and intervening buildings/development screen views of the proposed Staging/Laydown Area from the west, south, and east.

EDR has concluded that potential visual effects to the Town of East Hampton Airport from use of the proposed Staging/Laydown Area will be consistent with the visual characteristics and effects
of the site’s current use as a material and equipment storage area, and therefore there would be little to no change in the visual setting associated with this property.

Previously Conducted Cultural Resource Surveys
Review of the NYSHPO’s CRIS database indicates that no previously conducted archaeological surveys overlap with the site. The nearest previously conducted archaeological surveys is *A Stage 1 Archival Search and Archaeological Survey for East Hampton Town Industrial Park, Town of East Hampton, Suffolk County, New York* (ILIAC, 2000), conducted in the wooded areas immediately to the east and west of the site. The survey included the excavation of 401 shovel test pits (STPs) on a 10 meter (m) by 20 m (33 foot [ft] by 66 ft) grid. Only modern refuse was recovered, and as a result the report recommended no further archaeological investigations of the area.

Review of CRIS did not identify any historic resource surveys which overlapped the parcel under consideration for siting of the proposed Staging/Laydown Areas. The nearest previously conducted historic resource building survey is the *Historic Architectural Resources Survey* (EDR, 2018) conducted for the SFEC Point of Interconnection/Substation. The *Historic Architectural Resources Survey* determined the proposed substation would not be visible from, or would have negligible visual effect, on any historic properties within that survey’s study area due to the “relatively small size and modest height of the proposed facility, and because the proposed site is largely surrounded by forest” (EDR, 2018: 31).

Prior Ground Disturbance
The site under consideration for the proposed Staging/Laydown Area is previously disturbed. United States Department of Agriculture (USDA) soil mapping indicates that the northern third of the proposed site (immediately south of the end of the abandoned runway #4) is cut and fill land, likely from construction of the runway/airport. USDA soil mapping indicates potentially intact soils in the southern two-thirds of the site (USDA, 2022).

Beginning in 2012, aerial photography shows the site being used to store vehicles and equipment, with surface disturbances such as exposed subsoil access roads and parking areas (Google Earth, 2022). The view of the site from Industrial Road illustrates the same conditions seen in the aerial photography (see Attachment. Photograph). The past and present use of the site for equipment and vehicle storage purposes is essentially identical (in terms of activities and construction vehicle traffic) as SFW’s proposed use as a Staging/Laydown Area.
Potential Effect on Historic Properties
The site is previously disturbed and therefore has no or extremely limited potential to include archaeological resources. No excavation, grading, tree clearing, or other ground disturbing activity will be performed on site. SFW proposes to mow the grass on site and potentially re-establish a gravel base, if necessary. Use of this site as a Staging/Laydown Area will not affect archaeological resources.

The site is located on the grounds of the Town of East Hampton Airport (USN 10303.000866), a previously identified property that has no formal determination of S/NRHP. The use, types of activities, and equipment that would occur within the proposed Staging/Laydown Area will be largely identical to its current use as a material and equipment storage area. Therefore, use of this site as a Staging/Laydown Area would introduce little to no change in the visual setting associated with the Town of East Hampton Airport property.

No other previously identified historic or potentially historic properties are located within a 0.5-mile radius of the proposed Staging/Laydown Area, and existing vegetation and intervening buildings/development screen views of the proposed Staging/Laydown Area from the west, south, and east. As a result, use of the site will not affect other historic properties.

Summary/Conclusions
SFW has selected a cleared area at the end of an abandoned runway, presently used to store vehicles and equipment, as a Staging/Laydown Area for construction of the SFEC. The proposed use of the Staging/Laydown Area will not have any potential effects on cultural resources:

- No excavation, grading, tree clearing, or other ground disturbing activity will be performed by SFW on site. SFW proposes to mow the grass on site and potentially re-establish a gravel base, if necessary.
- The use, types of activities, equipment, and construction/excavation machinery that would occur within the proposed Staging/Laydown Areas will be largely identical to present use and activities on the site in its capacity as vehicle and equipment storage.
- The site is previously disturbed as documented in USDA soil data and aerial photography.
- There are no previously reported archaeological sites within or adjacent to the proposed Staging/Laydown Area.
- The proposed Laydown/Staging Area is located on the grounds of the Town of East Hampton Airport. Since the use, types of activities, and equipment that would occur within the proposed Staging/Laydown Area will be largely identical to its current use, little to no
change in the visual setting associated with the Town of East Hampton Airport property will be introduced.

SFW intends to utilize the site as a Staging/Laydown Area in a manner consistent with the site’s current use. The proposed use of this site as a Staging/Laydown Area has no potential to affect archaeological resources, little to no potential to affect the visual setting associated with the Town of East Hampton Airport property, and no potential to effect other historic properties.

Attachments:

Figure 1. SFEC - Onshore: Proposed Staging/Laydown Area – Regional Location
Figure 2. SFEC - Onshore: Proposed Staging/Laydown Area – Site Map
Attachment. Photograph

References:


South Fork Wind - Proposed Staging/Laydown Area

Town of East Hampton, Suffolk County, New York

*Cultural Resources Assessment*

Photo 1

A representative overview of the proposed Staging/Laydown Area, in a grass covered lot in use as equipment and vehicle storage.
Memorandum

To: Rob Soden
South Fork Wind Permitting Manager

From: Patrick Heaton, Daniel Seib
EDR

Date: July 11, 2022

Reference: South Fork Export Cable – Proposed Michels Laydown Site
Hamlet of Calverton, Suffolk County, New York
Cultural Resources Assessment

On behalf of South Fork Wind, LLC (SFW), Environmental Design & Research (EDR) has prepared this Cultural Resources Assessment of SFW’s proposed use of a public parcel (Michels Laydown Site, 335 Burman Blvd, west of the Hamlet of Calverton) for use as temporary Staging/Laydown Areas to support construction of the South Fork Export Cable (SFEC). The overall site area was previously in use as a receiving and assembling plant for Grumman, and is currently used to store materials and equipment (not associated with SFW). As further described herein the proposed Staging/Laydown Areas avoid any potential effects on cultural resources:

- No excavation, grading, tree clearing, or other ground disturbing activity will be performed by SFW on site.
- The use, types of activities, equipment, and construction/excavation machinery that would occur within the proposed Staging/Laydown Areas will be largely identical to present use and activities on the sites in their capacity as parking and equipment storage.
- The sites are largely previously disturbed as documented in USDA soil data and aerial photography.
- There are no previously reported archaeological sites within or adjacent to the proposed Staging/Laydown Areas.
- The proposed Laydown/Staging Areas are located on the grounds of the Calverton Executive Airpark. Since the use, types of activities, and equipment that would occur within the proposed Staging/Laydown Areas will be largely identical to their current use, little to no change in the visual setting associated with the Calverton Executive Airpark property will be introduced.
Proposed Temporary Staging/Laydown Areas
The proposed Staging/Laydown Areas are located on sites that are currently paved over and have been used as parking and to store equipment (See Attachment. Photographs). SFW is proposing use of the sites (four site areas totaling approximately 2.1 acres) located at 335 Burman Blvd (Tax Map#: 1325.20). The sites are located along access roads and within parking lots to the south and southwest of Building 166/Plant 6 (see Figures 1 and 2). SFW’s contractor, Elecnor Hawkeye LLC, is expected to obtain property rights for this area. Access would be directly from Grumman Blvd to the south, a public roadway with no proposed improvements. The sites are paved, with some grass growing in areas of exposed sand/gravel.

Activities proposed within the site may include daily employee muster, as well as off-loading (potentially via the use of a crane) and storage of cable reels, equipment storage (machinery, work trucks, storage containers, small tools, etc.), set up of a field office trailer, employee parking, dumpsters, and portable sanitation.

Cultural Resources Assessment
To further demonstrate that the proposed use of the sites will not have any potential to effect cultural resources, EDR has prepared this cultural resources assessment of the proposed Staging/Laydown Areas. The cultural resources assessment for the proposed Staging/Laydown Areas was conducted following the same methodologies outlined in the previously conducted cultural resource investigations for the SFEC (EDR, 2017, 2018, 2020, 2021). This assessment was conducted by or under the supervision of a cultural resources professional who meets or exceeds the U.S. Secretary of Interior’s Standards for Archaeology and Historic Preservation (36 CFR 61).

Previously Identified Cultural Resources
A review of the New York State Historic Preservation Office’s (NYSHPO’s) Cultural Resources Information System (CRIS) database indicates that no previously identified archaeological resources overlap with the site. The nearest previously identified archaeological site (Unique Site Number [USN] 10306.000781) is located approximately 0.3-mile from the nearest proposed Staging/Laydown Area, and is comprised of one jasper unifacially flaked scraper. This site is not eligible for the State and/or National Register of Historic Places (S/NRHP). Three other indigenous sites (USN 10306.000780, USN 10306.000779, and USN 10306.000778) were identified within 0.5-mile from the propose Staging/Laydown Areas, but these were listed as either Not Eligible or Undetermined.
The proposed Staging/Laydown Areas are located on the grounds of the Calverton Executive Airpark, located immediately to the south and southwest of Building 166/Plant 6 (USN 10306.000794). This property is listed as eligible for the State and/or National Register of Historic Places (S/NRHP) due to its association with the production of three quarters of the US Navy’s carrier-based aircraft during the Cold War. Office space on the second floor of Building 166/Plant 6 totaling approximately 11,000 square feet is proposed to be utilized, but with no modifications or redesigns to the existing layout of the building. Building 284, the Anechoic Chamber, (USN 10306.000795), located approximately 0.45-mile from the proposed Staging/Laydown Areas is also listed as eligible for the S/NRHP since it was a prototype for the integral testing of electronics and radars of Grumman aircraft, a task vital to the conduct of the Cold War. Grumman Airport as a whole (USN 10306.0406) is listed as undetermined, and the building at 301 Scott Avenue (USN 10306.001175) immediately to the northwest of the laydown areas is also listed as undetermined.

EDR has concluded that potential visual effects to the Calverton Executive Airpark from use of the proposed Staging/Laydown Areas will be consistent with the visual characteristics and effects of the site’s current use as a material and equipment storage area, and therefore there would be little to no change in the visual setting associated with this property.

Previously Conducted Cultural Resource Surveys

Review of the NYSHPO’s CRIS database indicates that one previous archaeological survey was conducted near the Staging/Laydown Areas. Historical Perspectives Inc. (HPI) conducted a survey with testing west of Northern Runway Pond which identified the four indigenous sites listed above (USN 10306.000781, USN 10306.000780, USN 10306.000779, and USN 10306.000778) that are located approximately 0.3-mile from the nearest proposed Staging/Laydown Area (HPI, 1996). The Cultural Resources Survey, Naval Weapons Industrial Reserve Plant, Calverton, New York (HPI, 1996) included the excavation of 55 shovel test pits (STPs) on a 10 meter (m) by 10 m (33 foot [ft] by 33 ft) grid, identifying the four sites. Artifacts recovered included one Bare Island point (5,000-3,000 BP), 3 pottery fragments dating from 2700-500 BP, one jasper unifacially flaked scraper, one biface fragment, one point tip, and 50 pieces of debitage. These sites span a time period from the Late Archaic to the Woodland Period.

Review of the CRIS database indicates that one previous historic resource survey overlapped the parcel under consideration for siting of the proposed Staging/Laydown Areas. The Phase 1A Cultural Resources Survey Riverhead Solar 2 Project Town of Riverhead, Suffolk County, New York (EDR, 2018) evaluated the Facility’s impact on Building 166/Plant 6 (USN 10306.000794). The
Historic Architectural Resources Survey concluded “that visibility within the Study Area is variable, and no historic properties will be visually impacted by the Facility” (EDR, 2018: 48).

Prior Ground Disturbance
The sites under consideration for the proposed Staging/Laydown Areas are previously disturbed. United States Department of Agriculture (USDA) soil mapping indicates that most of the proposed sites are on cut and fill land, likely from construction of the airport. USDA soil mapping indicates potentially intact soils in the southern portions of sites 2 and 3, and most of site 4 (USDA, 2022). If intact soils are present in these areas, the overlying asphalt should protect them from any possible impacts.

Beginning in 1985, aerial photography shows the sites being used as parking lots to store vehicles and equipment (Google Earth, 2022). The view of the sites from access roads between them illustrates the same conditions seen in the aerial photography (see Attachment: Photographs). The past and present use of the sites for equipment and vehicle storage purposes is essentially identical (in terms of activities and construction vehicle traffic) as SFW's proposed use as Staging/Laydown Areas.

Potential Effect on Historic Properties
The sites are largely previously disturbed and therefore have no or extremely limited potential to include archaeological resources. No excavation, grading, tree clearing, or other ground disturbing activity will be performed on site. Use of these sites as a Staging/Laydown Areas will not affect archaeological resources.

The sites are located on the grounds of the Grumman Airport (Unique Site Number [USN] 10306.0406), a previously identified property that has no formal determination of S/NRHP. The use, types of activities, and equipment that would occur within the proposed Staging/Laydown Areas will be largely identical to their current use as material and equipment storage areas. Therefore, use of this site as Staging/Laydown Areas would introduce little to no change in the visual setting associated with the Calverton Executive Airpark property.

While Building 166/Plant 6 (USN 10306.000794) is listed as eligible for the S/NRHP, no modifications or redesigns to the existing layout of the building are planned for the proposed office space utilization. Building 284, the Anechoic Chamber, (USN 10306.000795) will not be impacted either. No other previously identified historic or potentially historic properties are located within a 0.5-mile radius of the proposed Staging/Laydown Areas, and existing vegetation
and intervening buildings/development screen views of the proposed Staging/Laydown Areas. As a result, use of the site will not affect other historic properties.

Summary/Conclusions
SFW has selected old parking lots and road edges, presently used to store materials and equipment, as Staging/Laydown Areas for construction of the SFEC. The proposed use of the Staging/Laydown Areas will not have any potential effects on cultural resources:

- No excavation, grading, tree clearing, or other ground disturbing activity will be performed by SFW on the sites.
- The use, types of activities, equipment, and construction/excavation machinery that would occur within the proposed Staging/Laydown Areas will be largely identical to present use and activities on the sites in their current capacity as vehicle and equipment storage.
- The sites are largely previously disturbed as documented in USDA soil data and aerial photography.
- There are no previously reported archaeological sites within or adjacent to the proposed Staging/Laydown Areas.
- The proposed Laydown/Staging Areas are located on the grounds of the Calverton Executive Airpark. Since the use, types of activities, and equipment that would occur within the proposed Staging/Laydown Areas will be largely identical to their current use, little to no change in the visual setting associated with the Calverton Executive Airpark property will be introduced.

SFW intends to utilize the site as Staging/Laydown Areas in a manner consistent with the sites' current use. The proposed use of these sites as Staging/Laydown Areas has no potential to affect archaeological resources, little to no potential to affect the visual setting associated with the Calverton Executive Airpark property, and no potential to effect other historic properties. No additional cultural resources investigations are recommended.
Attachments:

Figure 1. SFEC - Onshore: Proposed Staging/Laydown Area – Regional Location
Figure 2. SFEC - Onshore: Proposed Staging/Laydown Area – Site Map
Photolog

References:


South Fork Wind - Proposed Staging/Laydown Areas
Town of Southampton, Suffolk County, New York

Cultural Resources Assessment

Photo 1
A representative overview of the proposed Site 1 Staging/Laydown Area, facing north, showing pavement area.

Photo 2
A representative overview of the proposed Site 2 Staging/Laydown Area, facing southwest, showing overgrown pavement area. Site 4 is visible in the background.
Photographs

Photo 3
A representative overview of the proposed Site 3 Staging/Laydown Area, facing southwest, showing road and pavement area.

South Fork Wind - Proposed Staging/Laydown Areas
Town of Southampton, Suffolk County, New York

Cultural Resources Assessment
RESOLUTION NUMBER 2022-0011

TOWN OF TIVERTON

RESOLUTION REQUESTING A BALLOT QUESTION RELATED TO THE LICENSURE OF “CANNABIS RELATED LICENSES” WITHIN THE TOWN OF TIVERTON PURSUANT TO THE RHODE ISLAND CANNABIS ACT

WHEREAS, the State of Rhode Island recently enacted “The Rhode Island Cannabis Act” as found at R.I.G.L. §21-28.11-1 et. seq; and

WHEREAS, the Cannabis Act regulates the licensure of non-medical cannabis establishments through a Cannabis Control Commission; and

WHEREAS, the Cannabis Act defines “cannabis related licenses” inclusive of licenses for the cultivation, manufacture, laboratory testing and/or retail sale; and

WHEREAS, the Cannabis Act permits municipalities to submit a ballot question to the voters within a town which, if approved by the voters, would prevent the Cannabis Control Commission from issuing “cannabis related licenses” within the community; and

WHEREAS, if approved by the voters, the Town of Tiverton will also not be eligible to receive any revenue from any taxes generated from the retail sale of marijuana as set forth in R.I.G.L. § 21-28.11-13; and

WHEREAS, the Tiverton Town Council believes that the voters of Tiverton should decide whether the Cannabis Control Commission should be allowed to issue such licenses within the Town by way of referendum.

NOW THEREFORE BE IT RESOLVED, THAT THE TIVERTON TOWN COUNCIL HEREBY REQUESTS THAT THE FOLLOWING QUESTION BE PLACED ON THE ELECTION BALLOT ON NOVEMBER 8, 2022 AS SET FORTH IN R.I.G.L. § 21-28.11-15:

“Shall new cannabis related licenses for businesses involved in the cultivation, manufacture, laboratory testing and for the retail sale of adult recreational use cannabis be issued in the Town?”

Introduced by Councilor Burk
July 6, 2022

Approved by the Tiverton Town Council July 11, 2022