

Housatonic River Basin Natural Resources Restoration Project
Natural Resources Trustee SubCouncil for Connecticut
Request for Supplemental Information (RSI)
INSTRUCTIONS

RECEIVED
JUN 20 2007
INLAND FISHERIES

PART A: SPONSOR AND PROJECT SUMMARY FORM

Please read "Request for Supplemental Information (RFI) OVERVIEW" and this document,
"Request for Supplemental Information (RSI) INSTRUCTIONS" before completing this form.

Part A must be completed using this "Sponsor and Project Summary Form"

SPONSOR INFORMATION

Type of Entity Check the box that best describes the sponsor.

- | | |
|--|--|
| ☐ Private individual | ☒ Municipal government |
| ☐ Non-profit organization | ☐ Corporation or Business |
| ☐ State government | ☐ County government |
| ☐ Federal government | ☐ Academic Institution |
| ☐ Tribal government | ☐ Other (explain) |

Authorized Representative of Sponsor

Town of Kent

Name

Ruth Epstien

Title

First Selectman

Address

Kent Green Boulevard

City

Kent

State

CT

Zip

06754

Phone

860-927-4625

Email

firstselectman@kentct.org

Contact Person (if different from Authorized Representative):

Oakwood Environmental Associates

Name

Bart Clark

Title

Project Coordinator

Address

27 Reverie Lane

City

Warren

State

CT

Zip

06754

Phone

860-868-1367

Email

oakwoodea@optonline.net

00007

Project Name Provide a brief working name:

Car Top Boat Launch at North Kent Rd

Project Location

Attach an 8.5 x 11-inch map or copy of an aerial photograph showing project location and extent. Include pertinent topographic and geographic information, a scale, and north arrow.

State(s), Municipality/ies: Kent

Longitude for approximate center of project area: 73d-28.298'W

Latitude for approximate center of project area: 41d 44.287'N

NOTE: If a specific location(s) has/have not been selected yet, include in Part C a narrative describing how project location(s) will be selected.

Restoration Priority Category See Appendix C of these Instructions for Restoration Priority Category Descriptions

Primary Category. Check the restoration category that is the primary goal of the project. Check one box.

- ☐ Aquatic Natural Resources Restoration/Enhancement
- ☐ Riparian & Floodplain Natural Resources Restoration/Enhancement
- ☒ Restoration/Enhancement of Recreational Uses of Natural Resources

Secondary Categories. Check all relevant boxes.

- ☐ Aquatic Natural Resources Restoration/Enhancement
- ☐ Riparian & Floodplain Natural Resources Restoration/Enhancement
- ☒ Restoration/Enhancement of Recreational Uses of Natural Resources

List Specific Injured Natural Resources and/or Impaired Natural Resource Services to Benefit from Project

The stretch of river that runs from Housatonic Meadows State Park to Bulls Bridge in Kent is is very lightly used for boating and fishing activities. The light use is due primarily to the lack of formal access to the River. There are two boat ramps along this stretch of the River: at Housatonic State park and at the Island at Bulls Bridge. Adding an additional ramp at North Kent Road provides a ramp at a median point along the River between two existing Ramps. There are several other additonal benefits which include formal parking space for the Housatonic Wildlife Mangement Area and access to the section of River for Emergency Personnel.

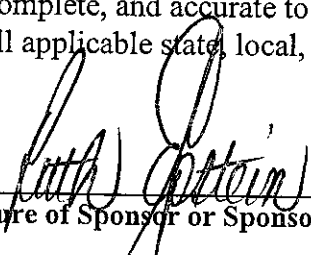
Project Budget Summary

Complete the table below to summarize the budget information that is detailed in Part D: Project Budget Narrative and Forms. Sponsors are advised to complete Part D (Project Budget Narrative and Forms) before filling in the table below.

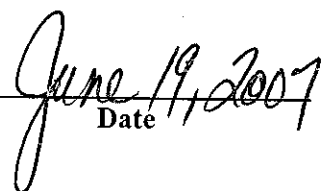
Housatonic River NRD Funds – Requested	Other Contributions (Committed)	Other Contributions (Not Committed)	Total Project Cost (boxes 1+2+3)
1. From Part D, Table 2, Box 5 385,000	2. From Part D, Table 2, Box 6 2500	3. From Part D, Table 2, Box 7	4. From Part D, Table 2, Box 8 387,500
Amount of Other Contributions to Be Considered as Cost-Matching to NRD Fund Request		5. 2500	

Authorizing Statement

I hereby declare that the information included in this project submission and all attachments is true, complete, and accurate to the best of my knowledge, and that the proposed project complies with all applicable state, local, and federal laws and regulations.



Signature of Sponsor or Sponsor Representative



Date

Ruth Epstein
Name of Sponsor or Sponsor Representative
(Type or print clearly)

Part B. Project Abstract

The project involves the construction of an access drive, a parking area for a small number of cars, a boat launch and a scenic overlook. Access to the River below Rte 4 in Cornwall and above Rte 341 in Kent has generally been limited. The State of Connecticut's recent acquisition of the former Stanley Works property offers an excellent opportunity to provide a public access ramp to allow an increased ability to use the River by boaters, fishermen and others. The major goals of the project include:

- Provide a formal boat launch on the River in an area historically used as a launch at North Kent Road;
- Provide the ability to maintain the areas to limit the impacts to the river that would occur without formal access
- Provide better access to the River by law enforcement, Fire Fighting and Rescue personnel;
- Provide a parking area at North Kent Road for use by Boaters using the River and Hunters using the Housatonic Wildlife Management Area; and
- Provide a scenic overlook at the old bridge abutment.

The project design will take into account the many conflicting opinions on how best to use this portion of the River and solicit the input of the many organizations involved with the protection and use of the River. The project will be constructed in about 2 years after award of any grant to allow for the design and permits needed.

Part C: Project Narrative

1. General Description

1.1. Project Goals and objectives

The project proposed has the following goals:

- Provide a formal boat launch on the River in an area historically used as a launch at North Kent Road;
- Provide the ability to maintain the areas to limit the impacts to the river that would occur without formal access
- Provide better access to the River by law enforcement, Fire Fighting and Rescue personnel;
- Provide a parking area at North Kent Road for use by Boaters using the River and Hunters using the Housatonic Wildlife Management Area;
- Provide a scenic overlook at the old bridge abutment;
- Provide the only public boat launch South of Housatonic Meadows State Park and North of Bulls Bridge Rd in Kent (and the only accessible one north of New Milford);
- Provide a launch to the faster water below North Kent,
- Provide easier access to the utility lines that run along the unimproved section of North Kent Rd, and
- Provide potential access to public transportation via rail passenger service and Bus due to its proximity to Rte 7 for persons who use the boat launch.

The following table list the goals and objectives stated in Item 2 of the "Request for Proposals: Overview of Selection Process" and how the project relates to these goals:

Connecticut SubCouncil Goals	Resources	Services
Restore		The project would restore a service allowing increased use of the recreational resource in the section of the River from Cornwall Bridge to Kent.
Sustainable Benefits		The interest in boating and fishing on the River is likely to increase as the population increases in the area. Having well designed areas for access will allow some control of the impacts that will occur with increased traffic, erosion of the river banks, accumulation of litter, etc. Without the improvements, the ability to control the traffic and its impacts would be greatly diminished.
Measurable Benefits		The benefits would be measured by the number of visits to each launch.
Integrate Public Participation		Having a boat launch in close proximity to schools would encourage use of the facilities for educational purposes. Discussions with the Housatonic Valley paddle Club and the local public have generally indicated strong support for the project.
Avoid Impacts		Due to the nature of the past activities at each site, the impacts would be very small. The site is currently used for this type of activity and past activities that have been more intense in nature.
Mitigate Impacts		Any impact due to increased traffic the adjacent Housatonic Wildlife Management Area could be mitigated during the project design which could include fencing and signage. Some improvements to North Kent Rd would be required to provide safe access.

1.2. Project Scope and project Implementation Plan

1.2.1.General project Description

The project proposes to create one boat launch at the end of North Kent Rd in Kent, CT. The Boat Launch is anticipated to be designed in accordance with the National Park Service publication, "Logical Lasting Launches, Design Guidance for Canoe and Kayak Launches. (2004)" The launch area itself is anticipated to follow the Guidance for "Chapter 4. Simple Launches" except where improvements may be needed for Accessibility. There will be facilities for parking 5 to 10 Cars, a boat drop off area, a trailer parking area, Handicap accessible launch area, a scenic overlook at the old bridge abutment and a new access road. Sanitary facilities are not being considered at this time.

1.2.2. Approach to project Implementation

The project design will be a collaborative process with all parties involved. Implementation of the project will generally be accomplished by the Town of Kent. The Town of Kent has had early discussion with the Kings Mark Environmental for assistance with the design and construction of the launch. Long term maintenance of the project will be largely a partnership between the Town of Kent and the CTDEP; however, based on discussions with several groups there is interest in volunteer assistance with the maintenance at the site. Groups have included the Housatonic Valley Paddle Club, the Kent Rod and Gun Club, the Mavelwood School and others.

1.2.3. Project Schedule

We anticipate the following schedule for the project:

Project Phases	Time to complete	Comments
Data Collection (i.e. – survey, etc)	3 months	
Conceptual Design and Conceptual Design Review by Sponsoring Parties	3 months	This process would include incorporating the costs into the Town's Budget.
Finalize agreements between Town of Kent and Federal and State Agencies involved	3 months	The agreements needed include joint maintenance of the facility between CTDEP and permission to conduct an activity in the scenic easement held by the
Preliminary Design and Preliminary Design Review and conceptual approval	3 months	
Advanced Detail Design Plans and Advanced Detail Design review by Sponsoring Parties	1 month	
Advanced Detail Design Plan Review and permitting by Approving Authorities	6 months	Permitting Authorities include: the Army Corps of Engineers and the CTDEP for stream encroachment, the Town of Kent Wetlands Commission for wetlands permit, and the National Park Service (including the ATC Trail Maintenance Committee).,
Preparation of Construction Specifications and Contract Documents	1 month	
Advertisement for Bids and Let Construction Contracts	3 months	
Perform Construction	6 months	
Total	29 months	

1.2.4..

1.3. .

2. Evaluation Criteria Narrative

2.1. Relevance and Applicability of Project

2.1.1. Location of Project

The project is located on the main stem of the Housatonic River in the Town of Kent.

2.1.2. Natural Recovery Period

Access to recreational opportunities on the River does not have a "natural recovery." The only way that access is improved is through the construction of facilities to allow this to happen.

2.1.3. Sustainable Benefits

Long-term benefits are sustained with the project as long as it is properly maintained. A maintenance partnership is developing between the Town of Kent and the CTDEP who manages the Housatonic Wildlife Management Area. This partnership should provide for a long life on the project.

2.1.4. Magnitude of Ecological Benefits

The project is for recreational benefits. Therefore, the following section is the most appropriate to discuss its benefits.

2.1.5. Magnitude of Recreational Benefits.

The goals of the project are not to establish a high intensity active recreation area. The goals are simply directed at improving access to the River allowing a moderate and appropriate increase in use of the River Segment from Cornwall to Kent. The increase in use is proposed to be monitored using techniques described section 2.2.4.

2.2. Technical merit

2.2.1. Technical/Technological Feasibility

The project requires only standard construction methods and materials. The Access Road and Parking Area will be gravel and the walk leading to the Boat Ramp will be paved with a porous paving material. The launch area itself will be constructed using concrete pavers. Similar methods of construction have been used on ramps in other locations on the River in New Milford and Brookfield. The only complication of the site is that its location on the River tends to subject the launch area to a higher risk of ice damage. This complication should be able to be overcome in design.

2.2.2. Adverse Environmental Impacts

The only adverse impacts with this construction is potentially an increase in human and dog activity in the Housatonic Wildlife Management Area and modifying the River bank to reduce the sense of a wilderness experience that is trying to be achieved along the Appalachian Trail. The impacts to the Management Area could be mitigated through the use of fencing or a landscape screen in the vicinity of the parking area. The impacts to the Appalachian Trail can be mitigated through the use of landscape screening between the access road and the River and to maintain the majority of the existing vegetation between the parking area and the River. The goal would be to have the footprint of the ramp at waters edge to be as small as possible. The one possible impact to the wilderness experience at the trail is the scenic overlook on the old bridge abutment that is included in the project. This doesn't appear to be a significant issue since the abutment exists currently. The only addition will likely be a railing and some clearing in the area of the abutment.

2.2.3. Human Health and Safety

There should be no impact to human health and safety due to the construction of this boat ramp.

2.2.4. Measurable Results.

Monitoring can be performed using three methods. First, a voluntary sign-in board can be provided at the site and the names counted on a semi-annual basis. Second, a temporary traffic counting machine can be installed at the entrance to parking area during several periods during the year. Third, the volume and character of the trash that needs to be removed can lend an insight to the number of people using the site and what it is being used for.

2.3. Project Budget

2.3.1. Relationship of Expected Costs to Benefits

More and more Kent is dependent on visitors to the area who are attracted by the natural resources and recreational opportunities in the area. The construction of the boat launch would be an asset to Kent and its businesses. The benefits are additional recreation facility for the Town's residents, additional facility to attract visitors to the River/Town and the money that they spend at local businesses, a formal entry point into the River for emergency service personnel for rescue missions and training, and a source of water for fire fighting. The boat launch builds on the efforts of many parties to create a climate that is interesting to visitors and maintains their interest in order to have them visit and do business with Kent's merchants, restaurants, Museums, State Parks and other businesses.

The actual income from this activity is difficult to quantify; however, it is likely to be seen by the Town in an increase in the value of businesses inventory and the taxes this will generate; an increase in the ability of businesses to survive in the Town; and increase in the ability to provide employment in the Town. The boat ramp will not do this single-handedly. It will help this come about as one piece of many.

The major and direct benefit of providing further recreational opportunities to Residents of Kent and its Visitors appears to outweigh the costs.

2.3.2. Implementation Oriented

The project is primarily directed at getting a boat launch constructed. The engineering and permitting costs are a relatively small portion of the project.

2.3.3. Budget Justification and Understanding

Please see Part D.

2.3.4. Leveraging of Additional Resources

The goal of the Town of Kent is to solicit assistance with the engineering design costs using some continued assistance of Oakwood Environmental Associates, the Kings Mark R, C and D and the USDA Natural Resource Conservation Service. Other Assistance will be requested for through Northeast Utilities and AT&T. No commitments have yet been obtained. Promises of construction assistance has also been offered by the Housatonic Paddle Club but no specific commitment has yet been offered due to the preliminary nature of the project.

2.3.5. Comparative Cost Effectiveness.

No information is offered relative to the comparison of costs for this project versus any other project.

2.4. Socioeconomic Merit

2.4.1. Community Involvement and Diversity

2.4.2. Adverse Socioeconomic Impacts

There does not appear to be any adverse socioeconomic impacts.

2.4.3. Coordination and Integration

We are not aware of any existing plans that considered the construction of boat ramps.

2.4.4. Public Outreach

The only public outreach that will be part of the facility is to make the community aware that the resource is available for use. This will be done through providing pamphlets at local sports shops, including in materials provided to Town Residents by the Park and Recreation Commission, coordination of efforts with the Housatonic River Trail established in New Milford and South and word of mouth

2.5. Applicant Implementation Capacity

2.5.1. Technical Capacity of Applicant and Project Team

The Town of Kent has completed projects of similar technical complexity in the course of doing municipal business. It also has the resources to bring in professional assistance from consultants. The Town of Kent expects to petition Kings Mark R, C & D to request technical assistance of the USDA NRCS to prepare the plans for the Ramp Site obtain regulatory approvals and Administer Construction. The NRCS has been behind the construction of many of the boat ramps along Housatonic in Towns such as Beacon, Danbury, Brookfield and New Milford. Volunteer Assistance from Bart Clark, P.E. of Oakwood Environmental Associates will continue as may be needed to supplement other professionals. Mr. Clark has over 20 years of experience in Civil Engineering with more than 15 years in municipal and state funded projects.

2.5.2. Administrative Capacity of Applicant and Project Team

The Town of Kent has prosecuted projects of similar administrative complexity in the course of doing municipal business. Again, it also has the ability to bring in professional assistance from consultants to augment the capability and capacity of the municipality. The assistance of the Kings Mark RCD and the NRCS will also be requested.

2.5.3. Project Commitments

At this point the project has the following commitments:

Oakwood Environmental Associates will continue its volunteer assistance as project manager for the project.

The National Park service has indicated that a project with the general intent of a boat ramp can be permitted in the scenic easement that they hold on the Housatonic Wildlife Management Area. However, the specifics of the project must be more completely developed before endorsement of the project is given. A letter from the National Park Service is enclosed to confirm that this is their opinion.

Part D: Project Budget Narrative and Forms

TABLE 1. HOUSATONIC RIVER NRD FUNDING ALLOCATION BY FISCAL YEARS ¹

PROJECT TITLE:	Car Top Boat Launch at North Kent Rd				
SPONSOR NAME:	Town of Kent, CT				
EXPENSE CATEGORY (See App. A)	FISCAL YEAR 1	FISCAL YEAR 2	FISCAL YEAR 3	FISCAL YEAR 4	
	Housatonic River NRD Funds	Housatonic River NRD Funds	Housatonic River NRD Funds	Housatonic River NRD Funds	
A. SALARIES					
B. OVERHEAD AND BENEFITS					
C. CONTRACTED SERVICES	\$45,000	\$340,000			
D. SUPPLIES, MATERIALS AND EQUIPMENT					
E. TRAVEL					
F. OTHER (LIST)					
G. OTHER (LIST)					
TOTAL BY FISCAL YEAR	1	2	3	4	
	\$45,000	\$340,000			
GRAND TOTAL (sum of boxes 1+2+3+4) [This sum is the total NRD fund request and should match Part A, Budget Summary, Box 1]					\$385,000

¹ The fiscal year is July 1 – June 30. If the proposed project will be completed in one year, fill in only the column titled "Fiscal Year 1."

TABLE 2. PROJECT BUDGET SUMMARY BY TASK AND FUNDING SOURCE

PROJECT TITLE:	Car Top Boat Launch at North Kent Rd			
SPONSOR NAME: TASK[1]	TOWN OF KENT, CT HOUSATONIC RIVER NRD FUNDS	OTHER CONTRIBUTIONS		TOTAL COST BY TASK
		COMMITTED	NOT COMMITTED	
A. Data Collection (i.e. -- survey, etc)	\$9,000.00	\$500.00		\$9,500.00
B. Conceptual Design and Conceptual Design Review by Sponsoring Parties	\$2,000.00	\$500.00		\$2,500.00
C. Finalize agreements between Town of Kent and Federal and State Agencies involved	\$4,000.00	\$500.00		\$4,500.00
D. Preliminary Design and Preliminary Design Review and conceptual approval	\$5,000.00	\$500.00		\$5,500.00
E. Advanced Detail Design Plans and Advanced Detail Design review by Sponsoring Parties	\$5,000.00	\$500.00		\$5,500.00
F. Advanced Detail Design Plan Review and permitting by Approving Authorities	\$10,000.00			\$10,000.00

G. Preparation of Construction Specifications and Contract Documents	\$5,000.00							\$5,000.00
H. Advertisement for Bids and Let Construction Contracts	\$5,000.00							\$5,000.00
I. Perform Construction	\$340,000.00							\$340,000.00
	5	\$385,000.00	6	\$2,500.00	7	\$0.00	8	
	GRAND TOTAL							\$387,500.00

1111 The listed tasks should correspond with information provided in the Project Implementation Plan.

NOTES: Box 5 should be the same as the Grand Total indicated in Part D Table 1. Box 6 above should match Part A, Budget Summary, Box 2. Box 7 above should match Part A, Budget Summary, Box 3. Box 8 should match Part A, Budget Summary, Box 4

Project Budget Narrative

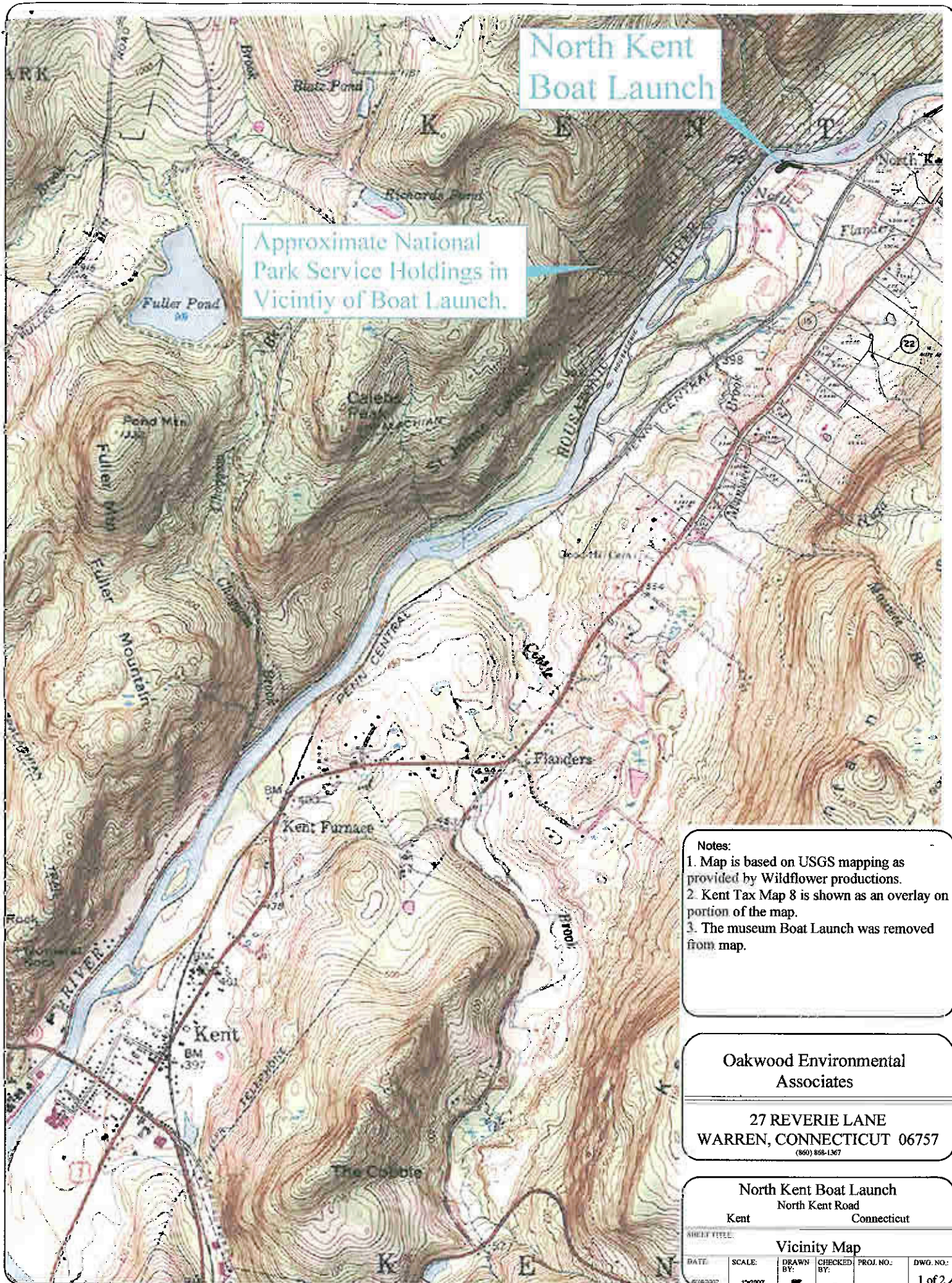
A brief description of each of the items in Table 2, Project Budget Summary is provided below:

1. Data Collection – Data collection for this project includes primarily survey of the project area. The survey will include approximately 2 Ac. Some extended survey work may be required to show flood plains and National Park Service lands on the western River bank.
2. Conceptual Design and Conceptual Design Review by Sponsoring Parties - Conceptual design will use the accurate survey data to identify specific design concerns and propose a layout. The layout will be provided to the Town of Kent Committees, the CTDEP, the National Park Service and the Appalachian Trail, Trail Maintenance Committee for review.
3. . Finalize agreements between Town of Kent and Federal and State Agencies involved – once the Conceptual Design is considered acceptable, the agreements and other documentation needed to insure full commitment to the project will be negotiated. This includes steps required by laws that govern capital projects for municipalities such as Kent Planning Board Review, Kent Finance Board review of the project budget, etc.
4. . Preliminary Design and Preliminary Design Review and conceptual approval – The Preliminary Design will take the Conceptual Design Review findings and add details to the project plans. The project plans are anticipated to be 50 to 60 % complete. This allows a design review by all parties to address any additional issues that may have been identified with the more detailed information.
5. Advanced Detail Design Plans and Advanced Detail Design review by Sponsoring Parties – The Advanced detail design brings the plans to 95% complete and ready for submission to the permitting authorities such as the Army Corps of Engineers, CTDEP Wetlands, Town of Kent Wetlands, etc.
6. Advanced Detail Design Plan Review and permitting by Approving Authorities – With the design plans nearly complete, the permitting process will be started. Due to the number of permitting authorities it is unlikely that the plans will be approved as submitted and that revisions will be required. This effort is included in this budget item. Additionally, the effort needed to prepare submittal packages is also included in this item.
7. Preparation of Construction Specifications and Contract Documents – We are assuming that the project will be sent out to bid in the typical public bid process. Based on this, the typical construction documents including plans specifications and contracts will be prepared. This will require assistance by the Town Attorney.
8. Advertisement for Bids and Let Construction Contracts – This item includes the effort needed to manage the public bid process.
9. Perform Construction – The table below provides a more detailed conceptual cost break down for the project. Contingencies and Inflation adjustment were included in the final estimate for the project costs.

Cost Item	unit	price/unit	no	line total
1.00 Overlay North Kent Rd at intersection with Rte 7	SF	\$15.00	3000	\$45,000.00
2.00 clearing for access rd	Ac	\$4,000.00	0.5	\$2,000.00
3.00 Construct Gravel Access Rd	LF	\$130.00	715	\$92,950.00
4.00 Construct parking spaces	SF	\$5.00	1800	\$9,000.00
5.00 Construct paved walk way from access rd to launch	SF	\$20.00	300	\$6,000.00
6.00 Construct Launch Area	Allowance	\$50,000.00	1	\$50,000.00
7.00 Construct Scenic Overlook	Allowance	\$10,000.00	1	\$10,000.00
8.00 Fencing	LF	\$30.00	300	\$9,000.00
9.00 Landscaping	Allowance	\$20,000.00	1	\$20,000.00
10.00 Signage	Allowance	\$10,000.00	1	\$10,000.00
				\$0.00
				\$0.00
Subtotal				\$253,950.00
Contingency	%		10	\$25,395.00
Subtotal				\$279,345.00
Inflation adjustment	5.00%	per year	4	\$339,545.59

One item worth further discussion is the overlay on North Kent Rd. This is re-paving a small area near the intersection of Rte 7. The pavement in this area is in an unsafe condition. Additional traffic will require attention to this area. The only properties being served by North Kent Rd are the Housatonic Wildlife Management Area and the Kent Land Trust. Therefore, this expense is only to provide safe access to the Boat Ramp and does not benefit specific residents in town, since no one lives on North Kent Rd.

Project Maps



North Kent
Boat Launch

Approximate National
Park Service Holdings in
Vicintiy of Boat Launch.

- Notes:
- 1. Map is based on USGS mapping as provided by Wildflower productions.
 - 2. Kent Tax Map 8 is shown as an overlay on portion of the map.
 - 3. The museum Boat Launch was removed from map.

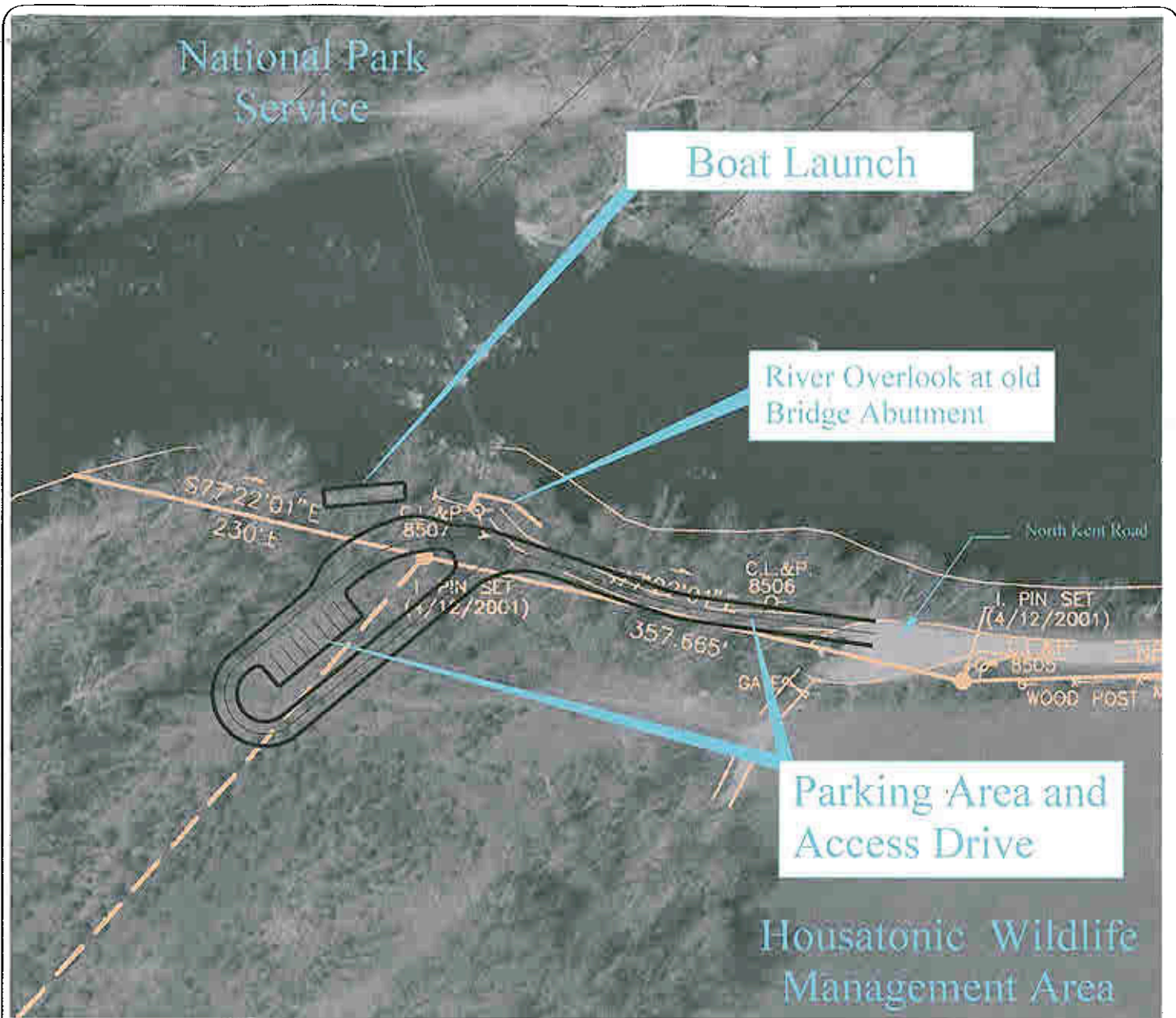
Oakwood Environmental
Associates

27 REVERIE LANE
WARREN, CONNECTICUT 06757
(860) 898-1367

North Kent Boat Launch
North Kent Road
Kent Connecticut

SHEET TITLE: Vicinity Map

DATE: 6/16/2002	SCALE: 1"=2000'	DRAWN BY: [initials]	CHECKED BY: [initials]	PROJ. NO.:	DWG. NO.: 1 of 2
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Notes:

1. Removed west boat ramp. 1/7/2007
2. Revised scale of drawing to show more detail and eliminated Museum Launch 6/18/2007.
3. Boundary lines shown are from map on file in the Kent Land Records. The map was prepared by the office of Art Howland.

Oakwood Environmental
Associates

27 REVERIE LANE
WARREN, CONNECTICUT 06757
(860) 868-1367

Kent Boat Launch
North Kent Road

Kent, Connecticut

SHEET TITLE:

Concept Plan

DATE:	SCALE:	DRAWN BY:	CHECKED BY:	PROJ. NO.:	DWG. NO.:
6/18/2007	1"=100'	bc	-		2 of 2

Communications concerning Project



United States Department of the Interior

NATIONAL PARK SERVICE
Appalachian National Scenic Trail
P. O. Box 50
Harpers Ferry, West Virginia 25425

IN REPLY REFER TO:

June 5, 2007

Mr. Bart Clark
27 Reverie Lane
Warren, Connecticut 06754

Dear Mr. Clark:

I am writing in response to your request for the National Park Service's position on a proposed boat launch site on lands adjacent to the Housatonic River along North Kent Road in the Town of Kent, Connecticut. As you are aware, these lands are encumbered by an easement held and administered by the National Park Service for the protection of the Appalachian National Scenic Trail.

We have not had an opportunity to review the site on the ground, nor has the proposal been submitted for formal review by our office or any state agency offices that may have permitting authority. As a result, I cannot say with absolute certainty that we would approve the project as currently proposed. However, it is my understanding that you are only seeking conceptual approval at this time for construction and operation of a non-commercial car-top canoe and kayak launch facility at this site. After reviewing the terms of the easement on the property and consulting with our management partners, I believe that this proposed use would be acceptable to the National Park Service and its management partners, and consistent with both the terms of the easement and our general management prescription for the area.

I look forward to meeting with you and representatives of our cooperative management partners (if they are available) at the proposed launch site at 9:00 a.m. on June 22nd. Please don't hesitate to contact me directly at (304) 535-4003 or <Donald_Owennps.gov> if you need anything else in advance of our meeting on the 22nd.

Sincerely,

Don Owen
Acting Park Manager
Appalachian National Scenic Trail

cc: Dave Boone, Adam Brown, Matt Stevens, J.T. Horn, Mark Rickert (via email)