

# CRMC DECISION WORKSHEET

2021-10-077

Bennett Family Irrevoc. Trust

Hearing Date:	
Approved as Recommended	
Approved w/additional Stipulations	
Approved but Modified	
Denied	Vote

APPLICATION INFORMATION						
File Number	Town	Project Location		Category	Special Exception	Variance
2021-10-077	Narragansett	39 Goose Island Road		A*	<input type="checkbox"/>	X
		Plat	R-3			
		<b>Owner Name and Address</b>				
Date Accepted	10/20/21	Bennett Family Irrevoc. Trust		Work at or Below MHW	Yes	
Date Completed	3/2/22	c/o Kenneth & Ellen Bennett 39 Goose Island Road		Lease Required	<input type="checkbox"/>	
		Narragansett, RI 02882				

## PROJECT DESCRIPTION

To construct and maintain a residential boating facility consisting of a 4' x 8' upland ramp, 4' x 166' fixed timber pier, 3' x 18' access ramp and 8' x 18.75 (150sf) terminal float. The facility is proposed to extend 120' seaward of the cited MLW mark, requiring a 70' length variance to Red Book 650-RICR-20-00-01 Section 1.3.1(D)(11)(I); Restore buffer.

## KEY PROGRAMMATIC ISSUES

**Coastal Feature:** Coastal Wetland

**Water Type:** Type 2, Low Intensity Use, Pt Judith Pond (Bluff Hill Cove, Great Island)

**CRMP:** 650-RICR-20-00-01 Sections 1.1.7, 1.1.10, 1.1.11, 1.2.1(C), 1.2.2(C), 1.2.3, 1.3.1(B), 1.3.1(D)

**SAMP:** RI's Salt Pond Region, Lands Developed Beyond Carrying Capacity

Variations and/or Special Exception Details:

70' length variance to Red Book 650-RICR-20-00-01 Section 1.3.1(D)(11)(I)

Additional Comments and/or Council Requirements: N/A

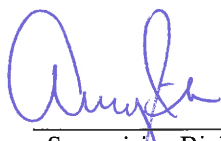
Specific Staff Stipulations (beyond Standard stipulations):

Buffer plantings to be installed no later than May 15, 2022


## STAFF RECOMMENDATION(S)

Engineer \_\_\_\_\_ Recommendation: \_\_\_\_\_  
 Biologist **TAS** Recommendation: **Approval**  
 Other Staff \_\_\_\_\_ Recommendation: \_\_\_\_\_

 3/2/22  
 Engineering Supervisor Sign-Off \_\_\_\_\_ date

 3/2/2022  
 Supervising Biologist Sign-off \_\_\_\_\_ date

 3/16/2022  
 Executive Director Sign-Off \_\_\_\_\_ date

 3/16/22  
 Staff Sign off on Hearing Packet (Eng/Bio) \_\_\_\_\_ date

Name: Bennett Family Irrevoc. Trust  
CRMC File No.: 2021-10-077  
Staff Report



STATE OF RHODE ISLAND  
COASTAL RESOURCES MANAGEMENT COUNCIL  
INTER-OFFICE MEMORANDUM

DATE: 27 January 2022; last revised 2 March 2022  
TO: Jeffrey M. Willis, Executive Director  
FROM: T. Silvia, Permit Staff  
SUBJECT: CRMC File No. 2021-10-077

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Applicant's Name: Bennett Family Irrevoc. Trust  
Project: To c/m a residential boating facility consisting of a 4' x 8' upland ramp, 4' x 166' fixed timber pier, 3' x 18' access ramp and 8' x 18.75 (150sf) terminal float. The facility is proposed to extend 120' seaward of the cited MLW mark, requiring a 70' length variance to Red Book 650-RICR-00-01 Section 1.3.1(D)(11)(l); Restore buffer.  
Location: 39 Goose Island Road, Narragansett, plat R-3, lot 108  
Water Type/Name: Type 2, Low Intensity Use, Pt Judith Pond (Bluff Hill Cove, Great Island)  
Coastal Feature: Coastal wetland  
Reviewed Plans: Sixteen sheets stamped 9/24/21 by Russell J. Morgan, PE entitled "*Proposed Residential Dock, 39 Goose Island Road, Narr...Kenneth & Ellen Bennet*" & Fig. BZM-1 "*Buffer Zone Management Mitigation Plan, 39 Goose Island Rd, Narr..*" dated March 2, 2022 by Russell J. Morgan, PE.  
Recommendation: Approval

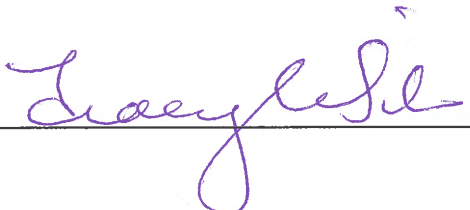
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**STAFF REPORT**

1. The parcel is located (Figure 1) along the eastern side of Great Island in Narragansett, within the southern portions of Point Judith Pond (Bluff Hill Cove) and is characteristic of the remainder of the island with dense residential development and residential boating facilities (docks). The CRMC recently permitted a dock two lots north and an existing grandfather dock is adjacent to the south. The coastal feature is coastal wetland.
2. Assent #1987-1-19 was issued for an addition and #2007-06-017 replaced the dwelling, requiring a vegetated buffer zone. Maintenance permit for stairs was issued under #2011-07-038. While preparing this report, a review of the prior history and current aerials indicates that the requirements

for buffer zone restoration and watercraft storage at this site had not been followed. Rather than begin formal Enforcement action, staff requested revised plans for restoration of the buffer zone, including additional plantings as well as demarcation consistent with prior stipulations (see below).

3. This application was accepted 10/20/21 and staff conducted a site visit on 12/6/21, unaware of the previous buffer requirement at the time. The project was sent to public notice 11/23/2021 and no comments were received.
4. Due to the shoreline of the cove, the property line extensions converge and cross over one another. Signoffs were included with the submittal from the affected owners of Lots 107, 115 and 117, consistent with Section 1.3.1(D) requirements. No variance is required for this condition.
5. Consistent with the RedBook standard 50' seaward does not achieve the minimum 18" water depth at terminus design standard. The proposed facility requires a 70' length variance as noted above to achieve the appropriate water depth. Due to the cove's natural conditions, this length is consistent with the two closest existing dock designs, and is in fact, slightly shorter. However, the project requires Council decision as only variances up to 75' seaward of MLW can be administratively granted.
6. The project is designed to meet the requirements of Section 1.3.1(D), including 4' lateral access elevation, consistent with adjacent docks and less than 25% to opposite shore. No submerged aquatic vegetation (SAV) is present and the dock is elevated over the salt marsh per requirements. The ACOE has indicated the project appears to be PCN-eligible for their review purposes.
7. The applicant has addressed the buffer zone restoration through a recent submittal of a planting and demarcation plan, which requires permanent markers, previously required planting installation and an area to revegetate following dock construction. Staff concurs with the proposed restoration and compliance monitoring will follow.
8. The project has signoffs from the affected abutters, with no comments submitted during public notice. Although a large length variance is required, the project is designed similar to nearby permitted structures based on existing environmental conditions. The applicant has provided variance burdens of proof which staff believes represents a minimization of the request and the proposed restoration will lessen current wetland impacts. Staff recommends approval of the application with standard stipulations held pending Council's decision. Additionally, a planting deadline of May 15, 2022 will be stipulated, of which the applicant is aware.

Staff Signature:  T. Silvia, Sr. Environmental Scientist

# FIGURE 1

#2021-10-77 Bennett

## Legend

-  39 Goose Island Rd
-  Cumberland Farms
-  Knowlesway Ext Waterfront Public?
-  Plum gulley

Point Judith Pond

Thomas Point

Penguin Dr

Marine Dr

Rye Point

Rye Point Rd

Potato Island

39 Goose Island Rd

Goose Island

Stallion Cove

E Shore Rd

Elm Pond Rd

Julia Ave

Conch Rd

Teal Pond Rd

Knowlesway Ext Waterfront Public...

Google Earth

GREAT ISLAND



1000 ft



Point Judith Pond

SITE



Great Island

# SITE LOCUS

## PROJECT DRAWING LIST

DRAWING	TITLE
FIG. 1	SITE LOCUS AND DRAWING SCHEDULE
FIG. 2	AREAL PHOTO - EXISTING CONDITIONS
FIG. 3	AREAL PHOTO - PROPOSED CONDITIONS
FIG. 4	PROPOSED DOCK PLAN
FIG. 5	PROPOSED DOCK SECTION A
FIG. 6	PROPOSED CROSS SECTION B
FIG. 7	PROPOSED CROSS SECTION C
FIG. 8	FIXED DOCK BENT CROSS SECTION
FIG. 9	FIXED DOCK LONG. SECTION
FIG. 10	FIXED DOCK FRAMING
FIG. 11	FLOAT FRAMING
FIG. 12	FLOAT SECTIONS
FIG. 13	TIMBER RAMP
FIG. 14	ALUMINUM RAMP
FIG. 15	FRAMING DETAILS AND GUARD RAIL

**RECEIVED**  
**OCT 15 2021**  
 COASTAL RESOURCES  
 MANAGEMENT COUNCIL

NO.	ISSUE/DESCRIPTION	BY	DATE
	PROPOSED RESIDENTIAL DOCK 39 GOOSE ISLAND ROAD NARR. RI		
<b>LOCUS PLAN</b>			

PREPARED BY: <b>Russell Morgan, P.E.</b> 49 Pond Street Wakefield, RI 02879		PREPARED FOR: Kenneth and Ellen Bennet Narr. RI	
PROJ MGR: RJM	REVIEWED BY:	CHECKED BY:	1
DESIGNED BY:	DRAWN BY: RJM	SCALE:	
DATE: <b>AUGUST 23, 2021</b>	PROJECT NO. 020-2	REVISION NO.	
			SHEET NO. .... OF XX



9/21/21

APPROX. PROP. LINE (TYP)

EXISTING FOOTPATH

APPROX. PROP. LINE EXT. (TYP)

APPROX. PROP. LINE (TYP)

EXISTING RESIDENCE  
39 GOOSE ISLAND RD

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OCT 5 2021  
COASTAL RESOURCES  
MANAGEMENT COUNCIL

NO.	ISSUE/DESCRIPTION	BY	DATE

PROPOSED RESIDENTIAL DOCK  
39 GOOSE ISLAND RD  
NARR. RI

PREPARED BY:  
Russell Morgan, P.E.  
49 Pond Street  
Wakefield, RI 02879

PREPARED FOR:  
KENNETH AND ELLEN BENNETT  
Narr., RI.

EXISTING CONDITIONS - AREAL PHOTOGRAPH

PROJ MGR: RJM  
DESIGNED BY:  
DATE: Sept 21, 2021

REVIEWED BY: RJM  
DRAWN BY:  
PROJECT NO. 20-2

CHECKED BY:  
SCALE: 1" = 40'  
REVISION NO.


2  
SHEET NO. --- OF XX







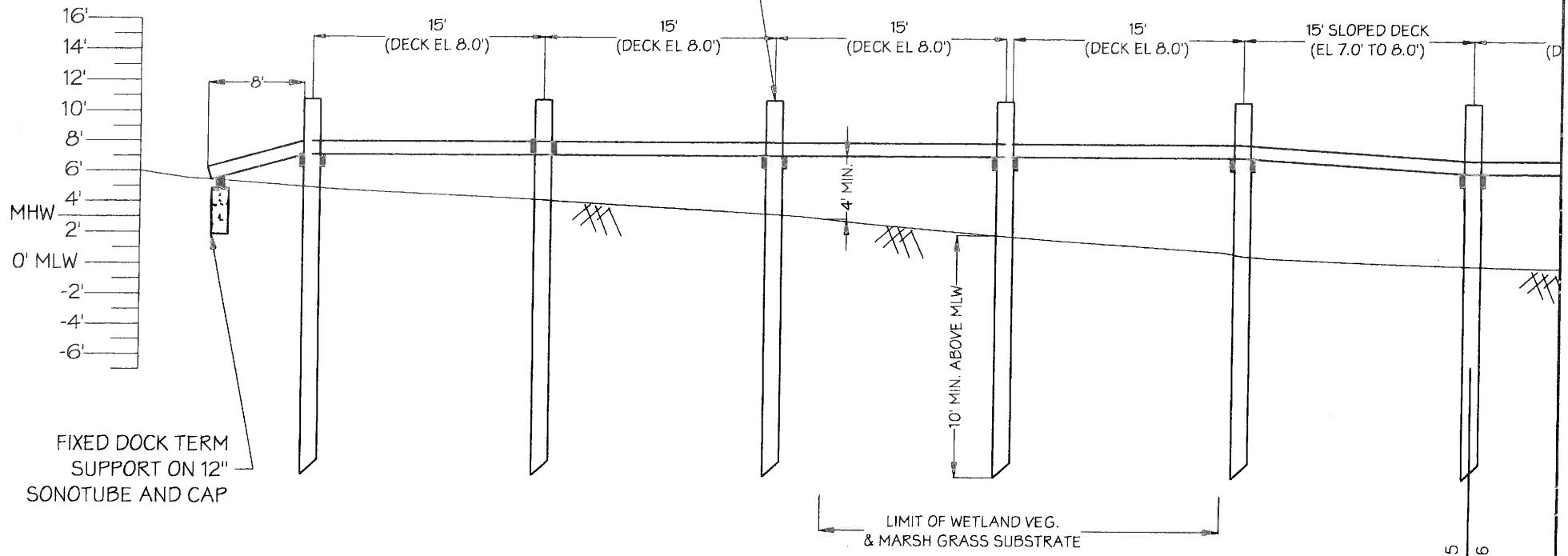
RUSSELL J. MORGAN

No.  6938

REGISTERED  
PROFESSIONAL ENGINEER  
CIVIL

*RJM*

FIXED PIER PILES  
MIN. 10" TIP DIA.  
BUTT ELEV. 10' MLW



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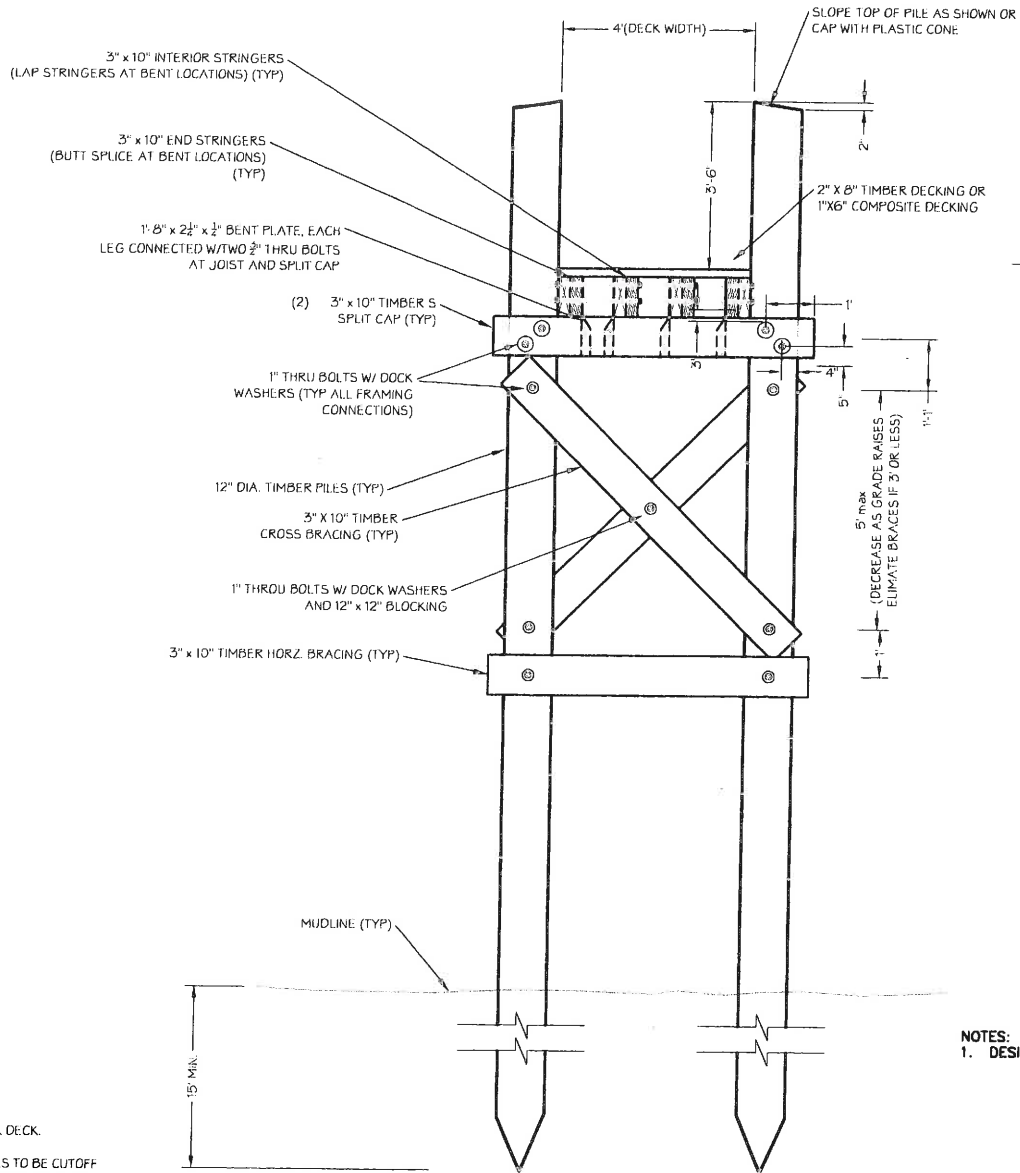
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MATCH LINE FIG 5  
MATCH LINE FIG 6

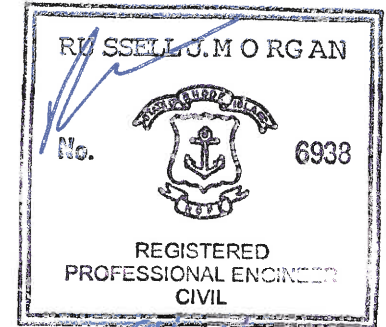
		PROPOSED RESIDENTIAL DOCK 39 GOOSE ISLAND RD NARR. RI		PREPARED BY: Russell Morgan, P.E. 49 Pond Street Wakefield, RI 02879		PREPARED FOR: KENNETH AND ELLEN BENNETT Narr., RI.	
		<b>PROPOSED DOCK SECTION A</b>		PROJ MGR: RJM    REVIEWED BY: RJM    CHECKED BY:		5 SHEET NO. --- OF XX	
				DESIGNED BY: RJM    DRAWN BY:    SCALE: 1" = 10'			
				DATE: Sept 21, 2021    PROJECT NO. 20-2    REVISION NO.			
NO.	ISSUE/DESCRIPTION	BY	DATE				







EL. VARIES (SEE PROFILE)  
TOP OF TIMBER DECK



NOTES:  
1. DESIGN LIVE LOAD = 40 PSF.

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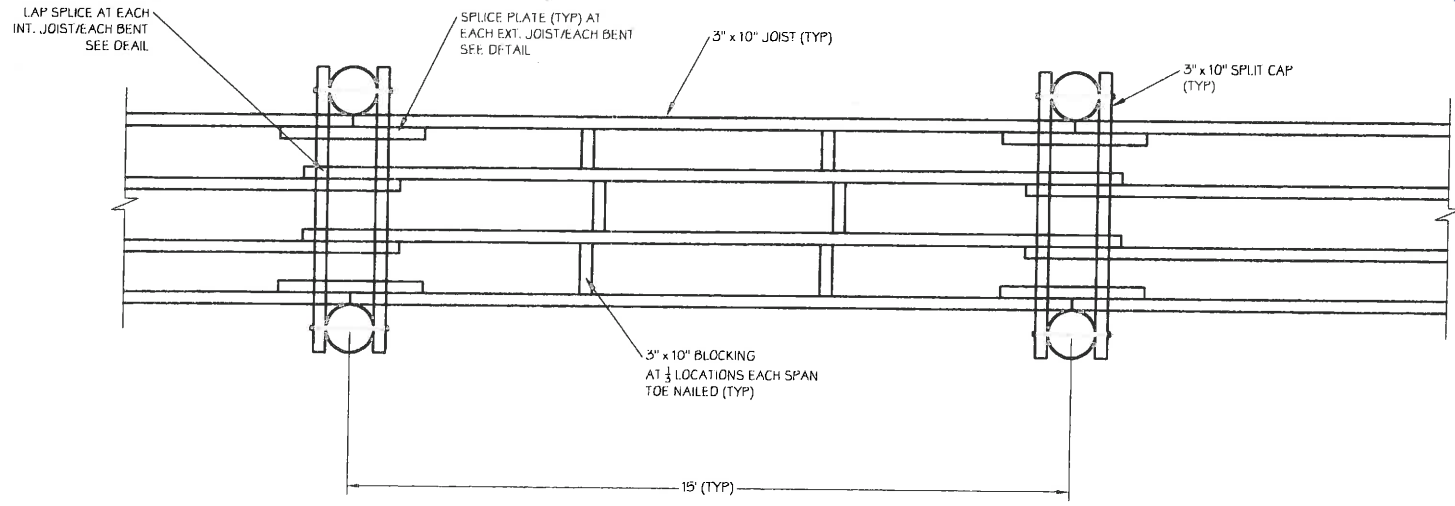
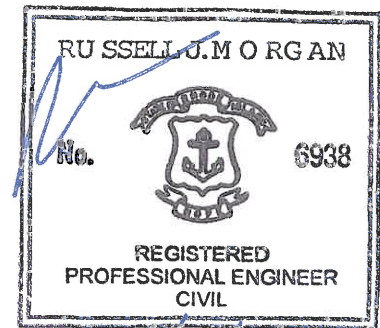
FIXED PIER BENT FRAMING SECTION

- NOTE:
1. GUARDRAIL TO BE INSTALLED BOTH SIDES OF DOCK DECK.
  2. GUARDRAILS NOT SHOWN FOR CLARITY
  3. INSTALLATION OF GUARDRAILS REQUIRE BENT PILES TO BE CUTOFF TOP OF SPLIT CAP OR INCREASING C.C. PILE SPACING TO ALLOW CLEARANCE

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				PROPOSED RESIDENTIAL DOCK 39 GOOSE ISLAND RD NARRAGENSETT, RI		PREPARED BY: Russell Morgan, P.E. 49 Pond Street Wakefield, RI 02879		PREPARED FOR: KENNETH AND ELLEN BENNETT Narr., RI	
				<b>FIXED DOCK SECTION AT PILE BENT</b>		PROJ MGR: RJM	REVIEWED BY:	CHECKED BY:	FIG
						DESIGNED BY: RJM	DRAWN BY: RJM	SCALE: NTS	8 SHEET NO. XX OF XX
						DATE: SEPT 21 2021	PROJECT NO. 20-2	REVISION NO. 0	
NO.	ISSUE/DESCRIPTION	BY	DATE						





FIXED PIER DECK FRAMING

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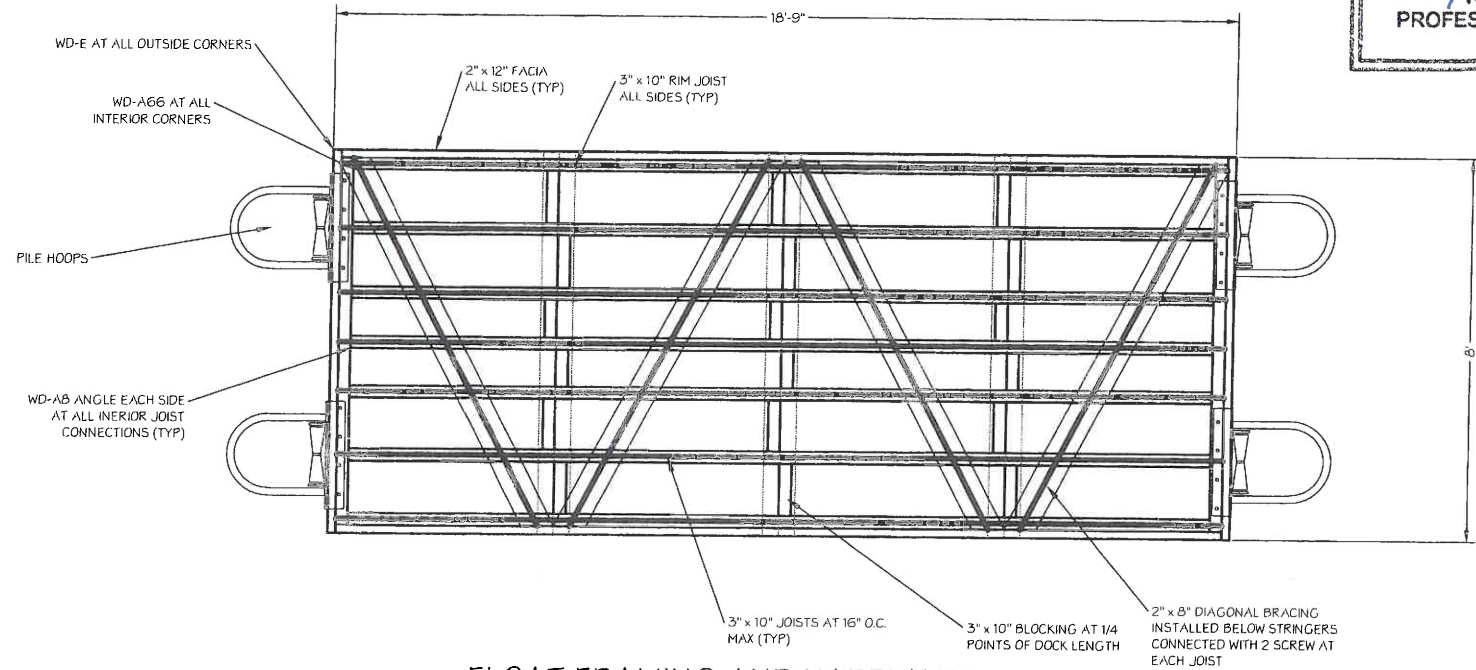
			PROPOSED RESIDENTIAL DOCK 39 GOOSE ISLAND RD NARRAGENSETT, RI		PREPARED BY: Russell Morgan, P.E. 49 Pond Street Wakefield, RI 02879		PREPARED FOR: KENNETH AND ELLEN BENNETT Narr., RI		
			<b>FIXED DOCK DECK FRAMING</b>		PROJ MGR: RJM    REVIEWED BY:		CHECKED BY:		
					DESIGNED BY: RJM    DRAWN BY: RJM		SCALE: NTS		
					DATE: SEPT 21 2021		PROJECT NO. 20-2		
							REVISION NO. 0		
							FIG 10		
							SHEET NO. XX OF XX		
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- NOTE:
1. ALL FLOAT HARDWARE IS REFERENCED TO AMERICAN MUSCLE CATALOG NUMBERS
  2. HARDWARE SHALL BE HOT DIP GALVANIZED
  3. ALL OTHER FRAMING CONNECTIONS SHALL BE STAINLESS STEEL

RUSSELL J. MORGAN

No. 9/11/18 6938

REGISTERED  
PROFESSIONAL ENGINEER  
CIVIL



**FLOAT FRAMING AND HARDWARE**



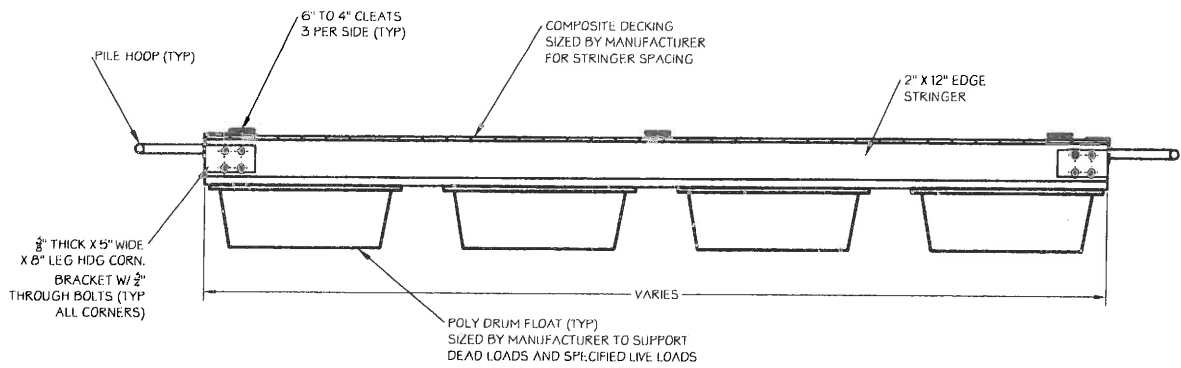
**FLOAT STOP NOTES:**

1. INSTALL FLOAT STOP CONNECTION BETWEEN EACH MOORING PILE AND FLOAT RIM JOISTS
2. FLOAT STOPS SHALL CONSIST OF 1/2" GALVANIZED GRADE 40 CHAIN ENCAPSULATED IN FLEXIBLE PLASTIC SHEATH/COVER
3. TOP OF CHAN SHALL BE CONNECTED TO PILE BUTT 1 FT FROM TOP OF PILE USING A 3/4" THROUGH EYE BOLT WITH WASHERS, NUT, AND SHACKLE.
4. CHAIN SHALL BE CONNECTED TO RIM JOIST USING A SHACKLE AND 3/4" PAD EYE WITH A THROUGH BOLT
5. CHAIN LENGTHS SHALL BE ADJUSTED TO SUPPORT FLOAT AT STILL WATER ELEV. BELOW 0' (MLW DATUM)

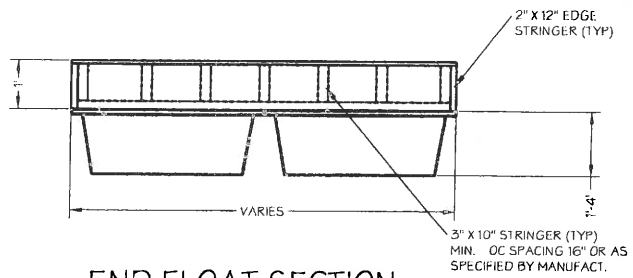
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NO.	ISSUE/DESCRIPTION	BY	DATE
	ADDITION OF FLOAT STOPS IN NOTES	RJM	9-27-18

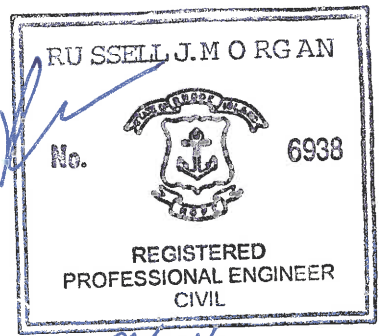
<b>PROPOSED RESIDENTIAL DOCK</b> 39 GOOSE ISLAND RD NARRAGANSETT, RI		PREPARED BY: <b>Russell Morgan, P.E.</b> 49 Pond Street Wakefield, RI 02879	PREPARED FOR: KENNETH AND ELLEN BENNETT Narr., RI
<b>FLOATING DOCK FRAMING (8' x 18'-9" FLOAT)</b>		PROJ MGR: RJM DESIGNED BY: RJM DATE: SEPT 21 2021	REVIEWED BY: RJM DRAWN BY: RJM PROJECT NO. 20-2
		CHECKED BY: SCALE: REVISION NO. 0	FIG 11 SHEET NO. XX OF XX



LONGITUDINAL FLOAT SECTION



END FLOAT SECTION



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NO.	ISSUE/DESCRIPTION	BY	DATE

PROPOSED RESIDENTIAL DOCK  
39 GOOSE ISLAND RD  
NARRAGANSETT, RI

**FLOATING DOCK SECTIONS**

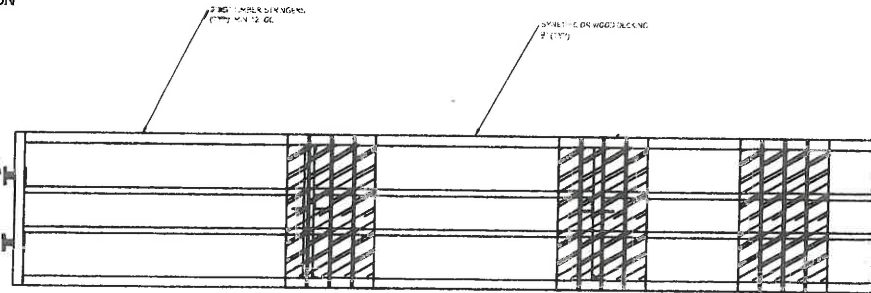
PREPARED BY: <b>Russell Morgan, P.E.</b> 49 Pond Street Wakefield, RI 02879		PREPARED FOR: KENNETH AND ELLEN BENNETT Narr., RI	
PROJ MGR: RJM	REVIEWED BY:	CHECKED BY:	FIG
DESIGNED BY: RJM	DRAWN BY: RJM	SCALE:	12
DATE: SEPT 21 2021	PROJECT NO. 20-2	REVISION NO. 0	SHEET NO. XX OF XX

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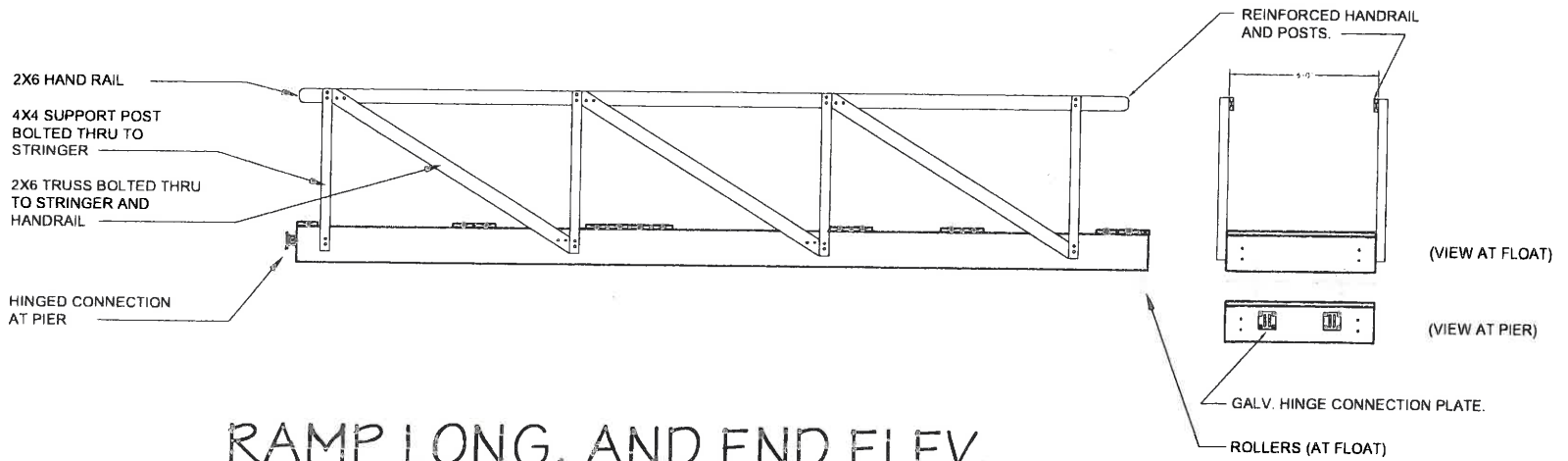


HEAVY DUTY PINNED CONNECTION  
PLATES (TYP.)



### RAMP FRAMING (NTS)

NOTE:  
1. ALUMINUM PREFABRICATED RAMP MAY BE  
USED. MANUFACTURER SHALL CERTIFY FOR  
LOADING REQUIREMENTS. (SEE FIGURE 12)

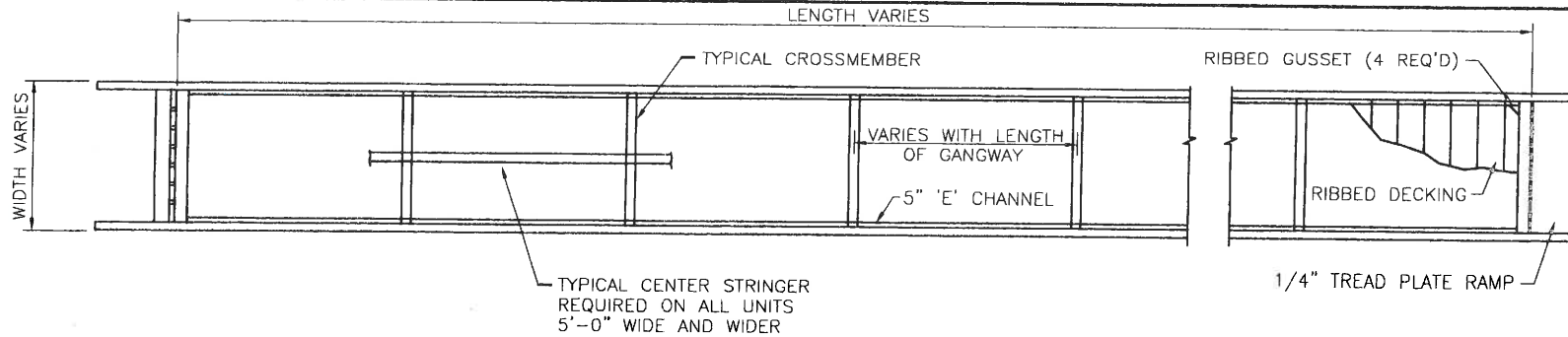


### RAMP LONG. AND END ELEV. (NTS)

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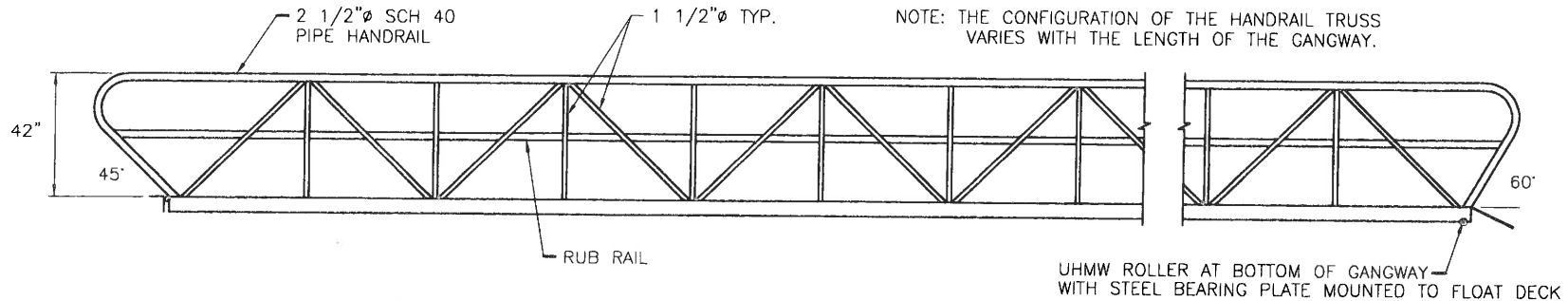
NO.	DESCRIPTION	BY	DATE	PROPOSED RESIDENTIAL DOCK 39 GOOSE ISLAND RD NARRAGANSETT, RI	PREPARED BY: <b>Russell Morgan, P.E.</b> 49 Pond Street Wakefield, RI 02879	PREPARED FOR: KENNETH AND ELLEN BENNETT Narr., RI		
					PROJ MGR: RJM	REVIEWED BY:	CHECKED BY:	FIG
				<b>TIMBER RAMP FRAMING/SECTION</b>	DESIGNED BY: RJM	DRAWN BY: RJM	SCALE: NTS	13
					DATE: SEPT 21 2021	PROJECT NO. 20-2	REVISION NO. 0	

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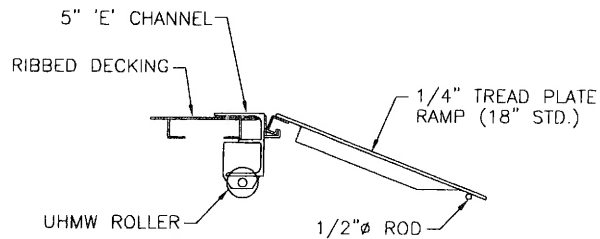
**TYPICAL ALUMINUM GANGWAY DETAILS**

N.T.S.



**TYPICAL ALUMINUM GANGWAY DETAILS**

N.T.S.



**TYPICAL ALUMINUM GANGWAY DETAILS**

N.T.S.

**RUSSELL J. MORGAN**  
 No. 6938  
 REGISTERED PROFESSIONAL ENGINEER CIVIL  
 9/24/19

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COASTAL RESOURCES ENGINEERING COUNCIL RECEIVED OCT 15 2021	NO.	ISSUE/DESCRIPTION	BY	DATE

PROPOSED RESIDENTIAL DOCK  
 39 GOOSE ISLAND RD  
 NARRAGANSETT, RI

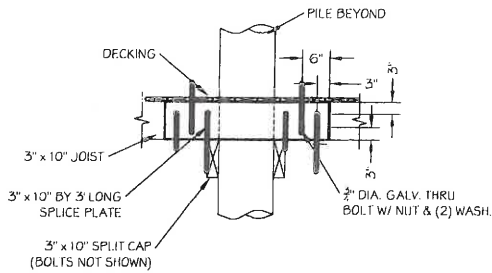
PREPARED BY:  
**Russell Morgan, P.E.**  
 49 Pond Street  
 Wakefield, RI 02879

PREPARED FOR:  
 KENNETH AND ELLEN BENNETT  
 Narr., RI

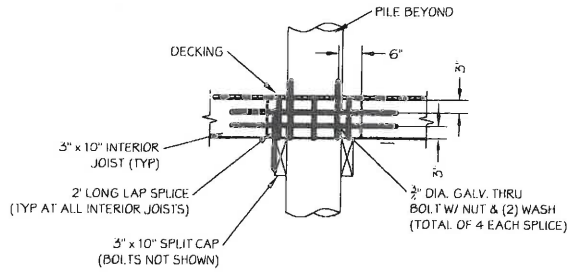
**ALUMINUM RAMP DETAILS**

PROJ MGR: RJM	REVIEWED BY:
DESIGNED BY: RJM	DRAWN BY: RJM
DATE: SEPT 21 2021	PROJECT NO. 20-2

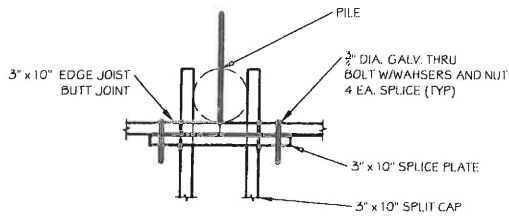
CHECKED BY:	FIG
SCALE: NTS	14
REVISION NO. 0	SHEET NO. XX OF XX



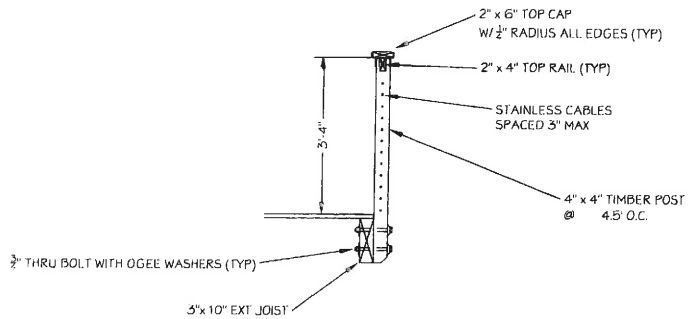
EXT. JOIST SPLICE PLATE ELEV.  
N.T.S



INTERIOR JOIST LAP SPLICE DETAIL  
N.T.S

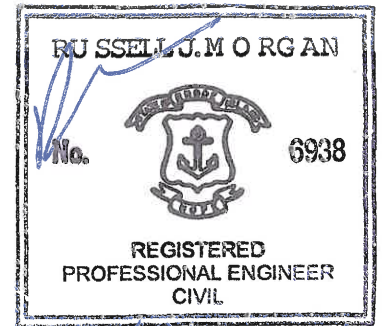


EXT. JOISTS SPLICE PLATE PLAN  
N.T.S



FLOAT FRAMING AND HARDWARE

- NOTE:
1. RAILING TO BE INSTALLED EACH SIDE OF FIXED DOCK, STAIRS AND RAMP.
  2. PILES AT EACH BENT TO BE CUTOFF AT TOP OF SPLIT CAP ELEVATION OR CENTER TO CENTER OF PILE. DISTANCE TO BE INCREASED TO 6' AND SPLIT CAP EXTENDED TO ALLOW CLEARANCE NECESSARY FOR RAIL INSTALLATION.



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 COASTAL RESOURCE  
 MANAGEMENT COUNCIL

		PROPOSED RESIDENTIAL DOCK 39 GOOSE ISLAND RD NARRAGANSETT, RI		PREPARED BY: <b>Russell Morgan, P.E.</b> 49 Pond Street Wakefield, RI 02879		PREPARED FOR: KENNETH AND ELLEN BENNETT Narr., RI	
		<b>DOCK FRAMING AND RAIL DETAILS</b>		PROJ MGR: RJM	REVIEWED BY:	CHECKED BY:	FIG
				DESIGNED BY: RJM	DRAWN BY: RJM	SCALE: NTS	15
				DATE: SEPT 21 2021	PROJECT NO. 20-2	REVISION NO. 0	SHEET NO. XX OF XX
NO.	ISSUE/DESCRIPTION	BY	DATE				

**GENERAL NOTES:**

- DESIGN LIVE LOAD FOR THE FIXED PIER: 40 PSF UNIFORM OR 400 POUND CONCENTRATED LOAD.
- ALL WORK TO BE PERFORMED IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL CODES.
- VERTICAL DATUM IS MEAN LOW WATER (MLW) ± 0.6 FEET. MLW DATUM IS REFERENCED TO NAVD 88 DATUM (-1.59' MLW DATUM IS ALSO 0.0' NAVD 88 DATUM).
- SITE ELEVATIONS DETERMINED USING A DIFFERENTIAL GPS SYSTEM (HICAZENOS 20) SURVEY GRADE GPS WITH ACCURACY LESS THAN 0.1 FEET (SITE SURVEY ACCURACY FOR SUBJECT PROJECT APPROXIMATELY 0.06 FEET).
- THE OWNER AND ENGINEER MAKE NO WARRANTY REGARDING THE ACCURACY OF THE INFORMATION PRESENTED IN THESE DRAWINGS REGARDING EXISTING CONDITIONS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ENVIRONMENTAL PROTECTION AND KEEPING THE SURROUNDING WATERS CLEAN AND FREE OF ALL WASTE MATERIAL.
- ALL DIMENSIONS AND CONDITIONS MUST BE VERIFIED IN THE FIELD. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER BEFORE PROCEEDING WITH THE AFFECTED PART OF THE WORK.
- THE INSTALLATION OF A HANDRAILS ALONG THE FIXED PIER SHALL BE AT THE DISCRETION OF THE PROPERTY OWNER.
- FACILITY IS TO BE USED TO BERTH TWO 20 FT VESSELS. UTILITIES TO BE INSTALLED ON DOCK INCLUDE ELECTRICAL AND WATER.
- CONSTRUCTION MATERIALS AND DEMOLITION DEBRIS WILL NOT BE STORED ON SITE.

**TIMBER NOTES:**

- ALL PILLS SHALL BE CLASS A SOUTHERN YELLOW PINE CONFORMING WITH ASTM D25 STANDARD SPECIFICATION FOR ROUND TIMBER PILLS WITH A MINIMUM TIP DIAMETER OF 10" AND MINIMUM BUTT DIAMETER OF 12".
- ALL FRAMING AND DECKING SHALL BE NO. 1 GRADE IN ACCORDANCE WITH THE NATIONAL DESIGN STANDARDS.
- ALL TIMBER TO BE TREATED IN ACCORDANCE WITH AWPA BOOK OF STANDARDS TO THE FOLLOWING REQUIREMENTS:
  - TIMBER PILLS AND CROSS BRACING TO BE TREATED TO A RETENTION OF 2.5 POUNDS PER CUBIC FOOT OF CHROMATED COPPER ARSENFATE (CCA).
  - ALL CAPS AND STRINGERS TO BE TREATED WITH EITHER CCA OR ALKALINE COPPER QUATERNARY (ACQ) TO A RETENTION OF 0.6 POUNDS PER CUBIC FOOT.
  - ALL DECKING AND RAILING TO BE TREATED WITH ACQ TO A RETENTION OF 0.6 PCF.
- ALL TIMBER FASTENERS, EXCEPT DECKING SCREWS, SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153, ASTM F379.
- ALL CARRIAGE BOLTS SHALL BE INSTALLED WITH HEAVY WASHERS AND SECURED BY DEFORMING SEVERAL THREADS AT THE HEAD OF THE BOLT.
- STAPPING BETWEEN EACH STRINGER/JOIST TO SPLIT CAP SHALL CONSIST OF ONE TIE-DOWN STRAP PER STRINGER (TWO AT EACH CAP JOINT SPLICED). TIE-DOWN SHALL CONSIST OF SIMPSON STRONG-SDS (STAINLESS STEEL CONNECTOR AND FASTENERS) STRINGERS SHALL BE SCAB SPLICED AT EACH BENT WITH AT LEAST 2 - 3/4" BOLTS PER STRINGER AND THROUGH BOLTED TO PILL WITH 2 - 3/4" BOLTS.
- DECKING SHALL CONSIST OF SYP NO. 1 GRADE 2X8 SPACED 2" APART OR 5/4" BY 6" SYNTHETIC DECKING. SYNTHETIC DECKING MANUFACTURER SHALL SPECIFY REQUIRED MIN. STRINGER SPACING.

- DECKING SHALL BE INSTALLED WITH APPROXIMATELY 1/8" GAP BETWEEN DECK BOARDS. DECK SHALL BE ATTACHED TO EACH STRINGER USING TWO STAINLESS STEEL SCREWS (MELTING AS ITEM 304 OR 316). IF SYNTHETIC DECKING IS USED CONTRACTOR SHALL INSTALL DECKING IN ACCORDANCE WITH MANUFACTURERS REQUIREMENTS.

**MISCELLANEOUS METALS AND HARDWARE**

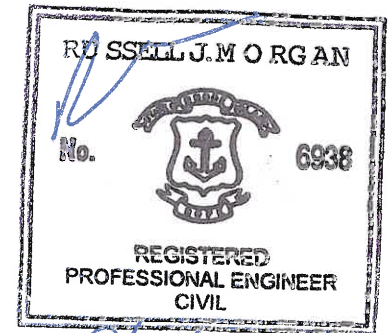
- ALL CONNECTION HARDWARE, STEEL PLATES, INSERTS, AND FASTENERS TO BE HOT-DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A-123, AND A-153 CLASS C.

**FLOATING DOCK AND GANGWAY**

- DESIGN AND FABRICATE TIMBER OR ALUMINUM GANGWAY AS SHOWN IN THE DRAWINGS.
- ALUMINUM GANGWAY SHALL BE FABRICATED WITH HIGH STRENGTH MARINE GRADE ALUMINUM EXTRUSION FRAMING, ALUMINUM DECK WITH RIBBED OR NON-SLIP SURFACE, ALUMINUM PIPE RAILING AND RIBBED ALUMINUM THRESHOLD/STEP PLATES AT TOP AND BOTTOM.
- GANGWAY WIDTH INDICATED IN THE DRAWINGS IS THE CLEAR WIDTH BETWEEN HANDRAILS. RAILING HEIGHT ABOVE THE GANGWAY SURFACE SHALL BE 42 INCHES.
- THE GANGWAY SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER AND SHALL BE CAPABLE OF SUPPORTING A MINIMUM UNIFORM LIVE LOADING OF 40 PSF OR A 400 POUND CONCENTRATED LOAD WITH DEFLECTION DUE TO COMBINED LIVE AND DEAD LOAD NOT TO EXCEED 1/180 OF THE GANGWAY LENGTH.
- RAILING SYSTEM SHALL BE MOUNTED ON BOTH SIDES OF THE GANGWAY AND SHALL BE FABRICATED OF 2 - 1/2 INCH DIAMETER PIPE OR TIMBER CAPABLE OF SUPPORTING A 200 POUND CONCENTRATED LOAD OR 50 PILE LOAD IN ANY DIRECTION.
- THE FLOAT END OF THE GANGWAY SHALL BE FITTED WITH NON-MARKING DURABLE ROLLERS. THE DOCK CONNECTION FOR THE GANGWAY SHALL BE A HINGE CAPABLE OF SUPPORTING THE COMBINED LIVE AND DEAD LOAD REACTION PLUS A LATERAL LOAD OF 50% OF THE LIVE LOAD REACTION.
- ALUMINUM PLATES AND SHAPES SHALL BE FABRICATED FROM ALLOY 6061-T6 OR 6061-T6511 SUITABLE FOR MARINE USE. HARDWARE SHALL BE STAINLESS STEEL, TYPE 304 OR 316, SUITABLE FOR MARINE USE.
- DESIGN, PROVIDE AND INSTALL FLOATING DOCK OF THE SIZE INDICATED IN THE DRAWINGS. THE FLOATING DOCK SHALL PROVIDE BETWEEN 15 INCHES AND 18 INCHES OF FREEBOARD UNDER DEAD LOADING AND SHALL BE CAPABLE OF SUPPORTING A MINIMUM UNIFORM LIVE LOADING OF 20 PSF OR A 400 POUND CONCENTRATED LOAD ANYWHERE ON THE FLOAT WITH FREEBOARD NO LESS THAN 12 INCHES AND TILT NO MORE THAN 6 DEGREES FROM HORIZONTAL. UNDER THE GANGWAY LANDING PROVIDE ADDITIONAL FLOATION AS REQUIRED TO MAINTAIN A HORIZONTAL DECK.
- FLOATING DOCK AND PILL GUIDES SHALL BE DESIGNED AND FABRICATED TO RESIST MOORING FORCES IMPOSED BY A RECREATIONAL POWER OR SAILBOAT.
- FLOATION UNITS SHALL BE DESIGNED AND FABRICATED TO MAINTAIN THEIR DESIGNED BUOYANCY EVEN IF STRUCTURALLY DAMAGED. EACH UNIT SHALL BE INDIVIDUALLY REPLACEABLE. FLOATION UNITS SHALL CONSIST OF A ONE PIECE, HIGH DENSITY, UV RESISTANT POLYETHYLENE SHELL HAVING A NOMINAL THICKNESS OF 1.00 INCHES AND

FILLED WITH EXPANDED POLYSTYRENE FOAM HAVING A MINIMUM DENSITY OF 1.0 PCF AND A MAXIMUM DENSITY OF 1.5 PCF.

- FLOATING DOCK FRAMING, DECK AND FLOATION UNITS SHALL ACT TOGETHER TO RESIST AND TRANSMIT ALL IMPOSED LOADING. DOCK FRAMING SHALL AT A MINIMUM SHALL BE AS SHOWN ON THE ATTACHED DRAWINGS. FLOAT FRAMING SHALL SHALL BE NO. 1 SOUTHERN YELLOW PINE.
- DECKING SHALL CONSIST OF SYP NO. 1 GRADE 2X8 SPACED 2" APART OR 5/4" BY 6" SYNTHETIC DECKING. SYNTHETIC DECKING MANUFACTURER SHALL SPECIFY REQUIRED MIN. STRINGER SPACING.
- ALL CARBON STEEL HARDWARE SHALL BE HOT DIP GALVANIZED. STAINLESS STEEL HARDWARE SHALL BE TYPE 304 OR 316, SUITABLE FOR MARINE USE.



9/24/21

RECEIVED  
 OCT 15 2021  
 COASTAL RESOURCES  
 MANAGEMENT COUNCIL

NO.	ISSUE/DESCRIPTION	BY	DATE

**PROPOSED RESIDENTIAL DOCK**  
 39 GOOSE ISLAND RD  
 NARRAGANSETT, RI

PREPARED BY: <b>Russell Morgan, P.E.</b> 49 Pond Street Wakefield, RI 02879		PREPARED FOR: KENNETH AND ELLEN BENNETT Narr., RI.	
PROJ MGR: RJM DESIGNED BY: RJM DATE: SEPT 21 2021	REVIEWED BY: DRAWN BY: RJM PROJECT NO. 20-2	CHECKED BY: SCALE: NTS REVISION NO. 0	FIG 16 SHEET NO. XX OF XX

**NOTES**



STATE OF RHODE ISLAND

HISTORICAL PRESERVATION & HERITAGE COMMISSION

Old State House 150 Benefit Street Providence, RI 02903

Telephone 401-222-2678  
TTY 401-222-3700

Fax 401-222-2968  
www.preservation.ri.gov

Mr. Raymond Coia, Chair  
Coastal Resources Management Council  
Stedman Government Center, 4808 Tower Hill Road  
Wakefield, RI 02879

CRMC File Number: 2021-10-077

Applicant: E. and K. Bennett

Town: Narragansett

Response Date: 10/26/21

Dear Mr. Coia,

The Rhode Island Historical Preservation & Heritage Commission has reviewed the above- referenced project. It is our conclusion that this project will have no effect on any significant cultural resources (those listed on or eligible for listing on the National Register of Historic Places).

These comments are provided in accordance with 650-RICR-20-00-1.2.3 Areas of Historic and Archaeological Significance of the Coastal Resources Management Council. If you have any questions, please contact Charlotte Taylor, Senior Archaeologist, or Elizabeth Totten, Project Review Coordinator, at this office.

Very truly yours,

Jeffrey Emidy  
Acting Director, RIHPHC



Russell J. Morgan, P.E.  
49 Pond Street  
Wakefield, RI  
02879  
401.474.9550

March 2, 2022

RI Coastal Resources Management Council  
4808 Tower Hill Road; Suite 3  
Wakefield, Rhode Island 02879

Re: Buffer Zone Mitigation Plan  
39 Goose Island Road  
Assessor's Plat R-3, Lot 108  
Narragansett, Rhode Island



Dear Council:

A residential dock assent application has been filed for the site referenced above. In 2007 the current residents applied for and received a Residential Assent (#2007-06-017) to construct a new residence and implement a buffer management plan. That plan was detailed in a plan titled "Buffer Management Plan" prepared by John C. Carter & Co. and dated September 2007.

The Buffer Management Plan included the following:

1. Installation of six Buffer Zone Markers,
2. Maintenance of a recreation area between the bottom of existing stairs around an existing shed and continued use of an existing foot path to the waters edge,
3. The areas within the buffer beyond the allowed area to be maintained and the foot path was to be allowed to naturally revegetate, and
4. An area at the norther property limit was to be planted with 17 Rosa Rugosa Mixed plants.

Based on a review of the management plan and observation made during site visits there are several mitigating actions that are required to meet the approved plan requirements.

During site visits only one Buffer Zone Marker could be observed. The area of previously maintained lawn within the buffer zone that was not to be maintained and allowed to naturally revegetate had been mowed by the homeowner to allow a walking path. The plantings of Rosa Ragosa were not observed at the northern end of the property.

Additionally, several years ago the homeowners replaced the 80 year old existing shed with a new and larger shed. The old shed had a footprint of approximately 42 square feet and the new shed has a footprint of 120 square feet.

Based on the previously approved Buffer Management Plan, observed site conditions, and the proposed residential dock location, we developed a mitigation plan the homeowners will undertake maintain the site in accordance with assent # 2007-06-017 modified to include the larger shed and revised limit of maintained/unnatural area to allow access to the proposed dock location. The proposed mitigation plan is presented on the attached "Buffer Zone Management Mitigation Plan" dated March 1, 2022 (Draft). The action associated with the proposed mitigation plan are to include:

1. Reestablishment of six Buffer Zone Markers at the locations indicated on the approved plan by March 15, 2022,
2. Planting of the 17 Rosa Ragosa plants as presented in the Buffer Zone Plan in the spring of 2022. Plantings which fail to survive within one year shall be replanted in the spring of 2023.
3. Home owner continue to maintain only the area in the Buffer Zone that is presented on the “Buffer Management Plan”, this action was begun in July 2021.
4. If this management plan is accepted by CRMC the Homeowner will delineate with wood stakes an area of allowed maintenance consisting of a path from the existing stairs, around the shed (1 foot offset from the shed walls) and to the proposed dock landing location as shown on the modified and attached plan dated March 2022 immediately after the dock installation. All area within the buffer zone other than described above and noted on the plan shall be allowed to revegetate and remain in a permanently undisturbed condition including the footpath to the waters edge within the wetland. The proposed area to be maintained has been altered from the original approved plan to allow access to the proposed dock location and abandonment of the area leading to the footpath and the footpath beyond the coastal feature. The proposed are of maintained recreational area is approximately 400 square feet (from the bottom of existing stairs to the dock and including the existing shed footprint). The footprint of the previously approved maintained area and the footpath consisted of approximately 580 square feet of disturbance within the buffer zone and wetlands. Therefore the proposed area of impact within the buffer zone and wetland is reduced. The homeowners begin to maintain a lawn within the modified area of maintenance immediately after the dock is constructed.

We request that CRMC staff review the proposed Buffer Zone Management mitigation plan and provide feedback, comments, and suggested changes. We have assumed that after CRMC review and development of an agreed to plan for mitigating actions, the homeowners will have to apply for an assent modification to document the proposed changes created by the proposed dock.

Please call if there is any other information necessary for the processing of the application.

Very truly yours,



Russell J. Morgan, P.E.



Attachment: Buffer Zone Mitigation Plan BZM-1

COASTAL RESOURCES MANAGEMENT BOARD  
 APPROVED PLANS  
 DATE 10/2/07  
 STAFF MEMBER TS/TM  
 SUBJECT TO STIPULATIONS CONTAINED IN  
 ASSENT NUMBER 2007-06-017  
 = additional buffer zone markers

POINT JUDITH  
 SALT POND RECEIVED  
 MAR - 3 2022  
 COASTAL RESOURCES  
 MANAGEMENT BOARD  
 NO MOVING OR BOARD  
 STORAGE WITHIN THE MARSH

RI CRMC SECTION 150. COASTAL BUFFER ZONES:  
 E. STANDARDS  
 LOT 108 IS 19,085 SQ. FT. TYPE 2 WATERS REQUIRE A 50' MAX. BUFFER BASED ON TABLE 2A.  
 A BUFFER RANGING IN WIDTH OF 30' TO 51' IS PROVIDED  
 F. BUFFER MANAGEMENT AND MAINTENANCE REQUIREMENTS  
 2 (a.) SHORELINE ACCESS PATH - "PATHWAYS WHICH PROVIDE ACCESS TO THE SHORELINE ARE NORMALLY CONSIDERED PERMISSIBLE PROVIDED THAT THEY ARE LESS THAN 6 FEET WIDE AND FOLLOW A PATH THAT MINIMIZES EROSION AND GULLING WITHIN THE BUFFER ZONE."  
 THE PROPERTY CONTAINS AN EXISTING PATH WHICH ACCESSES THE SHORELINE AND IS TO REMAIN.  
 (b.) VIEW CORRIDORS - "SELECTIVE TREE REMOVAL AND PRUNING AND THINNING OF NATURAL VEGETATION MAY BE ALLOWED WITHIN A DEFINED CORRIDOR IN ORDER TO PROMOTE A VIEW OF THE SHORELINE."  
 VIEW CORRIDOR = 25% OF THE SHORELINE FEATURE  
 THE COASTAL FEATURE IS 93.5' IN LENGTH.  
 25% OF 93.5' = 23.4'  
 THE PROPOSED VIEW CORRIDOR IS TO BE A WIDTH OF 23.4'.  
 (c.) SHORELINE RECREATION - "THE CRMC RECOGNIZES THAT SHORELINE RECREATION IS ONE OF THE PREDOMINANT ATTRACTIONS FOR LIVING ON, OR VISITING THE RHODE ISLAND COAST."  
 THE APPLICANT PROPOSES A 200 SQ. FT. GRASS RECREATION AREA.

**PLANT SCHEDULE**

KEY	BOTANICAL NAME	COMMON NAME	SIZE	QUANTITY
⊙	ROSA RUGOSA MIXED	MIXED BEACH ROSE	2 GAL.	17

NOTES:  
 GENERAL:  
 1. THE EXISTING SITE INFORMATION WAS TAKEN FROM A PLAN PREPARED BY EASTERBROOKS & ASSOCIATES TITLED "RESIDENTIAL SITE PLAN FOR THE LAND BELONGING TO KENNETH H. & ASSOCIATES" AT A SCALE OF: 1"=20'-0", DATED: JUNE 2004, REV. FEB. 2005 & ...

**BUFFER MANAGEMENT PLAN**

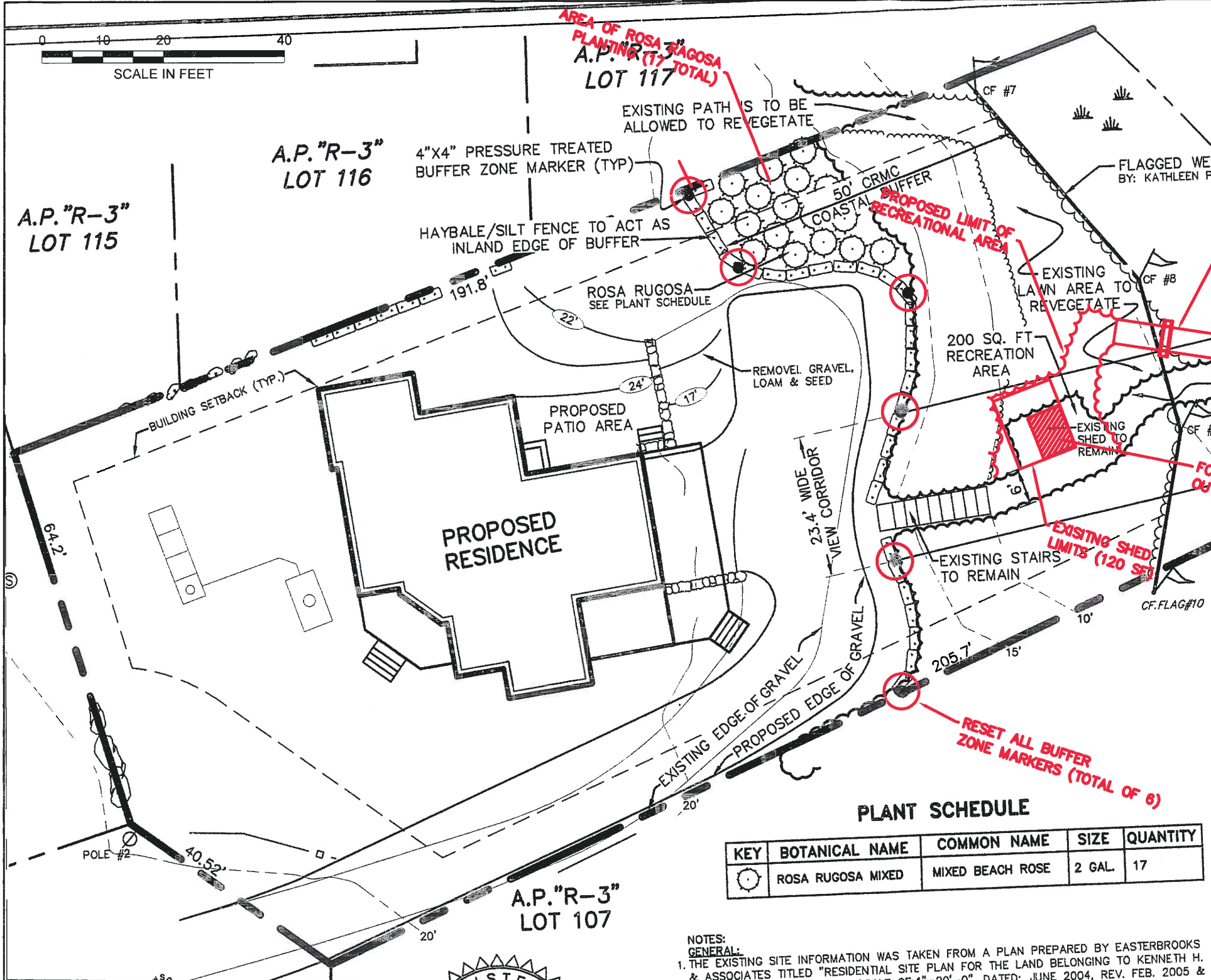
PROPOSED RESIDENTIAL DOCK  
 39 GOOSE ISLAND ROAD  
 NARR. RI

**BUFFER ZONE MANAGEMENT MITIGATION PLAN**

PREPARED BY: Russell Morgan, P.E.  
 49 Pond Street  
 Wakefield, RI 02879

PREPARED FOR: KENNETH AND ELLEN BENNET  
 39 GOOSE ISLAND RD. NARR. RI

PROJ MGR: RJM REVIEWED BY: CHECKED BY: FIG  
 DESIGNED BY: RJM DRAWN BY: RJM SCALE: 1" = 20 FT  
 DATE: MARCH 2, 2022 PROJECT NO. 20-2 REVISION NO. BZM -1  
 SHEET NO. XX OF XX



©2017 - RUSSELL MORGAN, P.E.

- NOTES:**
1. BASE PLAN - BUFFER MANAGEMENT PLAN, DATED AUGUST 2007, PREPARED BY JOHN CARTER, REVISED SEPTEMBER 25, 2007 WITH CRMC STAFF ANNOTATION DATED OCTOBER 2, 2007.
  2. MITIGATION PLAN ACTIONS:
    - 2.1. INSTALL SIX BUFFER ZONE MARKERS
    - 2.2. MAINTAIN A LAWN WITHIN THE BUFFER ZONE TO THE LIMITS ALLOWED BY ASSENT #2007-06-017
    - 2.3. PLANT 17 ROSA RAGOSA PLANTS IN THE AREA DESCRIBED BY ASSENT #2007-06-017
    - 2.4. DELINEATE THE MODIFY AREA OF LAWN MAINTENANCE PRESENTED ON THIS PLAN. THIS AREA WILL BE MAINTAINED AS LAWN, THE REMAINING BUFFER ZONE WILL BE ALLOW TO NATURALLY VEGETATE





State of Rhode Island  
Coastal Resources Management Council  
Oliver H. Stedman Government Center  
4808 Tower Hill Road, Suite 3  
Wakefield, RI 02879-1900

(401) 783-3370  
Fax (401) 783-2069

## PUBLIC NOTICE

File Number: 2021-10-077 Date: November 23, 2021

This office has under consideration the application of:

Bennett Family Irrevoc. Trust  
c/o Kenneth & Ellen Bennett  
39 Goose Island Road  
Narragansett, RI 02882

for a State of Rhode Island Assent to construct and maintain: A residential boating facility consisting of a 4' x 8' upland ramp, 4' x 166' fixed timber pier, 3' x 18' access ramp and 8' x 18.75 (150sf) terminal float. The facility is proposed to extend 120' seaward of the cited MLW mark, requiring a 70' length variance to Red Book 650-RICR-00-01 Section 1.3.1(D)(11)(I).

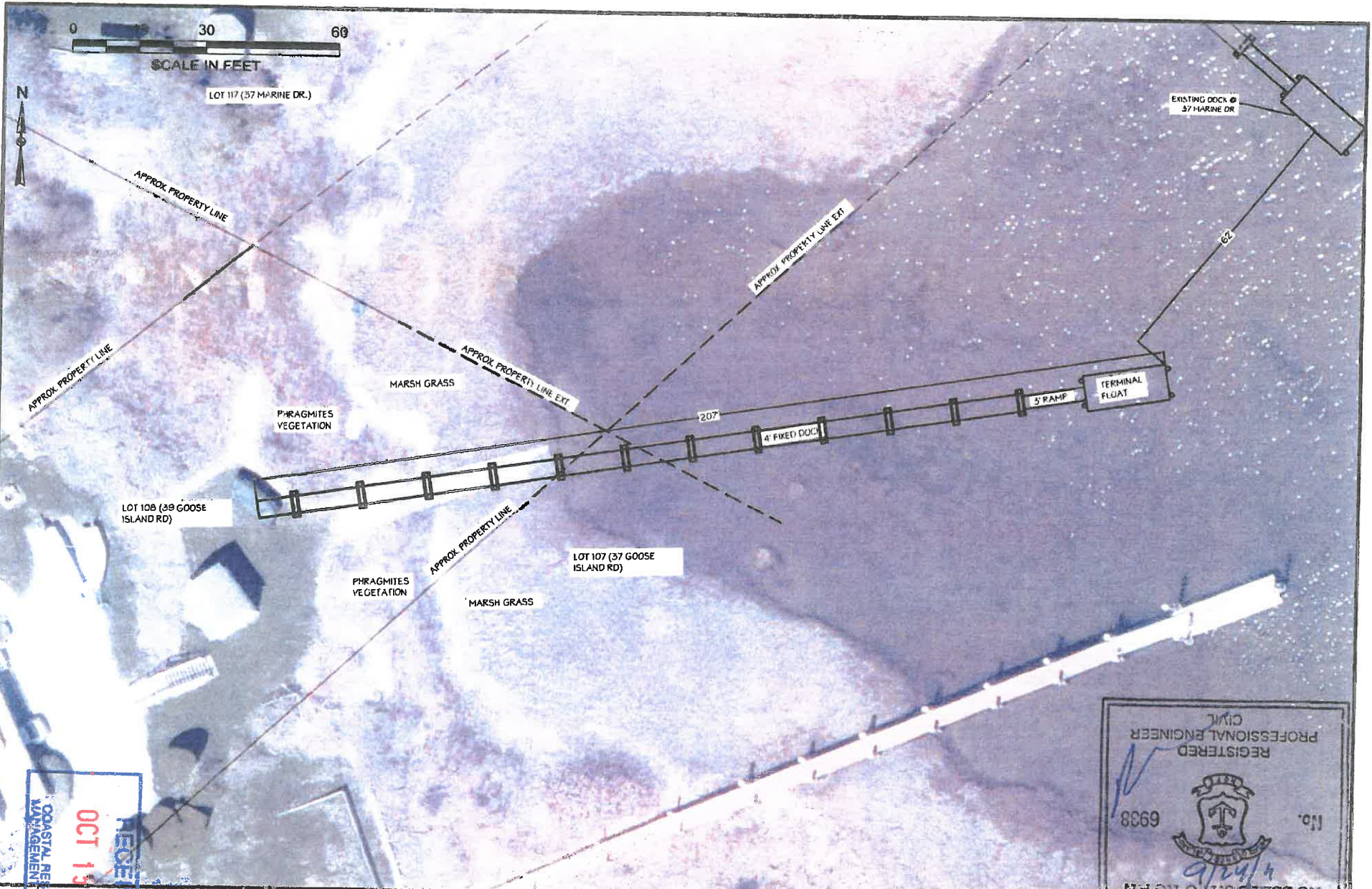
Project Location:	39 Goose Island Road
City/Town:	Narragansett
Plat/Lot:	R-3 / 108
Waterway:	Pt. Judith Pond, Bluff Hill Cove, Low Intensity Use, Type II

Plans of the proposed work may be seen at the CRMC office in Wakefield.

In accordance with the Administrative Procedures Act (Chapter 42-35 of the Rhode Island General Laws) you may request a hearing on this matter.

You are advised that if you have good reason to enter protests against the proposed work it is your privilege to do so. It is expected that objectors will review the application and plans thoroughly, visit site of proposed work if necessary, to familiarize themselves with the conditions and cite what law or laws, if any, would in their opinion be violated by the work proposed.

If you desire to protest, you must attend the scheduled hearing and give sworn testimony. A notice of the time and place of such hearing will be furnished you as soon as possible after receipt of your request for hearing. If you desire to request a hearing, to receive consideration, it should be in writing (**with your correct mailing address, e-mail address and valid contact number**) and be received at this office on or before December 23, 2021.



RECEIVED  
 OCT 15 2021  
 COASTAL RESOURCES  
 MANAGEMENT COMPANY

REGISTERED PROFESSIONAL ENGINEER  
 CIVIL  
 No. 6969  
 RUSSELL J. MORGAN  
 9/24/21

NO.	ISSUE/DESCRIPTION	BY	DATE

**PROPOSED RESIDENTIAL DOCK**  
 39 GOOSE ISLAND RD  
 NARR. RI

PREPARED BY:  
**Russell Morgan, P.E.**  
 49 Pond Street  
 Wakefield, RI 02879

PREPARED FOR:  
**KENNETH AND ELLEN BENNETT**  
 Narr., RI.

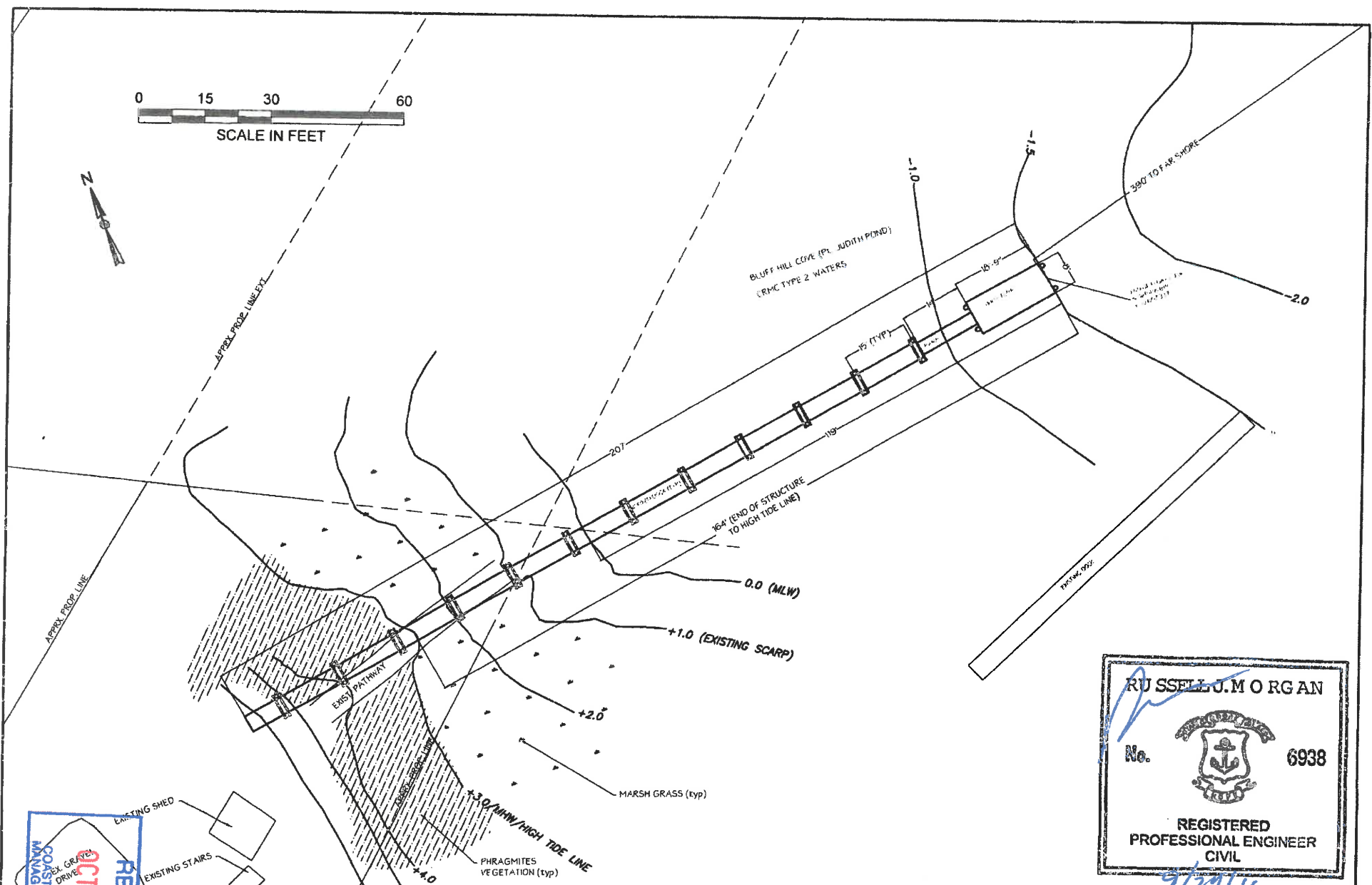
**PROPOSED CONDITIONS - AREAL PHOTOGRAPH**

PROJ MGR: RJM    REVIEWED BY: RJM  
 DESIGNED BY: RJM    DRAWN BY:  
 DATE: Sept. 21, 2021    PROJECT NO. 20-2

CHECKED BY:  
 SCALE: 1" = 30'  
 REVISION NO.

3

SHEET NO. --- OF XX



**RUSSELL J. MORGAN**

No. 6938

**REGISTERED  
PROFESSIONAL ENGINEER  
CIVIL**

9/21/21

RECEIVED  
 OCT 15 2021  
 COASTAL RESOURCE  
 MANAGEMENT COUNCIL  
 1000 W. GARDNER  
 DRIVE  
 WAKEFIELD, RI 02879

**PROPOSED RESIDENTIAL DOCK**  
 39 GOOSE ISLAND RD  
 NARR. RI


PREPARED BY:  
**Russell Morgan, P.E.**  
 49 Pond Street  
 Wakefield, RI 02879

PREPARED FOR:  
**KENNETH AND ELLEN BENNETT**  
 Narr., RI.

**PROPOSED DOCK PLAN**

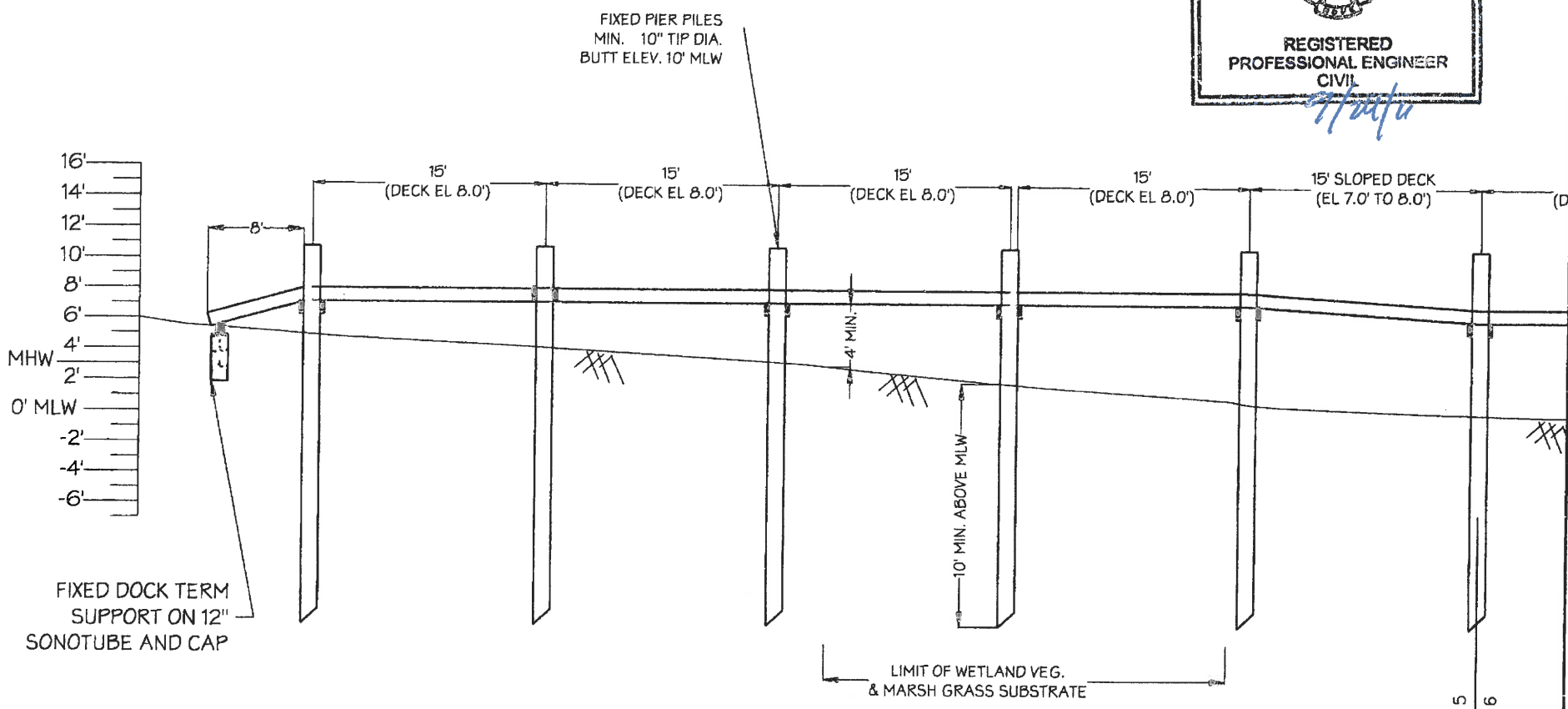
PROJ MGR: RJM	REVIEWED BY: RJM	CHECKED BY:
DESIGNED BY:	DRAWN BY:	SCALE: 1" = 30'
DATE: Sept 21, 2021	PROJECT NO. 20-2	REVISION NO.

RUSSELL J. MORGAN

No.  6938

REGISTERED  
PROFESSIONAL ENGINEER  
CIVIL

*H. Morgan*



PERMITTING ONLY  
NOT FOR CONSTRUCTION

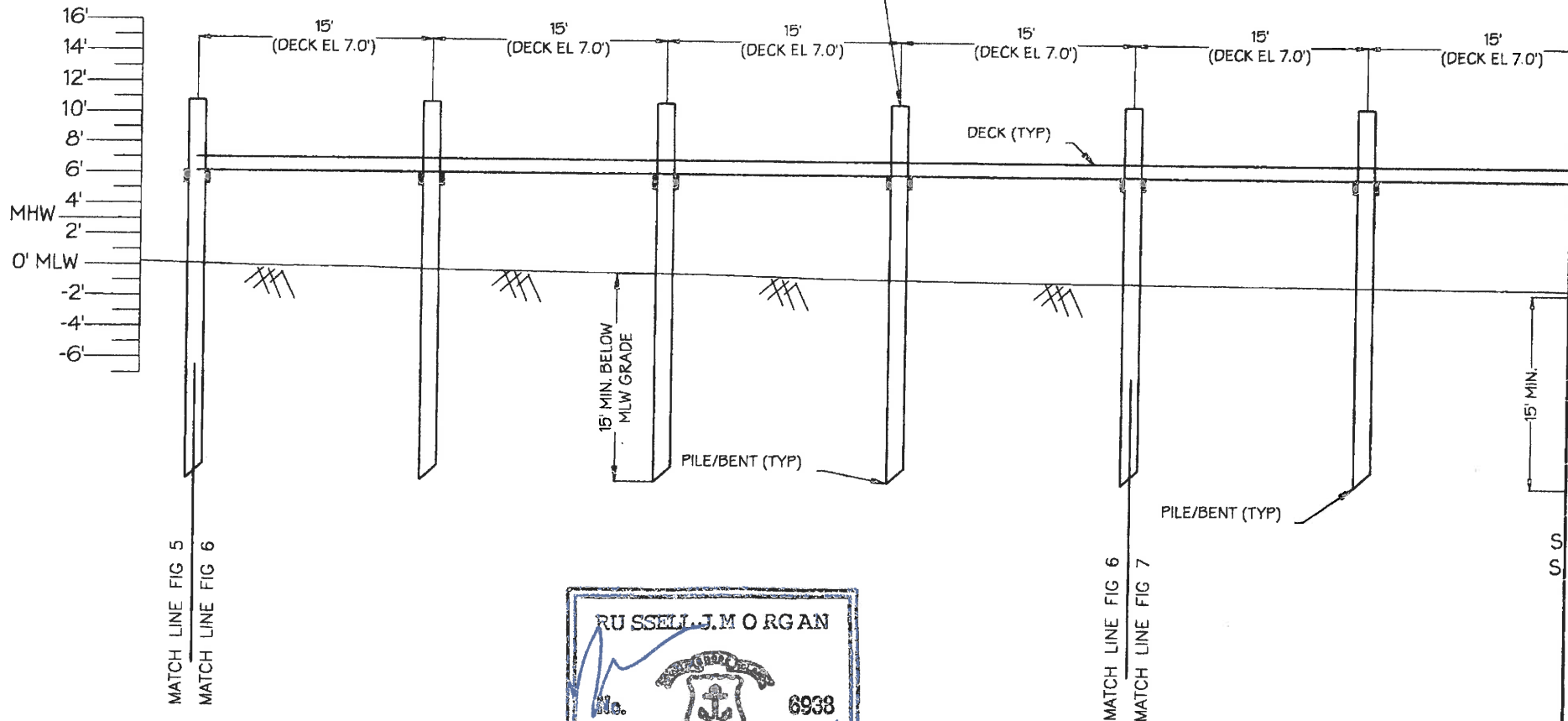
COASTAL RESOURCES  
MANAGEMENT COUNCIL

RECEIVED  
OCT 15 2021

<p>PROPOSED RESIDENTIAL DOCK 39 GOOSE ISLAND RD NARR. RI</p>		<p>PREPARED BY: Russell Morgan, P.E. 49 Pond Street Wakefield, RI 02879</p>	<p>PREPARED FOR: KENNETH AND ELLEN BENNETT Narr., RI.</p>
<p>PROPOSED DOCK SECTION A</p>		<p>PROJ MGR: RJM DESIGNED BY: RJM DATE: Sept 21, 2021</p>	<p>REVIEWED BY: RJM DRAWN BY: PROJECT NO. 20-2</p>
<p>NO.      ISSUE/DESCRIPTION      BY      DATE</p>		<p>CHECKED BY: SCALE: 1" = 10'</p>	<p>REVISION NO.</p>

FIXED PIER PILES  
MIN. 10" TIP DIA.  
BUTT ELEV. 10' MLW

FIXED PIER PILES  
MIN. 10" TIP DIA.  
BUTT ELEV. 10' MLW



RUSSELL J. MORGAN

REGISTERED  
PROFESSIONAL ENGINEER  
CIVIL



PERMITTING ONLY  
NOT FOR CONSTRUCTION

PROPOSED RESIDENTIAL DOCK  
39 GOOSE ISLAND RD  
NARR. RI

PREPARED BY:  
Russell Morgan, P.E.  
49 Pond Street  
Wakefield, RI 02879

PREPARED FOR:  
KENNETH AND ELLEN BENNETT  
Narr., RI.

PROPOSED DOCK SECTION B

PROJ MGR: RJM	REVIEWED BY: RJM	CHECKED BY:
DESIGNED BY:	DRAWN BY:	SCALE: 1" = 10'
DATE: Sept 21 2021	PROJECT NO. 20-2	REVISION NO.

6  
SHEET NO. --- OF XX

NO.	ISSUE/DESCRIPTION	BY	DATE

COASTAL RESOURCES  
MANAGEMENT COMPANY  
 RECEIVED  
 09/15/2021





State of Rhode Island and Providence Plantations  
**Coastal Resources Management Council**  
 Oliver H. Stedman Government Center  
 4808 Tower Hill Road, Suite 3  
 Wakefield, RI 02879-1900

(401) 783-3370  
 Fax (401) 783-2069

## APPLICATION FOR STATE ASSENT

To perform work regulated by the provisions of Chapter 279 of the Public Laws of 1971 Amended.

Project Location <u>39 Goose Island Rd, Narragansett</u> <small style="display: flex; justify-content: space-between; width: 100%;"> <span>No.</span> <span>Street</span> <span>City/Town</span> </small>	File No. (CRMC USE ONLY) <div style="font-size: 1.2em; color: purple; text-align: center;">2021-10-077</div>
Owner's Name <u>Ellen and Kenneth Bennett</u>	Plat: R-3 Lot(s): 108
Mailing Address <u>39 Goose Island</u> <small style="display: flex; justify-content: space-between; width: 100%;"> <span>City/Town</span> <span>State</span> <span>Zip Code</span> </small>	Contact No.: 401-789-8464 Email Address: kenneth_bennett@yahoo.com
Contractor RI Reg. # <u>32416</u> Address <u>237 Liberty lane, W. Kingston</u>	Email address: hbbjrl@yahoo.com Tel. No. 401-439-0618
Designer <u>Russ Morgan</u> Address <u>49 Pond Street, Wakefield</u>	Tel. No. 401-474-9550
Name of Waterway <u>Pt Judith Salt Pond</u>	Estimated Project Cost (EPC): Application Fee: 1500
<b>Describe accurately the work proposed. (Use additional sheets of paper if necessary and attach this form.)</b> Construct a new residential dock consisting of a pile supported fixed pier, ramp/gangway, and a terminal float	

Have you or any previous owner filed an application for and/or received an assent for any activity on this property? (If so please provide the file and/or assent numbers): 2011-07-038, 2007-06-017, 1987-01-019, 1993-11-066

Is this site within a designated historic district?     YES     NO

Is this application being submitted in response to a coastal violation?     YES     NO

If YES, you must indicate NOV or C&D Number: \_\_\_\_\_

**Name/ mailing addresses of adjacent property owners whose property adjoins the project site.** Accurate mailing addresses will insure proper notification. \_\_\_\_\_ Applicant **must** initial to certify accuracy of adjacent property owners and accuracy of mailing addresses.

Charles Bradley, R-3, Lot 115, 29 Marine Drive, Mailing: 3091 Pawtucket Ave, Riverside, RI 02915, Kevin Daley R-3, Lot 117, 37 Marine Drive, Daley Mailing: 34 Red Oak Rd, E. Greenwich 02818, Jeremy & Christy Duncan, R-3, Lot 107, 37 Goose Island Rd, Narragansett, RI 02882

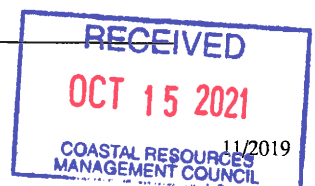
STORMTOOLS (<http://www.beachsamp.org/resources/stormtools/>) is a planning tool to help applicants evaluate the impacts of sea level rise and storm surge on their projects. The Council encourages applicants to use STORMTOOLS to help them understand the risk that may be present at their site and make appropriate adjustments to the project design.

NOTE: The applicant acknowledges by evidence of their signature that they have reviewed the Rhode Island Coastal Resources Management Program, and have, where possible, adhered to the policies and standards of the program. Where variances or special exceptions are requested by the applicant, the applicant will be prepared to meet and present testimony on the criteria and burdens of proof for each of these relief provisions. The applicant also acknowledges by evidence of their signature that to the best of their knowledge the information contained in the application is true and valid. If the information provided to the CRMC for this review is inaccurate or did not reveal all necessary information or data, then the permit granted under this application may be found to be null and void. Applicant requires that as a condition to the granting of this assent, members of the CRMC or its staff shall have access to the applicant's property to make on-site inspections to insure compliance with the assent. This application is made under oath and subject to the penalties of perjury.

Kenneth Bennett

Owner's Signature (sign and print)

PLEASE REVIEW REVERSE SIDE OF APPLICATION FORM



Russell J. Morgan, P.E.  
49 Pond Street  
Wakefield, RI  
02879  
401.474.9550

October 6, 2021

RI Coastal Resources Management Council  
4808 Tower Hill Road; Suite 3  
Wakefield, Rhode Island 02879

Re: CRMC Residential Dock Assent Request  
39 Goose Island Road  
Assessor's Plat R-3, Lot 108  
Narragansett, Rhode Island

Dear Council:

On behalf of Ellen and Kenneth Bennet, we have prepared the attached application for construction of new residential dock at the above-mentioned property in Narragansett, Rhode Island. The property is located on the Pt Judith Salt Pond in Type 2 waters.

Attached are the following materials:

- Application Fee (\$1500 for a new residential boating facility).
- Four copies of completed CRMC Assent Request Form.
- Proof of property ownership for the lot that comprises the site in the form of a letter from the Narragansett Tax Assessors Office.
- Four copies of project narrative.
- Four copies of location map, stamped plans, cross-sections, and descriptions of proposed construction activity.
- Copies of Assent Files
- Set of recent photographs of the site.
- SAV Survey Report

Please call if there is any other information necessary for the processing of the application.

Very truly yours,



Russell J. Morgan, P.E.





Site Photographs  
39 Goose Island Rd  
Narr. RI



*Photograph 1 – Looking Due East from Residence*



*Photograph 2- Looking East at Existing Path Location*

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MANAGEMENT COUNCIL

Site Photographs  
39 Goose Island Rd  
Narr. RI



*Photograph 3- Looking Due North at Adjacent Dock*

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MANAGEMENT COUNCIL



## Natural Resource Services, Inc.

**Submerged Aquatic Vegetation Survey**  
39 Goose Island Road  
A.P. R3, Lot 108  
Narragansett, Rhode Island



Prepared for:  
Kenneth Bennett  
39 Goose Island Road  
Narragansett, RI 02882

Report Prepared by:

Scott P. Rabideau, PWS  
Principal

July 15, 2021

P.O. Box 311 Harrisville, RI 02830 401-568-7390

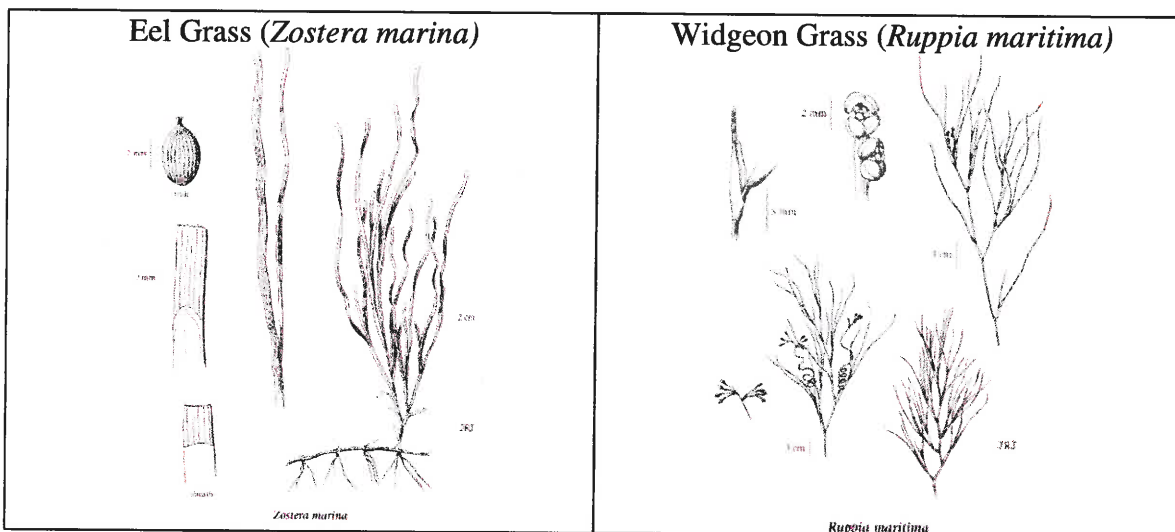
FAX 401-~~568~~-7490



Introduction

Natural Resource Services, Inc. (NRS) has completed a Submerged Aquatic Vegetation (SAV) survey in the waters adjacent to the property located on Goose Island Road in Narragansett, Rhode Island. This study was performed in accordance with the standards established within Section 1.3.1(R)(4) (a-e) of the RI Coastal Resources Management Program (CRMP). This report and the enclosed graphic and data tables can be used for any submission to the Coastal Resources Management Council (CRMC) requiring proof of an SAV study. An SAV study is valid for up to three (3) years pursuant to 1.3.1(R)(4)(c).

The primary purpose of this SAV study is to identify and map existing eelgrass (*Zostera marina*) and/or widgeon grass (*Ruppia maritima*) beds, substrate within the study area, mean height of eelgrass or widgeon grass shoots, and depth of water (at time of sampling) at each quadrat location. Eelgrass and widgeon grass are perennial, rooted, submerged, aquatic plants that occupy shallow, estuarine waters in sheltered bays and coves. The following illustration depicts eelgrass and widgeon grass.



SAV beds provide habitat and cover for various shellfish and fin fish species, while subsequently providing food for waterfowl species. Eelgrass and widgeon grass also play an important role in protecting the shorelines from sedimentation and erosion by stabilizing bottom sediments. It is for these functions and values that the CRMC requires a study of SAV habitats.

Methodology

The SAV Survey was performed on July 15, 2021 by Kayleigh Actis and myself with all work occurring between 11:30 AM and 1:30 PM in a portion of Point Judith Pond (Waterbody ID: RI0010043E-06A) classified as Type 2 Waters. Type 2 Waters are defined as low intensity use waters; docks are permissible in these waters. Low tide was recorded to be at 6:02 AM as well as 6:23 PM on July 15, 2021 (Point Judith, RI) (#8455083).



NRS has established seven (7) transects (A – G) to encompass the shoreline directly adjacent to the existing walkover on the subject property. The first transect, transect A, was placed on the southeastern edge of the shoreline area. Subsequent transects are placed at approximate ten-foot (10') intervals along the shoreline as it extends in a northerly direction. Transect D corresponds with the middle end of the walkover structure. The transect start points are identified by labeled stakes along the shoreline. The established transects extend seaward into Point Judith Pond perpendicular to the shoreline. Each transect was approximately 140 to 160 feet in length from the stakes into the waters of the Pond.

Along each transect, one-meter square sampling stations (quadrats) were established every 10 feet. Substrate characteristics, approximate depths, percent cover of *Zostera marina* or *Ruppia maritima*, and mean shoot height were recorded at each quadrat location.

The locations of the transect start points and other benchmarks were GPS located in the field using a handheld Trimble Geo7X unit. While this GPS data should not be considered a survey plan, it can be helpful for preliminary planning purposes.

#### Findings and Conclusion

Upon completion of the NRS site investigation, it was determined that submerged aquatic vegetation (SAV) is not present in the surveyed area. Neither Eelgrass (*Zostera marina*) nor widgeon grass (*Ruppia maritima*) was observed during the SAV survey. Please see the enclosed site graphic for illustration of the transects and data tables with specific sampling data.

The data collected by NRS is available electronically and will be forwarded to Russell Morgan for use in preparing a plan. The transect locations along the shoreline and reference points within the property were located using a handheld GPS unit (Trimble Geo7X). While this data is not survey grade, the information shall assist your design professional when their field work is performed.

Please do not hesitate to contact our office should you have any questions or require additional information.

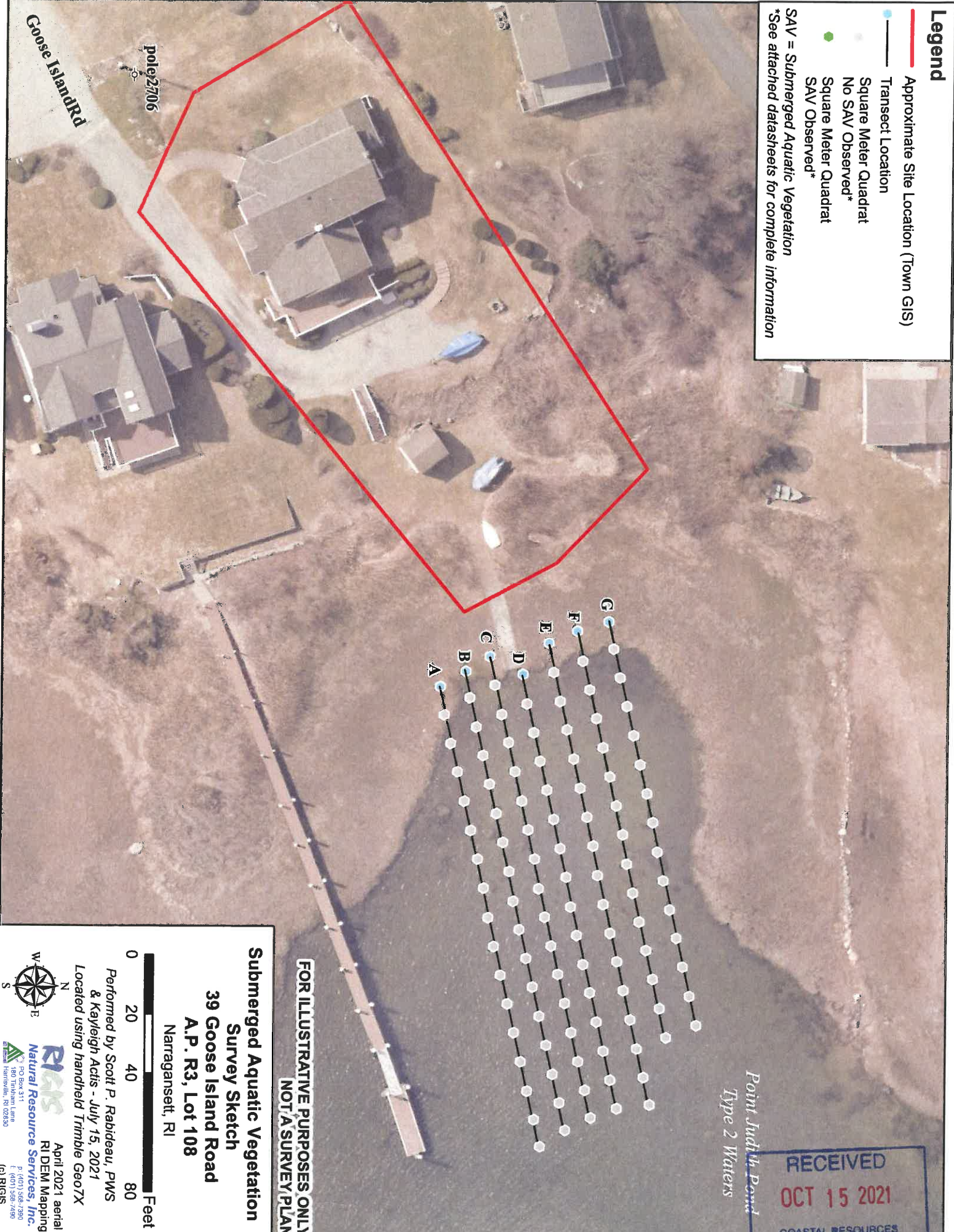


*Appendix*



**Legend**

- Approximate Site Location (Town GIS)
  - Transect Location
  - Square Meter Quadrat
  - No SAV Observed\*
  - Square Meter Quadrat
  - SAV Observed\*
- SAV = Submerged Aquatic Vegetation  
\*See attached datasheets for complete information



Point Judith Pond  
Type 2 Waters

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FOR ILLUSTRATIVE PURPOSES ONLY  
NOT A SURVEY PLAN

**Submerged Aquatic Vegetation  
Survey Sketch**  
39 Goose Island Road  
A.P. R3, Lot 108  
Narragansett, RI



Performed by Scott P. Rabideau, PWS  
& Kayleigh Actis - July 15, 2021  
Located using handheld Trimble Geo7X

April 2021 aerial  
RI DEM Mapping  
Natural Resource Services, Inc.  
PO Box 311  
1801 Narragansett Lane  
Narragansett, RI 02882  
P: (401) 568-7380  
F: (401) 568-7480  
© RIGS





A				B				C				D											
Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Average height	Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Average height	Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Average height	Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Average height
A1	10	2	Rocky sand	0	-	B1	10	0	Rocky sand	0	-	C1	10	0	Rocky sand	0	-	D1	10	0	Rocky sand	0	-
A2	20	2.5	Sand	0	-	B2	20	1	Sand	0	-	C2	20	1	Muck	0	-	D2	20	1.5	Mucky sand	0	-
A3	30	3	Sand	0	-	B3	30	1	Muck	0	-	C3	30	1	Muck	0	-	D3	30	1	Mucky sand	0	-
A4	40	3.5	Sand	0	-	B4	40	2.5	Muck	0	-	C4	40	2.5	Mucky sand	0	-	D4	40	2.5	Mucky sand	0	-
A5	50	3.5	Sand	0	-	B5	50	3.5	Mucky sand	0	-	C5	50	3.5	Mucky sand	0	-	D5	50	3.5	Mucky sand	0	-
A6	60	3.75	Sand	0	-	B6	60	3.75	Sand	0	-	C6	60	3.5	Mucky sand	0	-	D6	60	3.5	Mucky sand	0	-
A7	70	3.75	Sand	0	-	B7	70	4	Sand	0	-	C7	70	3.5	Mucky sand	0	-	D7	70	3.5	Mucky sand	0	-
A8	80	4	Sand	0	-	B8	80	4	Sand	0	-	C8	80	3.5	Mucky sand	0	-	D8	80	3.5	Mucky sand	0	-
A9	90	4	Sand	10	12"	B9	90	4	Sand	10	12"	C9	90	3.5	Mucky sand	0	-	D9	90	3.5	Rock	0	-
A10	100	4	Sand	30	18"	B10	100	4	Sand	30	18"	C10	100	4	Mucky sand	0	-	D10	100	4	Mucky sand	0	-
A11	110	4	Sand	30	18"	B11	110	4.5	Sand	30	18"	C11	110	4	Mucky sand	0	-	D11	110	4	Mucky sand	0	-
A12	120	4	Sand	30	18"	B12	120	4.5	Sand	30	18"	C12	120	4	Mucky sand	0	-	D12	120	4	Mucky sand	0	-
A13	130	4	Sand	30	18"	B13	130	4.5	Sand	30	18"	C13	130	4	Mucky sand	0	-	D13	130	4	Mucky sand	0	-
A14	140	4	Sand	50	24"	B14	140	4.5	Sand	50	24"	C14	140	4.5	Mucky sand	0	-	D14	140	4	Mucky sand	0	-
A15	150	4	Sand	50	24"	B15	150	4.5	Sand	50	24"	C15	150	4.5	Mucky sand	0	-	D15	150	4.5	Mucky sand	0	-
A16	160	4.5	Sand	60	24"	B16	160	4.5	Sand	50	24"	C16	160	4.5	Mucky sand	0	-	D16	150	4.5	Mucky sand	0	-

E				F				G									
Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Average height	Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Average height	Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Average height
E1	10	0	Marsh	0	-	F1	10	0	Marsh	0	-	G1	10	0	Marsh	0	-
E2	20	1	Marsh	0	-	F2	20	1	Marsh	0	-	G2	20	1	Marsh	0	-
E3	30	1	Muck	0	-	F3	30	1	Muck	0	-	G3	30	1	Muck	0	-
E4	40	2.5	Muck	0	-	F4	40	2.5	Muck	0	-	G4	40	2.5	Muck	0	-
E5	50	3	Muck	0	-	F5	50	3	Muck	0	-	G5	50	3	Muck	0	-
E6	60	3.5	Mucky sand	0	-	F6	60	3	Muck	0	-	G6	60	3	Muck	0	-
E7	70	3.5	Mucky sand	0	-	F7	70	3	Muck	0	-	G7	70	3	Rock	0	-
E8	80	3.5	Mucky sand	0	-	F8	80	3.5	Mucky sand	0	-	G8	80	3	Rock	0	-
E9	90	3.75	Mucky sand	0	-	F9	90	3.5	Mucky sand	0	-	G9	90	3	Rock	0	-
E10	100	3.75	Mucky sand	0	-	F10	100	3.75	Mucky sand	0	-	G10	100	3	Rock	0	-
E11	110	3.75	Mucky sand	0	-	F11	110	3.75	Mucky sand	0	-	G11	110	3.75	Mucky sand	0	-
E12	120	3.75	Mucky sand	0	-	F12	120	4	Mucky sand	0	-	G12	120	3.75	Mucky sand	0	-
E13	130	4	Mucky sand	0	-	F13	130	4	Mucky sand	0	-	G13	130	3.75	Mucky sand	0	-
E14	140	4	Mucky sand	0	-	F14	140	4	Mucky sand	0	-	G14	140	4	Mucky sand	0	-
E15	150	4	Mucky sand	0	-	F15	150	4	Mucky sand	0	-	G15	150	4	Mucky sand	0	-
E16	160	4.5	Mucky sand	0	-	F16	160	4.5	Mucky sand	0	-	G16	160	4.5	Mucky sand	0	-



Coastal Resource Management Council  
Stedman Government Center, Suite 3  
4808 Tower Hill Road  
Wakefield, RI 02879-1900

RE: Review of Proposed Dock Plans  
39 Goose Island Road  
Narragansett, RI

To Whom It May Concern,

I have reviewed the design drawings contained in the public notice prepared by Russell Morgan P.E. describing the proposed dock structure proposed for the property at the above noted address. The plans reviewed were dated September 21, 2021. I have no objection to the location of the proposed dock to be constructed.

Regards,

Print Name: Charles & Helene Bradley

Address: 29 Marine Drive  
Narragansett, R.I. 02882

Signature: Charles E. Bradley  
Helene D. Bradley

Date: 9/25/2021



Coastal Resource Management Council  
Stedman Government Center, Suite 3  
4808 Tower Hill Road  
Wakefield, RI 02879-1900

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Regards,

Print Name: Jeremy & Christy Duncan  
Address: 37 Goose Island Road  
Narragansett, R.I. 02882

Signature :

  
Christy L. Duncan

Date:

9/25/21



Coastal Resource Management Council  
Stedman Government Center, Suite 3  
4808 Tower Hill Road  
Wakefield, RI 02879-1900

RE: Review of Proposed Dock Plans  
39 Goose Island Road  
Narragansett, RI

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Regards,

Print Name: Kevin + Susan Daley

Address: 37 Marine Drive  
Narragansett, R.I.

Signature :

Kevin M Daley  
Susan Daley

Date:

9/26/21



---

**CRMC ASSENT REQUEST  
39 GOOSE ISLAND ROAD – RESIDENTIAL DOCK CONSTRUCTION  
NARRAGANSETT, RHODE ISLAND**

---

**Owner:** Kenneth and Ellen Bennett  
**Mailing Address:** 39 Goose Island Road, Narragansett, RI 02882  
**Project Location:** Plat R-3, Lot 108, 39 Goose Island Road, Narragansett, RI

---

This section provides a narrative to accompany the CRMC Application for State Assent.

Drawings depicting characteristics of the overall site, existing conditions, and proposed new construction are attached:

Figure 1	Site Locus and Figure Schedule
Figure 2	Areal Photo – Existing Conditions
Figure 3	Areal Photo – Proposed Conditions
Figure 3A	Areal Photo – Proposed Conditions Large Format
Figure 4	Proposed Dock Plan
Figure 5	Proposed Dock Section A
Figure 6	Proposed Dock Section B
Figure 7	Proposed Dock Section C
Figure 8	Fixed Pier Bent Section
Figure 9	Fixed Pier Longitudinal Section
Figure 10	Fixed Deck Framing
Figure 11	Float Framing
Figure 12	Float Sections
Figure 13	Timber Ramp
Figure 14	Aluminum Ramp
Figure 15	Framing Details and Rail
Figure 16	Notes

**Description of the Existing Conditions and Facility to be Constructed:**

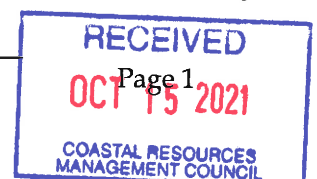
The site is a residential property located on the east shore of Great Island on Point Judith Pond. This area of the Pond is designated as Type 2 waters, low intensity use. There is an existing residential structure at the site.

The owner's goal is to acquire an assent and construct a dock that is adequate to berth a 20 ft boat.

The residential house lot is fronted to the west by Goose Island Road, to the north by two residential lots (#115 and #118), to the south by a residential lot (#107), and by Point Judith Pond to the east. The site slopes from the west to the east from approximately elevation 21 feet to elevation 1 foot (MLW Datum) at the water's edge.

The coastal feature at the site is the crest of the lower site slope and is orientated roughly with the shoreline. This feature is identified in site plans associated with site improvements (CRMC Assent 2007-06-017). The shoreline feature in the is area is a small scarp that has formed between the existing wetland marsh grass and the soft sediment substrate.

In conjunction with the development of the dock design a Submerged Aquatic Vegetation Survey was completed by Natural Resource Services and summarized in a report dated July 15, 2021. The report associated with this survey



is attached to this application submittal. The survey indicated that aquatic vegetation was not present at the site. The substrate in the area of the proposed boating facility is primarily silt.

The proposed dock is depicted on the attached plans. The dock plan was developed to minimize impact to existing wetlands by using the existing footpath from the backyard to the pond. The landside terminus of the proposed facility is located within 45 feet of the northerly property line and within 36 feet of the southern property line. The outboard terminus of the dock is located across the adjoining (southern) property line extension and the property line extension of lot 117 (37 Marine Drive) and the property line extension of Lot 115 29 Marine Drive. The owners of these properties have provided a signed letter on no objection to the proposed dock alignment. The dock location, alignment, and length were selected to minimize impacts to the wetland and meet the design requirements for depth of water at the float.

The land side end of the proposed facility is termination of the deck at approximately site grade elev. 6. The deck will be accessed via a short ramp to a deck elev. of 8 ft which is required to meet the airgap requirements between the dock framing and wetland substrate. The length of the fixed dock is approximately 174 feet. Along this length the deck elevation is sloped to a deck elev. of 7 at the outboard end. The facility then transitions to a ramp to provide access to a terminal float.

The terminal float is located such that the end of the float is at a sediment elevation of -1.5 ft (MLW Datum) and is anchored with 4 mooring piles. The float is also to be fitted with chains to support the float when still water elevation occurs below elev. 0 ft (MLW).

A base site plan was developed and elevation determinations were made using a high accuracy RTK GPS survey unit. The grades were converted to MLW for the purposes of this application. The relationship between NAVD and MLW datums was established using ACOE published data for Point Judith Salt Pond and contained in a report titled "Section 107 Navigation Improvement Project, Detailed Project Report and Environmental Assessment" and dated September 2018. The relationship used with Sea Level Rise data to determine that Mean Low Water is equal to approximately -1.5 ft NAVD 88.

The proposed landside and outboard terminus locations were determined based on the state plan coordinate referenced plan. A point at the center of the pier at the southeastern terminus is to be located at State Plane Coordinate Northing: 328418.680 and Easting: 112657.937.

The piles supporting the proposed structure over the wetland will be installed using labor and hand operated tools, machines will not be used upon the wetland substrate. Piles may be installed within the extent of the wetland vegetation using a manual motor driven auger. The auger will be used to prebore a hole to receive the pile. The hole diameter will be approximately 10 inches in diameter. The piles will be installed by placing in the hole and spinning to the required depth. Any spoils that are a result of this process will be removed from the pile location and disposed of offsite.

The portion of the facility accessible by barge mounted equipment will be installed using barge mounted equipment. A sonotube foundation will be installed directly below the grade landing of the proposed ramp. The contractor will install the pile bents piles a minimum of 10 feet below the subgrade in the marsh and 15 ft below grade within sediment below elevation 0. After foundations are installed the remaining framing will be installed. The ramp and float will be constructed offsite, transported via vessel to the project site and installed.

**NARRATIVE DISCUSSION TO ADDRESS RELEVANT PORTIONS OF:**  
**TITLE 680 – COASTAL RESOURCE MANAGEMENT COUNCIL, CHAPT 20 – COASTAL**  
**MANAGEMENT PROGRAM**

The sections of the Coastal Management Program that are applicable to this Assent Application are presented below with a response relative to the proposed work. The responses are in *italic* and in **red font**.

1.3.1 A. Category B Requirements (formerly § 300.1)

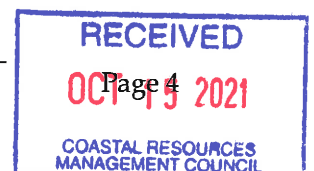
1. All persons applying for a Category B Assent are required to:
  - a. Demonstrate the need for the proposed activity or alteration; *The property owners own a small vessel and require a residential dock to berth a vessel.*
  - b. Demonstrate that all applicable local zoning ordinances, building codes, flood hazard standards, and all safety codes, fire codes, and environmental requirements have or will be met; local approvals are required for activities as specifically prescribed for nontidal portions of a project in §§ 1.3.1(B), (C), (F), (H), (I), (K), (M), (O) and (Q) of this Part; for projects on state land, the state building official, for the purposes of this section, is the building official; *Not Applicable*
  - c. Describe the boundaries of the coastal waters and land area that is anticipated to be affected; *The coastal waters are part of Point Judith Salt Pond, a Type 2 water. The proposed western (landside) terminus of the dock is proposed to be located within an existing lawn area. The proposed structure layout was developed to minimize the path over the existing wetlands to the terminal float proposed to be located approximately 119 ft from MLW.*
  - d. Demonstrate that the alteration or activity will not result in significant impacts on erosion and/or deposition processes along the shore and in tidal waters; *The proposed dock will be elevated on pile bents and will not impact currents or the depositional process along the shoreline.*
  - e. Demonstrate that the alteration or activity will not result in significant impacts on the abundance and diversity of plant and animal life; *The proposed dock is elevated and will allow angular sunlight beneath the structure. The structure will span wetland vegetation and will provide adequate vertical clearance.*
  - g. Demonstrate that the alteration will not unreasonably interfere with, impair, or significantly impact existing public access to, or use of, tidal waters and/or the shore; *The current public use of the waterway will not be impacted by the proposed facility. The shoreline in this area is used in a similar manner by residents. The dock structure is also set at an elevation that will provide lateral access beneath the structure.*
  - h. Demonstrate that the alteration will not result in significant impacts to water circulation, flushing, turbidity, and sedimentation; *The dock is not significantly intrusive in the water column and therefore should not impact circulation.*

- i. Demonstrate that there will be no significant deterioration in the quality of the water in the immediate vicinity as defined by DEM; *The proposed dock will not degrade the water quality, the materials used in the dock are generally accepted in the marine environment including treated timber and encapsulated plastic floats.*
- j. Demonstrate that the alteration or activity will not result in significant impacts to areas of historic and archaeological significance; *I am not aware of areas of historic or archaeological significance at the subject site.*
- J. Demonstrate that the alteration or activity will not result in significant conflicts with water dependent uses and activities such as recreational boating, fishing, swimming, navigation, and commerce, and; *The proposed construction is similar to other residential docks along the shoreline. The length of the proposed dock will not adversely impact boating along this length of shoreline.*
- k. Demonstrate that measures have been taken to minimize any adverse scenic impact (see § 1.3.5 of this Part). *The proposed dock construction is similar to other docks along the shoreline and there are no features that would change the appearance relative to other residential docks in the area.*

### 1.3.1 (D)

### 7. Prohibitions

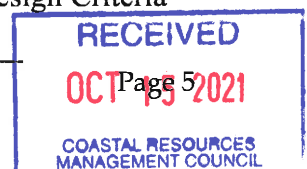
- a. The building of new marinas in Type 1 and 2 waters is prohibited. *Not Applicable.*
- b. The building of residential and limited recreational boating facilities in Type 1 waters is prohibited. This prohibition shall not apply to functional structures previously assented by the Rhode Island Division of Harbors and Rivers, the Army Corps of Engineers, or the CRMC. Additionally, in those instances where an applicant cannot produce a previous assent but can demonstrate by clear and convincing evidence that a residential dock in Type 1 Waters pre-existed and has been continuously functional prior to the formation of the Council, the Council may grant a permit provided the applicant can meet the requirements herein. Any assent granted pursuant to this section shall be recorded in the land evidence records and is transferable to a subsequent owner or purchaser of the subject property, provided however, that all assent conditions are adhered to and the dock is removed at the termination of assent. *Not Applicable.*
- c. The unloading of catches by commercial fishing vessels at residential and limited recreational boating facilities is prohibited.
- d. The building of structures in addition to the piles/ pile cap / stringer / deck / handrail on a residential or limited recreational boating facility, including but not limited to gazebos, launching ramps, wave fences, boat houses, and storage sheds, is prohibited. However, the construction of boat lifts may be allowed in Type 3, 5, and 6 waters, and in Type 2 waters in accordance with the provisions of § 1.3.1(P) of this Part (Boat Lift and Float Lift Systems). *No additional structures are proposed on the dock.*
- e. Rhode Island is an EPA designated a No Discharge State; all vessel discharges within State Waters are prohibited.



- f. In Type 2 waters, the building of private launching ramps that propose to alter a coastal feature are prohibited, except along manmade shorelines. Where a coastal wetland fronts a manmade shoreline, the building of private launching ramps shall be prohibited. This prohibition does not apply to marinas with Council-approved marina perimeters (MPL). *Not Applicable*
- g. New residential or limited recreational boating facilities are prohibited from having both a fixed T section or L-section, and a float. *Proposed dock does not have structure described above.*
- h. Terminal Floats at residential and limited recreational docks in excess of two hundred (200) square feet are prohibited. *Proposed Terminal Float is 150 square feet in area.*
  - i. Residential recreational docks shared by owners of waterfront property are prohibited from exceeding more than two (2) terminalfloats and a combined total terminal float area in excess of three-hundred (300) square feet. *Not Applicable*
  - J. Marine railway systems are prohibited except in association with: a marina; or, a commercial or industrial water dependent activity in type 3, 5 and 6 waters. *Not Applicable*
  - k. The installation or use of more than one (1) residential or limited recreational boating facility per lot of record as of October 7, 2012 is prohibited. *Not Applicable*
  - I. The construction and use of cribs for residential or limited recreational boating facilities is prohibited when located within coastal wetlands. *Proposed work does not include cribs.*

8. Standards

- a. All new or significantly expanded recreational boating facilities shall be located on site plans that clearly show the Mean Low Water (MLW) and Mean High Water Elevation (MHW) contours. The MLW shall be determined utilizing the "Short Term Tide Measurement" method. The Executive Director shall have the discretion to require a more accurate method of MLW determination when utilizing the Short Term Tide Measurement method will not provide accurate results. Guidance for the Short Term Tide Measurement is available from the CRMC. At the discretion of the Executive Director, a previously established tidal determination may be utilized if the areas have similar tidal characteristics. *Engineering completed for this project utilized tidal datum relationships established by the U.S. Army Corps of Engineers. These datum relationships are presented in using ACOE published data for Point Judith Salt Pond and contained in a report titled "Section 107 Navigation Improvement Project, Detailed Project Report and Environmental Assessment" and dated September 2018. The relationship used with Sea Level Rise data to determine that Mean Low Water is equal to approximately -1.5 ft NAVD 88.*
- b. All new marinas, docks, piers, bulkheads or any other structure proposed in tidal waters shall be designed and certified (stamped) by a Registered Professional Engineer licensed in the State of Rhode Island. *Stamp attached to the Design Figures.*
- c. All structural elements shall be designed in accordance with Minimum Design Criteria



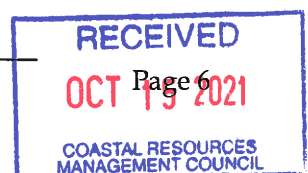


or the Minimum Design Loads for Buildings and Other Structures, current Edition published by the American Society of Civil Engineers (ASCE) or the RI State Building Code as applicable. *The dock design used all applicable codes and standards.*

- d. All new or significantly expanded recreational boating facilities shall comply with the policies and prohibitions of § 1.3.1(R) of this Part (Submerged Aquatic Vegetation and Aquatic Habitats of Particular Concern). *A SAV survey was completed at the site on July 15, 2021. The results indicated that no vegetation was observed within 150 feet of the shoreline. The proposed facility extends approximately 135 feet from the shoreline. Therefore, the proposed facility should not impact existing SAV. The SAV report is attached.*

11. Residential and limited recreational docks, piers, and floats standards

- a. All residential and limited recreational dock designs shall be in accordance with Table 8 in § 1.3.1(D) of this Part (Minimum design criteria), but in no case shall any structural member be designed to withstand less than 50 year storm frequency, including breaking wave conditions in accordance ASCE 7 (Minimum Design Loads For Buildings and Other Structures, 2016) and FEMA Manual 55 (Coastal Construction Manual, 2011) incorporated by reference, not including any further editions or amendments thereof and only to the extent that the provisions therein are not inconsistent with these regulations. All design elements including the bathymetry shall be stamped by a Rhode Island registered Rhode Island Professional Engineer. *All elements were design in accordance with the above and each design plan is stamped by a RI PE.*
- b. Applications for all residential and limited recreational boating facilities shall indicate all work associated with these structures including at a minimum: a bottom survey showing water-depth contour lines and sediment types along the length of the proposed structure the seaward and landward extent of any SAV or coastal wetland vegetation present at the site, the permitted/authorized dimensions of any CRMC buffer zone and/or access way, as well as all associated work involved in accessing the proposed facility. All pathways, boardwalks, and cutting or filling of coastal features shall be specified. All such work shall be in accordance with applicable standards in §§ 1.3.1(B) and 1.3.1(C) of this Part. All of the above work shall be certified by a Professional Engineer licensed in the State of Rhode Island. *Design work was completed in accordance with the above requirements. All plans are stamped by a RI PE.*
- c. Fixed structures which are for pedestrian access only shall be capable of supporting forty (40) pounds per square foot live load as well as their own dead weight; floating structures shall be capable of supporting a uniform twenty (20) pounds per square foot live load, or a concentrated load of four hundred (400) pounds. A written certification by the designer that the structure is designed to support the above design loads shall be included with the application. *The fixed and floating structures were designed using the design basis stated above.*
- d. No creosote shall be applied to any portion of the structure. *There is no use of creosote on this project.*
- e. A residential or limited recreational boating facility shall be a

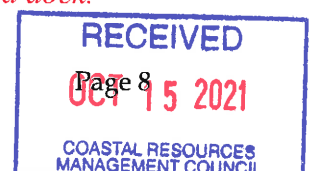


maximum of four (4) feet wide, whether accessed by a fixed pier or float. The terminal float size shall not exceed one hundred fifty (150) square feet and may be reviewed as a Category A application. Residential boating facilities shared by owners of waterfront property may have a maximum of two (2) terminal floats not to exceed a combined total terminal float area of three-hundred (300) square feet. Such applications may be reviewed as a Category A application. In excessive fetch areas only, the terminal float size shall not exceed two hundred (200) square feet and shall be reviewed as a Category B application. The combined terminal float size for shared residential boating facilities shall not exceed three-hundred (300) square feet regardless of fetch. In the absence of a terminal float, a residential boating facility may include a fixed terminal T or L section, no greater than four (4) by twenty (20) feet in size. *The proposed facility includes a 4 ft wide fixed dock, 3 ft wide ramp, and an 8 ft by 18.75 ft (150 sf) terminal float. No T or L sections are planned as part of this project.*

- f. All new or replacement floats shall utilize floatation that was specifically fabricated for marine use and warranted by its manufacturer for such use. Foam billets or foam bead shall not be utilized unless they are completely encapsulated within impact resistant plastic. *The terminal float will be constructed using impact resistant plastic floats drums specifically designed and manufactured for this use.*
- g. Where possible, residential boating facilities shall avoid crossing coastal wetlands. In accordance with § 1.3.1(Q) of this Part, those structures that propose to extend beyond the limit of emergent vegetative wetlands are considered residential boating facilities. Facilities shall be located along the shoreline so as to span the minimal amount of wetland possible. Facilities spanning wetlands shall be elevated a minimum of four (4) feet above the marsh substrate to the bottom of the stringers, or constructed at a 1:1 height to width ratio. Construction in a coastal wetland shall be accomplished by working out from completed sections. When pilings are placed within coastal wetlands, only the immediate area of piling penetration may be disturbed. Pilings should be spaced so as to minimize the amount of wetland disturbance. No construction equipment shall traverse the wetland while the facility is being built. *Wetland vegetation is present along entire shoreline of this residential lot. The height of the facility has been designed to allow for adequate clearance between the structure and substrate. Additionally, the fixed dock alignment was selected to be roughly above the existing access path to the water's edge to limit impacts to existing vegetation.*
- Piles will be installed within the extent of the wetland vegetation using a manual motor driven auger. The auger will be used to prebore a hole to receive the pile. The hole diameter will be approximately 10 inches in diameter. Any spoils that are a result of this process will be removed from the pile location and disposed of offsite.*
- h. Owners are required to maintain their facilities in good working condition. Facilities may not be abandoned. The owner shall remove from tidal waters and coastal features any structure or portions of structures which are destroyed in any natural or man-induced manner. CRMC authorization for a recreational boating facility allows a dock owner to undertake minor repairs of approved facilities without further review, where such repairs will not alter the assented and/or permitted design, capacity, purpose or use of the facility. For the purposes of this policy, minor repairs shall include the repair or replacement of dock decking or planks, hand railings and support, and other activities of a similar and non-substantial nature. Minor repairs do not include alterations to the approved design of the facility, expansion of the facility, or work requiring the

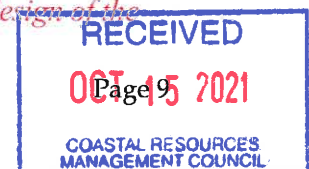
use of heavy machinery, such as a pile driver; these activities require that a Certification of Maintenance be obtained from the Council.

- i. Float ramps and other marine appurtenances or equipment shall not be stored on a coastal feature or any area designated as a CRMC buffer zone. *The float and ramp will be stored in place.*
- j. The use of cribs for structural support shall be avoided. The use of cribs as support in tidal waters may be permitted given certain environmental design considerations. However, in these instances the size and square footage shall be minimized and not exceed six (6) feet by six (6) feet in footprint dimension and the structure cannot pose a hazard to navigation. When cribs are permitted for structural support, they must be removed when the useful life of the structure has ceased (e.g. the structure is no longer used as a means of accessing tidal waters). *There are no cribs being installed as part of this project.*
- k. Residential and limited recreational boating facilities shall not intrude into the area within twenty-five (25) feet of an extension of abutting property lines unless:
  - (1) it is to be common structure for two or more adjoining owners, concurrently applying or
  - (2) a letter or letters of no objection from the affected owner or owners are forwarded to the CRMC with the application. *A letter of no objection is attached to this application from the property owners located adjacent to the subject residential property.*
  - (3) In the event that the applicant must seek a variance to this standard, the variance request must include a plan prepared by a RI registered Land Surveyor which depicts the relationship of the proposed facility to the effected property line(s) and their extensions.
- I. Residential and limited recreational boating facilities shall not extend beyond that point which is:
  - (1) 25% of the distance to the opposite shore (measured from mean low water), or
  - (2) fifty (50) feet seaward of mean low water, whichever is the lesser. *The proposed facility extends 119 feet beyond the MLW contour at the center line of the dock. The dock length was increase beyond the standard to allow adequate water depth (minimum of 18 inches) at the terminus of the terminal float. A variance from the 50 ft standard is made below as described at the end of this narrative.*
- m. All residential and limited recreational docks, piers, and floats shall meet the setback policies and standards contained in municipal harbor management plans and/or harbor ordinances approved by the Council. However, in all cases, residential and limited recreational docks, piers, and floats shall be setback at least fifty (50) feet from approved mooring fields and three-times the U.S. Army Corps of Engineers authorized project depth from federal navigation projects (e.g., navigation channels and anchorage areas). *We are not aware of any mooring fields in the area of the proposed dock.*



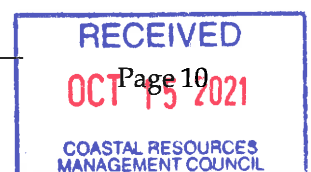
*There is however a single mooring in the area of the proposed dock. The existing mooring is located approximately 115 feet east of the terminal float.*

- n. No sewage, refuse, or waste of any kind may be discharged from the facility or from any vessel utilizing it.
- o. A Council Assent for a residential or limited recreational boating facility permits the owner to undertake minor repairs of approved facilities without further review, where such repairs will not alter the assented and/or permitted design, capacity, purpose or use of the facility. For the purposes of this section, minor repairs shall include the repair or replacement of dock decking or planks, hand railings and support, and other activities of a similar and non-substantial nature. Minor repairs do not include alterations to the approved design of the facility, expansion of the facility, or work requiring the use of heavy machinery (such as a pile driver); these activities require that a Certification of Maintenance be obtained from the Council in accordance with § 1.3.1(N) of this Part. Residential boating facilities shall be in continuous and uninterrupted use to meet this standard, in accordance with permit conditions.
- P. Materials used for the construction of residential and limited recreational boating facilities shall not include steel or concrete piles. *The proposed dock is to be constructed using southern Yellow Pine piles.*
- q. The surface of the dock, pier and float shall be designed in a manner which provides safe traction and allows for the appropriate drainage of water. *The deck is to consist of wood or synthetic deck boards with air gap between adjacent boards.*
- r. Geologic site conditions shall exist which are appropriate for driven pile structural support. *No borings have been completed for this project. Based on discussions with a local dock builder the area is underlain by silty or sandy soils.*
- s. As part of a residential or limited recreational boating facility, the terminal float may be designed such that it facilitates the access of small vessels such as kayaks, dinghies, personal water craft, etc., onto the float, provided that all other programmatic requirements are met. Mechanical apparatus to accomplish this shall not exceed twenty-four (24) inches in height from the top of the float. *No mechanical devices are proposed for installation on the terminal float.*
- t. All residential and limited recreational docks shall have the centerline of the structure between its most seaward and most landward portion designated on the plans with State Plane Coordinates (NAD83). A WAAS enabled GPS system with an accuracy of +1- 3 meters shall be considered acceptable. The Executive Director shall have the discretion to require greater accuracy. *At the center of the pier at the western (landside) terminus is to be located at State Plane Coordinate Northing: 328214.156 and Easting: 112625.970. At the center of the pier at the eastern (outboard) terminus is to be located at State Plane Coordinate Northing: 328418.680 and Easting: 112657.937.*
- u. Recreational boating facilities other than marinas and those facilities associated with residential development, where applicable, shall follow the design standards contained herein including those described in Table 8 in § 1.3.1(D) of this Part. *The design of the*



*proposed dock follows the design basis contained in Table 8.*

- v. Lateral access shall be provided under, around or over as appropriate for the site conditions at all new residential docks. *The proposed deck elevation has been set at Elev. 8.0 MLW to allow lateral access between the bottom of the stringers and grade.*
  - w. In order to minimize impacts to existing areas of submerged aquatic vegetation (SAV) habitat, new residential boating facilities or modifications to existing residential boating facilities shall be designed in accordance with the guidelines and standards contained within § 1.3.1(R) of this Part, as most recently revised. Facilities shall be located along the shoreline so as to impact the minimal amount of habitat possible. **Not Applicable**
  - x. The long-term docking of vessels at a recreational boating facility shall be prohibited over SAV. Such facilities shall be used for touch and go only.
  - y. All residential and limited recreational docks shall be certified by the design engineer that it was constructed according to the approved plans within typical marine construction standards. The Executive Director shall have the discretion to require as-built survey plans of residential and limited recreational docks that includes property lines.
  - z. All residential and limited recreational boating facilities must have affixed to them a registration plate and number located on the seaward face of the most seaward piling. If a facility does not have pilings and/or is generally a floating structure, or is built on crib supports, then the registration plate must be affixed to the seaward face of the most seaward dock or floating dock. Regardless of the type of residential or limited recreational boating facility structure, the registration plate and number must be permanently affixed to the facility on its most seaward face and be visible from the navigation channel or fairway to the structure at all times.
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## VARIANCE REQUEST

We are requesting one variance for this project: 1) Proposed float location at 119 feet from the MLW contour.

### Explanation:

1. The dock float terminus as proposed is located 119 feet beyond the MLW sediment contour which is greater than 50 ft standard (Standard 11.1.(2)). This distance is required to meet the minimum depth of water at the float terminus of 18 inches. The design has also incorporated a dock stop detail to prevent float from exceeding this standard.

### 1.1.7 Variances

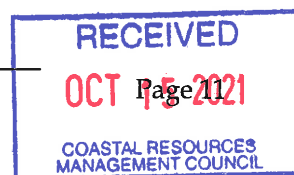
A. Applicants requiring a variance from a standard shall make such request in writing and address the six criteria listed below in writing. The application shall only be granted a variance if the Council finds that the following six criteria are met.

1. The proposed alteration conforms with applicable goals and policies of the Coastal Resources Management Program. *In my opinion the proposed structure confirms with the goals and policies of the Coastal Resources Management Program. The proposed dock allows access to coastal waters for a waterfront property owner using best practices to minimize impacts to the environment. Additionally, the terminal end of the dock is generally the same eastern extent as the existing dock located at the southern abutting property.*

2. The proposed alteration will not result in significant adverse environmental impacts or use conflicts, including but not limited to, taking into account cumulative impacts. *The proposed dock will not significantly impact the coastal environment. The excess dock length consists of fixed deck support by timber piles. The impact due to the additional piles is small as a pile diameter is approximately 1 foot at the mud line and the increase length of dock will create more shading on the substrate however the deck elevation will be greater than 7 feet above the substrate so impacts should be minimal.*

3. Due to conditions at the site in question, the applicable standard(s) cannot be met. *The pond sediment topography will not allow the 18 inches of water depth within 50 feet of MLW to be met. The dock layout was extended to 119 feet from MLW where the topography indicates a minimum water depth of 18 inches will be present at MLW. The length of the fixed dock outboard of the MTL is 131 feet.*

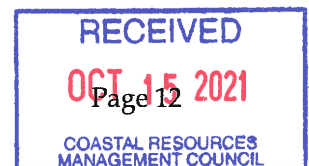
4. The modification requested by the applicant is the minimum variance to the applicable standard(s) necessary to allow a reasonable alteration or use of the site. *In my opinion the*



*variance requests are the least impactful and minimum variances required to install the proposed dock.*

5. The requested variance to the applicable standard(s) is not due to any prior action of the applicant or the applicant's predecessors in title. With respect to subdivisions, the Council will consider the factors as set forth in § 1.1.7(B) of this Part below in determining the prior action of the applicant. *The variance request is not the result of previous actions by the current or past property owners.*

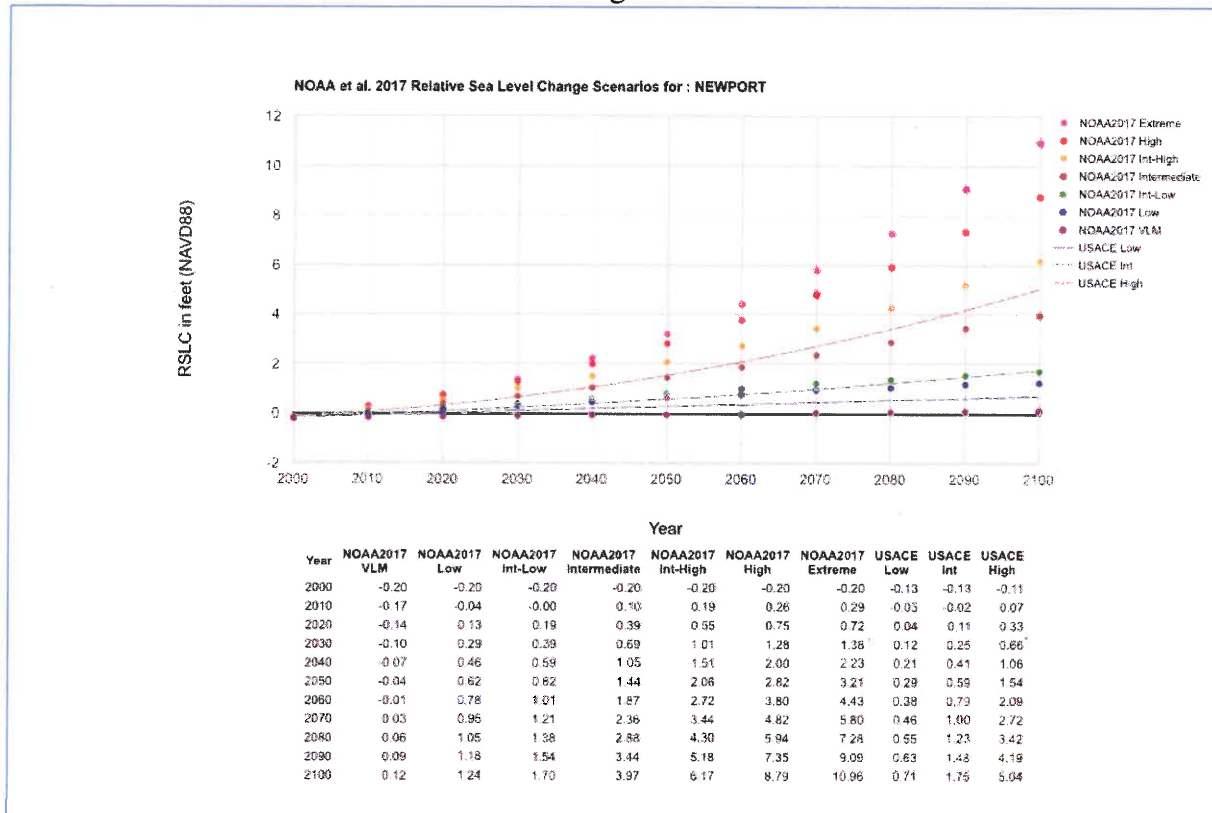
6. Due to the conditions of the site in question, the standard(s) will cause the applicant an undue hardship. In order to receive relief from an undue hardship an applicant must demonstrate inter alia the nature of the hardship and that the hardship is shown to be unique or particular to the site. Mere economic diminution, economic advantage, or inconvenience does not constitute a showing of undue hardship that will support the granting of a variance. *The variance request is required due to the physical conditions at the site and are not due to an owners preference. The hardship, if these variances are not granted, will be the inability to use their owned property for recreational boating and water access.*



## IMPACTS DUE TO SEA LEVEL RISE

We evaluated the impact of Sea Level Rise (SLR) on the proposed structure over the 50 year design life of the structure. This evaluation was based the NOAA sea level rise data for Newport as developed using the U.S. Army Corps of Engineers sea level rise calculator. Figure 1 presents the predicted SLR for the site.

Figure 1



The predicted amount of SLR from 2020 to 2070 (50 year design life) is approximately:

“Intermediate” Curve: Army Corps of Eng – 1.00 ft, NOAA 2017 – 2.36 ft

“High” Curve: Army Corps of Eng – 2.72 ft, NOAA 2017 – 4.82 ft

The area of the proposed dock structure is not considered to be subject to significant wave energy due to the limited fetch and water depths. Therefore the resiliency of the structure and planning for resiliency will be primarily dependent on SLR and impacts to the facility use and retainage of the float during a large storm event.

The proposed residential dock will be constructed primarily with timber and metal connectors. These materials deteriorate with exposure to the elements and require periodic maintenance and replacement.

The strategy to account for impacts to the structure due to SLR will be primarily:

1. Each time the float guide piles are replaced, the butt elevation of the piles should be increased to account for SLR and storm surge. The basis of determining a pile butt



elevation should be based on the site Base Flood Elevation (site is currently in a FEMA AE zone with 11 ft base flood elevation) and considering anticipated SLR.

2. The deck elevation of the fixed pier portion of the structure should be raised through periodic maintenance as SLR occurs. This could include raising of pile bent framing during periods of deck framing replacement and or installation of replacement piles with corresponding increase in elevation of connection framing.
3. The landside fixed pier terminus will require relocations landward as SLR occurs. The relocation could be completed during periods of deck maintenance and would require relocating up the current site slope to a grade elevation that would allow pier access during high tide events.

