No Critical Facilities or Critical Infrastructure is within the Wildland Urban Interface on Gosnold.

Unaffected Structures
Wildland Urban Interface

Roads
Primary Road
Secondary Road
Neighborhood Road
Local Road

Notes: Wildland Urban Interface (WUI) was delineated by the MVC from The Nature Conservancy’s vegetation data (2002) and MassGIS land cover data (2016). Pitch pine and scrub/shrub oak habitats (TNC) were extracted along with subsets of evergreen and deciduous land cover from MassGIS. Any structures within the a) pitch pine/scrub oak habitat; OR b) contiguous woodland (50 acre or greater patch); OR c) within 1,000 ft of contiguous woodland are considered within the WUI.

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Compiled by: MVC, CL Seidel, www.mvcommission.org; 508-693-3453
Coordinate Reference: Stateplane Mass/Mainland NAD83 meters
Folder: Hazard Mitigation Plan
Project: HMPartners_Fire.aprx
Export: 1/21/2021 HMPartners_Fire*_pdf

Hazard Mitigation Plan
Gosnold, MA

Wildland Urban Interface
No Critical Facilities or Critical Infrastructure is within the Wildland Urban Interface on Gosnold.

Unaffected Structures
Wildland Urban Interface

Roads
Primary Road
Secondary Road
Neighborhood Road
Local Road

Notes: Wildland Urban Interface (WUI) was delineated by the MVC from The Nature Conservancy’s vegetation data (2002) and MassGIS land cover data (2016). Pitch pine and scrub/shrub oak habitats (TNC) were extracted along with subsets of evergreen and deciduous land cover from MassGIS. Any structures within the a) pitch pine/scrub oak habitat; OR b) contiguous woodland (50 acre or greater patch); OR c) within 1,000 ft of contiguous woodland are considered within the WUI.

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Hazard Mitigation Plan
Gosnold, MA

Wildland Urban Interface
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Unaffected Structures
Wildland Urban Interface

Roads
Primary Road
Secondary Road
Neighborhood Road
Local Road

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Folder: Hazard Mitigation Plan
Project: HMPartners_Fire.aprx
Export: 1/21/2021 HMPartners_Fire*_pdf
Notes: Effective 2016, the 100 and 500-year flood zones represent a subset of the data presented on FEMA's Flood Insurance Rate Maps (FIRM). These data were developed by FEMA to support planning activities but do not replace the effective FIRM maps. These data are not suitable for engineering activities or site work nor can the data be used to determine the absolute delineation of flood boundaries. Instead, the data should be used to portray zones of uncertainty and possible risks associated with flooding.

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Notes: Effective 2016, the 100 and 500-year flood zones represent a subset of the data presented on FEMA’s Flood Insurance Rate Maps (FIRM). These data were developed by FEMA to support planning activities but do not replace the effective FIRM maps. These data are not suitable for engineering activities or site work nor can the data be used to determine the absolute delineation of flood boundaries. Instead, the data should be used to portray zones of uncertainty and possible risks associated with flooding.

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### Annual Coastal Flood Exceedance Probability

2050 Scenario: 2.57ft Sea Level Rise relative to year 2008

**Gosnold, MA**

**Hazard Mitigation Plan**

- **Affected Critical Facilities**
- **Affected Critical Infrastructure**
- **Affected Structures**
- **Unaffected Structures**

<table>
<thead>
<tr>
<th>MVC#</th>
<th>Site Name</th>
<th>Emergency Use</th>
<th>Flood Exceedance Probability 2050</th>
</tr>
</thead>
<tbody>
<tr>
<td>128</td>
<td>Heliport</td>
<td></td>
<td></td>
</tr>
<tr>
<td>130</td>
<td>Seawall</td>
<td></td>
<td></td>
</tr>
<tr>
<td>131</td>
<td>Church's Beach</td>
<td></td>
<td></td>
</tr>
<tr>
<td>132</td>
<td>Barges Beach</td>
<td></td>
<td></td>
</tr>
<tr>
<td>133</td>
<td>Storage Lot</td>
<td></td>
<td></td>
</tr>
<tr>
<td>134</td>
<td>Fish Dock</td>
<td></td>
<td></td>
</tr>
<tr>
<td>135</td>
<td>Public Restroom</td>
<td></td>
<td></td>
</tr>
<tr>
<td>136</td>
<td>Marina</td>
<td></td>
<td></td>
</tr>
<tr>
<td>137</td>
<td>Fuel Dock</td>
<td></td>
<td></td>
</tr>
<tr>
<td>138</td>
<td>Public Restroom</td>
<td></td>
<td></td>
</tr>
<tr>
<td>139</td>
<td>Leaching Field</td>
<td></td>
<td></td>
</tr>
<tr>
<td>140</td>
<td>Uncatena Bridge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>141</td>
<td>Uncatena Dock</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:** These data are derived from output of the MA Coast Flood Risk Model (MC-FRM) for several time horizons, sea level rise and coastal storm simulations as described in the report "Assessing the vulnerability of MassDOT's coastal transportation systems to future sea level rise and coastal storms, and developing conceptual adaptation strategies" (2020). Sea level rise values utilized in the model are those adopted by ResilientMA.org and MassCZM. The probabilities is the percent chance that a location would be inundated under a given climate condition. For example, an area of 2% Probability has a 2% chance of flooding in a given year.

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Coordinate Reference: Stateplane MassMainland NAD83 meters

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Export: 2/2/2021

**Notes:** These data are derived from output of the MA Coast Flood Risk Model (MC-FRM) for several time horizons, sea level rise and coastal storm simulations as described in the report "Assessing the vulnerability of MassDOT's coastal transportation systems to future sea level rise and coastal storms, and developing conceptual adaptation strategies" (2020). Sea level rise values utilized in the model are those adopted by ResilientMA.org and MassCZM. The probabilities is the percent chance that a location would be inundated under a given climate condition. For example, an area of 2% Probability has a 2% chance of flooding in a given year.

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Coordinate Reference: Stateplane MassMainland NAD83 meters

Folder: Hazard Mitigation Plan

Export: 2/2/2021
### Year 2070 Scenario: 4.37 ft Sea Level Rise relative to year 2008

#### Gosnold, MA
#### Hazard Mitigation Plan

#### Affected Critical Facilities & Infrastructure

<table>
<thead>
<tr>
<th>MVC</th>
<th>Site Name</th>
<th>Emergency Use</th>
<th>Flood Exceedance Probability 2070</th>
</tr>
</thead>
<tbody>
<tr>
<td>128</td>
<td>Heliport</td>
<td>Heliport</td>
<td>&gt;0% to &lt;25%</td>
</tr>
<tr>
<td>130</td>
<td>Seawall</td>
<td>Infrastructure</td>
<td>&gt;0% to &lt;25%</td>
</tr>
<tr>
<td>131</td>
<td>Church's Beach</td>
<td>Infrastructure</td>
<td>&gt;0% to &lt;25%</td>
</tr>
<tr>
<td>132</td>
<td>Barges Beach</td>
<td>Infrastructure</td>
<td>&gt;0% to &lt;25%</td>
</tr>
<tr>
<td>143</td>
<td>Road to Upper Wharf</td>
<td>Infrastructure</td>
<td>&gt;0% to &lt;25%</td>
</tr>
<tr>
<td>144</td>
<td>Road to Upper Wharf</td>
<td>Road to Upper Wharf</td>
<td>&gt;0% to &lt;25%</td>
</tr>
<tr>
<td>145</td>
<td>Road to Public Way</td>
<td>Road to Public Way</td>
<td>&gt;0% to &lt;25%</td>
</tr>
<tr>
<td>146</td>
<td>Road to Public Way</td>
<td>Road to Public Way</td>
<td>&gt;0% to &lt;25%</td>
</tr>
<tr>
<td>147</td>
<td>Road to Public Way</td>
<td>Road to Public Way</td>
<td>&gt;0% to &lt;25%</td>
</tr>
<tr>
<td>148</td>
<td>Road to Public Way</td>
<td>Road to Public Way</td>
<td>&gt;0% to &lt;25%</td>
</tr>
<tr>
<td>149</td>
<td>Road to Public Way</td>
<td>Road to Public Way</td>
<td>&gt;0% to &lt;25%</td>
</tr>
</tbody>
</table>

#### Notes:
- These data are derived from output of the MA Coast Flood Risk Model (MC-FRM) for several time horizons, sea level rise and coastal storm simulations as described in the report "Assessing the vulnerability of MassDOT’s coastal transportation systems to future sea level rise and coastal storms, and developing conceptual adaptation strategies" (2020).
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Coordinate Reference: Stateplane Massachusetts NAD83 meters
Folder: Hazard Mitigation Plan
Project: HMPseries_FRMprob2070.aprx; Export: 2/10/2021 HMPseries_FRMprob2070*.pdf

Hazard Mitigation Plan

Gosnold, MA

Affected Critical Facilities & Infrastructure

<table>
<thead>
<tr>
<th>MVCid</th>
<th>Site Name</th>
<th>Emergency Use</th>
<th>Hurricane Category</th>
<th>Total Feet Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>128</td>
<td>Heliport</td>
<td>Barrier Beach</td>
<td>1</td>
<td>443</td>
</tr>
<tr>
<td>130</td>
<td>Seawall</td>
<td>Infrastructure</td>
<td>2</td>
<td>717</td>
</tr>
<tr>
<td>131</td>
<td>Church's Beach</td>
<td>Barrier Beach</td>
<td>2</td>
<td>27</td>
</tr>
<tr>
<td>132</td>
<td>Barges Beach</td>
<td>Barrier Beach</td>
<td>3</td>
<td>2,677</td>
</tr>
<tr>
<td>133</td>
<td>Storage Lot</td>
<td>Fuel Storage</td>
<td>1</td>
<td>1,807</td>
</tr>
<tr>
<td>134</td>
<td>Storage Lot</td>
<td>Waste Storage</td>
<td>1</td>
<td>154</td>
</tr>
<tr>
<td>138</td>
<td>Public Restroom</td>
<td>Sanitary Facilities</td>
<td>1</td>
<td>154</td>
</tr>
<tr>
<td>150</td>
<td>Road to Upper Wharf</td>
<td>Infrastructure</td>
<td>4</td>
<td>9</td>
</tr>
<tr>
<td>154</td>
<td>1st Bridge</td>
<td>Infrastructure</td>
<td>1</td>
<td>9</td>
</tr>
<tr>
<td>155</td>
<td>2nd Bridge</td>
<td>Infrastructure</td>
<td>1</td>
<td>79</td>
</tr>
<tr>
<td>156</td>
<td>3rd Bridge</td>
<td>Infrastructure</td>
<td>1</td>
<td>143</td>
</tr>
<tr>
<td>157</td>
<td>Upper Wharf</td>
<td>Infrastructure</td>
<td>1</td>
<td>32</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes: Per USACE: “Hurricane surge elevations were determined by the National Hurricane Center using the PV2 SLOSH model basin, and assumed peak hurricane surge arriving at mean high water. The hurricane surge inundation areas shown on this map depict the inundation that can be expected to result from a worst case combination of hurricane landfall location, forward speed, and direction for each hurricane category.” ACCURACY: SLOSH Model Elevation Data: +/-20 percent LiDAR Elevation Data: +/-0.5ft vertical; +/-1ft horizontal. Shoreline Data: Less accurate than LiDAR. Hence, discrepancies will be visibly noticeable when displayed together.

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Coordinate Reference: Stateplane Mass/Mainland NAD83 meters
Folder: Hazard Mitigation Plan
Project: HMPseries_SLOSH.aprx
Export: 1/24/2021 HMPseries_SLOSH*.pdf
Tsunami Hazard Zone
Gosnold, MA
Hazard Mitigation Plan

Notes: The potential tsunami hazard zone is any land or water area within 1 mile of the coastline. The 1 mile buffer was not applied to the shoreline of coastal ponds.

Affected Critical Facilities & Infrastructure

<table>
<thead>
<tr>
<th>MVCid</th>
<th>Site Name</th>
<th>Emergency Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>129</td>
<td>Cuttyhunk Airstrip</td>
<td>Airstrip 1096</td>
</tr>
<tr>
<td>131</td>
<td>Church's Beach</td>
<td>Barrier Beach 1187</td>
</tr>
<tr>
<td>132</td>
<td>Barges Beach</td>
<td>Infrastructure 4675</td>
</tr>
<tr>
<td>143</td>
<td>Road to Public Well</td>
<td>Road 2015</td>
</tr>
<tr>
<td>150</td>
<td>Road to Upper Wharf</td>
<td>Road 696</td>
</tr>
</tbody>
</table>

Affected Critical Facilities
- Mass Care Center
- Primary Emergency Operations Center
- Town Hall
- Mass Mitigation Center
- Airstrip
- Airstrip Access Road
- Public Well Access Road
- Barge Ramp
- Uncatena Bridge
- Uncatena Dock
- Road to Upper Wharf
- Generator
- Solar Farm
- Barge/Truck Dock
- 1st Bridge
- 2nd Bridge
- Upper Wharf
- Cuttyhunk Public Ferry Dock

Affected Critical Infrastructure
- Power Generation
- Sanitary Facilities
- Sanitary Disposal
- Public Well
- Power Generation
- Public Well
- Public Well
- Infrastructure
- Infrastructure
- Infrastructure
- Infrastructure
- Infrastructure
- Infrastructure
- Infrastructure

Roads
- Primary Road
- Secondary Road
- Neighborhood Road
- Local Road

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www.mvcommission.org; 508-693-3453
Coordinate Reference: Stateplane MassMainland NAD83 meters
Folder: Hazard Mitigation Plan
Project: HMPseries_Tsunami.aprx; Export: 1/23/2021 HMPseries_Tsunami*_pdf

Notes: The potential tsunami hazard zone is any land or water area within 1 mile of the coastline. The 1 mile buffer was not applied to the shoreline of coastal ponds.