CRMC DECISION WORKSHEET
2020-09-059
William & Suzanne Healy

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
2020-09-059	Narragansett	147 Conanicus Road Plat N-E Lot 35	A*	☐	X

Date Accepted	1/5/2021
Date Completed	3/10/22

Owner Name and Address
William & Suzanne Healy
51 Nashville Road Ext.
Bethel, CT 06801

Work at or Below MHW	X
Lease Required	☐

PROJECT DESCRIPTION
Construct & maintain a new residential boating facility consisting of a ~ 4' x 80' fixed timber pier, 3' x 14' ramp and 8' x 18.75' (150sf) terminal float extending ~69' seaward of the cited MLW mark.

KEY PROGRAMMATIC ISSUES
Coastal Feature: Coastal wetland, coastal bank

Water Type: Type 2, Low Intensity Use, Narrow River

CRMP: 1.1.6, 1.1.7, 1.1.10, 1.2.1(B), 1.2.2(C),1.2.2(D), 1.2.3, 1.3.1(B), 1.3.1(D), 1.3.1(Q), 1.3.5

SAMP: Narrow River, Lands Developed Beyond Carrying Capacity

Variances and/or Special Exception Details:
23' property line setback variance (Red Book 650-RICR-20-00-01 Section 1.3.1(D)(11)(k))
19' length variance Section 1.3.1(D)(11)(l)(2)

Additional Comments and/or Council Requirements: N/A

Specific Staff Stipulations (beyond Standard stipulations): N/A

STAFF RECOMMENDATION(S)

Engineer	**RAS**	Recommendation:	**No Objections No Tech. Objection, Defer for Objector's Comment**
Biologist	**TAS**	Recommendation:	**No Objections No Tech. Objection, Defer for Objector's Comment**
Other Staff		Recommendation:	

3/16/22
Engineering Supervisor Sign-Off date

3/16/2022
Supervising Biologist Sign-off date

Executive Director Sign-Off date

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

Name: William & Suzanne Healy
CRMC File No.: *2020-09-059*
Staff Report

STATE OF RHODE ISLAND

COASTAL RESOURCES MANAGEMENT COUNCIL

INTER-OFFICE MEMORANDUM

DATE: 12 February 2022, revised 10 March 2022

TO: Jeffrey M. Willis, Executive Director

FROM: T. Silvia, Permit Staff

SUBJECT: CRMC File No. 2020-09-059

Applicant's Name:	William & Suzanne Healy
Project:	Construct and maintain a new residential boating facility consisting of a ~ 4' x 80' fixed timber pier, 3' x 14' ramp and 8' x 18.75' (150sf) terminal float extending ~69' seaward of the cited MLW mark.
Location:	147 Conanicus Road, Narragansett, plat N-E, lot 35
Water Type/Name:	Type 2, Low Intensity Use,
Coastal Feature:	Coastal wetland complex backed by coastal bank
Recommendation:	No technical objection, defer to the Council for consideration of Objector comments
Reviewed Plans:	*"Proposed Residential Dock, 147 Conanicus Road, Narr.."* twelve sheets dated April 2020 with sheet 8 revised 12/31/20 and sheets 3-6 **last revised 9/10/21** by Russel J. Morgan, RPE **and** *"Boundary Survey, 147 Conanicus Avenue, Narragansett, Mr. William Healy.."* **last revised 9/1/21** by Robert G. Babcock, PLS.

STAFF REPORT

A) PROJECT SITE/HISTORY:

1. The parcel is located along the eastern shore of the central portion of the Narrow River at the southwest corner of a large coastal wetland complex (Figure 1). Densely developed residential neighborhoods with numerous residential boating facilities are common along both sides of this stretch of the River. On this east-west street, an existing dock is located further west, however no docks are currently permitted to the east or on the abutting western parcel. The coastal feature is coastal wetland (predominantly salt marsh) backed by coastal bank. Tidal channels and pools exist within the marsh complex, with a mixed wetland/upland *Phragmites sp.* perimeter.

2. Following pre-application discussions with the prior owner, CRMC issued Preliminary Determination #2018-10-119 regarding the feasibility of a new residential boating facility at this site. During that review, staff learned that the adjacent western Lot 36 (which the subject lot was

originally part of) had a 10yr temporary dock permit under #1994-06-223 which expired and has since been canceled as the prior owner failed to convert the permit to a full grandfather dock permit (see below). As such, there is currently no legal permit for any facility on Lots 35 or 36.

3. Additionally, PD comments included standard design requirements related to 650-RICR-20-00-01 Sections 1.3.1(D) & 1.3.1(R), as well as impact minimization to the coastal wetland complex. Recommendations were also included potential for a shared facility.

B) REVIEW TIMELINE:

1. This application was submitted 9/10/2020 and based on the design, staff contacted the consultant, R. Morgan, PE, seeking additional information. On 10/16/20 the consultant indicated the application would be resubmitted with the required information. A revised submittal (12/31/20) was accepted by staff on 1/5/21, updated plans were received 1/15/21, staff site visit was conducted 2/25/21 and the project was sent to a 30-day public notice period on 3/1/21 (length variance). Staff also requested revisions for variance and plan details during this time.

2. The Narrow River Preservation Association (NRPA) requested tidal data information and staff advised deferring until the close of public notice. Two comments were received during Notice, an objection from the western abutter and the NRPA (see below).

3. The project was discussed at the 3/11/21, 4/8/21, 10/27/21 and 11/18/21 ACOE General Permit (GP) meetings. On 12/16/21 the ACOE notified staff they needed further review and in February, 2022 requested additional copies from CRMC, stating they didn't have a record of the project though it appeared Pre-Construction Notice (PCN)-eligible. The project remains pending with ACOE.

4. On 7/9/21 staff comments and copies of objections were forwarded to the consultant for response/revision, as applicable.

5. On 9/13/21, staff spoke with the abutter explaining CRMC regulatory requirements and processing route of the potential facility. On 10/5/21, a revised project design/response was received.

6. Following review of the revisions, a re-Notice was determined to be required as the project was now closer to the western abutter. The re-Notice was issued 11/1/21 (length variance & property line setback variances). Staff responded to the comments received on 11/2/21 which related to general dock processing procedures.

C) PROPOSED PROJECT:

1. The applicant submitted a proposal for a fixed timber pier, ramp and terminal float extending approximately 72' seaward of the cited MLW mark and the revised (current) plans shortened the facility to 69' seaward of MLW at 1.5' depth. The facility is proposed 2' from the southern property line extension and 15' from the northern property line extension.

2. There is no submerged aquatic vegetation (SAV) in the vicinity of this proposal and 5' lateral access has been provided at the MHW mark. The facility is elevated a minimum 4' over the wetland

substrate, per Redbook requirements. The total wetland crossing is approximately 50' in the revised location.

3. The current design requires a property line setback variance of 23' to the south/west as well as a 19' length variance to Red Book 650-RICR-20-00-01 Sections 1.3.1(D)(11)(k) & 1.3.1(D)(11)(l)(2). The design otherwise remains consistent with Section 1.3.1(D) residential boating facilities standards.

D) PROJECT DISCUSSION:

1. The original facility required a 2' (north) and 6' (south) variance to the property line setback, however, the wetland crossing in that location was approximately 60-65'. Staff determined that the original project was not a minimization of variances and should be redesigned. Although the applicant then proposed to relocate the project further inland to increase the property line setback, staff did not support this option as it would result in a larger wetland crossing.

2. The NRPA questioned the precedence of crossing this large marsh as well as the design tidal data and other potential impacts, however, did not specifically object to the proposed facility. CRMC staff engineer R. Singer reviewed the revised technical data submitted by the design PE in response to NRPA's query and concurred with the PE's findings re tidal range/MHW for the project location. Staff also discussed the project review process with NRPA staff and Supervising Engineer R. Lucia concurred with the PLS plan depiction of property line extensions for CRMC purposes.

3. The revised design shortened the wetland crossing, consistent with staff recommendations in both prior PD as well as discussions during review of this application. Shortening the length of salt marsh crossing will lessen direct impacts from both construction and future shading, which staff supports. However, this design is now located within 10' (north) and 23' (south) of the property line setbacks. The northern/eastern abutter has provided a letter of no objection so only the 23' south/west variance remains, in addition to the length variance. The project is consistent with typical administrative dock length variance approvals at <75' MLW length and minimum 18" water depth at terminus.

4. An objection was received from the southern abutter and staff contacted her to discuss the staff siting recommendations and variance review process. Additionally, another commenter questioned the applicable riparian rights and property line setbacks. Staff advised the plans were consistent with CRMC design requirements and that riparian rights were a judicial matter not part of this review.

5. With regard to the large wetland complex and the future siting of potential residential boating facilities along this immediate shoreline, staff notes that the length of potential marsh crossing (over 100') which would be required in order to access the shoreline from lots located further east on this street would likely not be supported by staff. Additionally, although the wetland walkover standards contained within Section 1.3.1(Q) do not pertain directly to docks, the biological impacts are similar and it is worth noting that wetland crossings over 100' in length and/or over tidal channels would be prohibited for a walkover structure. Staff would likely view such a proposed dock crossing similarly and unfavorable staff recommendations would likely result. Staff has, in fact, had pre-application discussions regarding these concerns with potential buyers for these lots located further east.

6. As to the property line setback, CRMC has granted 100% relief in cases where the lot/shoreline configuration precludes an applicant from meeting the 25' standard. While the southern 23' variance (2' away) does bring the proposed facility almost adjacent to the property line, this is at the inland

edge; The terminus of the facility is located 9'-11' from the property line extension. Additionally, the proposed facility is located over 70' from the existing grandfather dock located two lots over at the terminus of the street (Lot 37). There appears to be ample distance for a future residential dock to be sited on Lot 36, should the applicant choose to submit an application. Although a property line setback variance may be required for Lot 36's application in the future, staff is likely to provide similar support for that request due to the lot/shoreline configuration.

7. Lastly, staff did urge the applicant to consider a shared boating facility with either westerly neighbor, however, it appears such discussions did not occur or were unproductive. The Council may also wish to note recent Google Earth aerial notes a dock-structure located likely along Lot 36's waterfront and the latest Tax Assessment also cites a 196sf dock on Lot 36. According to the CRMC permit database, there is no permitted dock for Lot 36 as the previously mentioned temporary dock permit for this site expired (the matter has been referred to Enforcement).

E) SUMMARY/RECOMMENDATIONS:

1. Staff is of the opinion that the applicant has redesigned the facility consistent with staff discussion and previous PD comments. The facility length is due to existing water depths and the proposed length variance consistent with administrative dock reviews. The facility location has been chosen to minimize wetland crossing impacts, resulting in the requested property line extension setback variance.

2. The wetland crossing has been reduced similar to other CRMC permitted facilities and it is staff's opinion an approval would not be precedent-setting for this marsh as potential eastern locations have much more difficult environmental siting conditions and potential impacts.

3. It is also staff's opinion that the granting of the setback variance would not preclude the future siting of a residential boating facility on the abutting western Lot 36 as there appears ample distance between the proposal and existing Lot 37 dock.

4. The applicant has submitted variance burdens of proof and staff has no objection to the issuance of an Assent and requested variances for this application. The project conforms with Redbook design requirements to the degree possible, minimizing the length variance. The setback variances are due to the lot configuration and minimization of environmental impacts from this proposal.

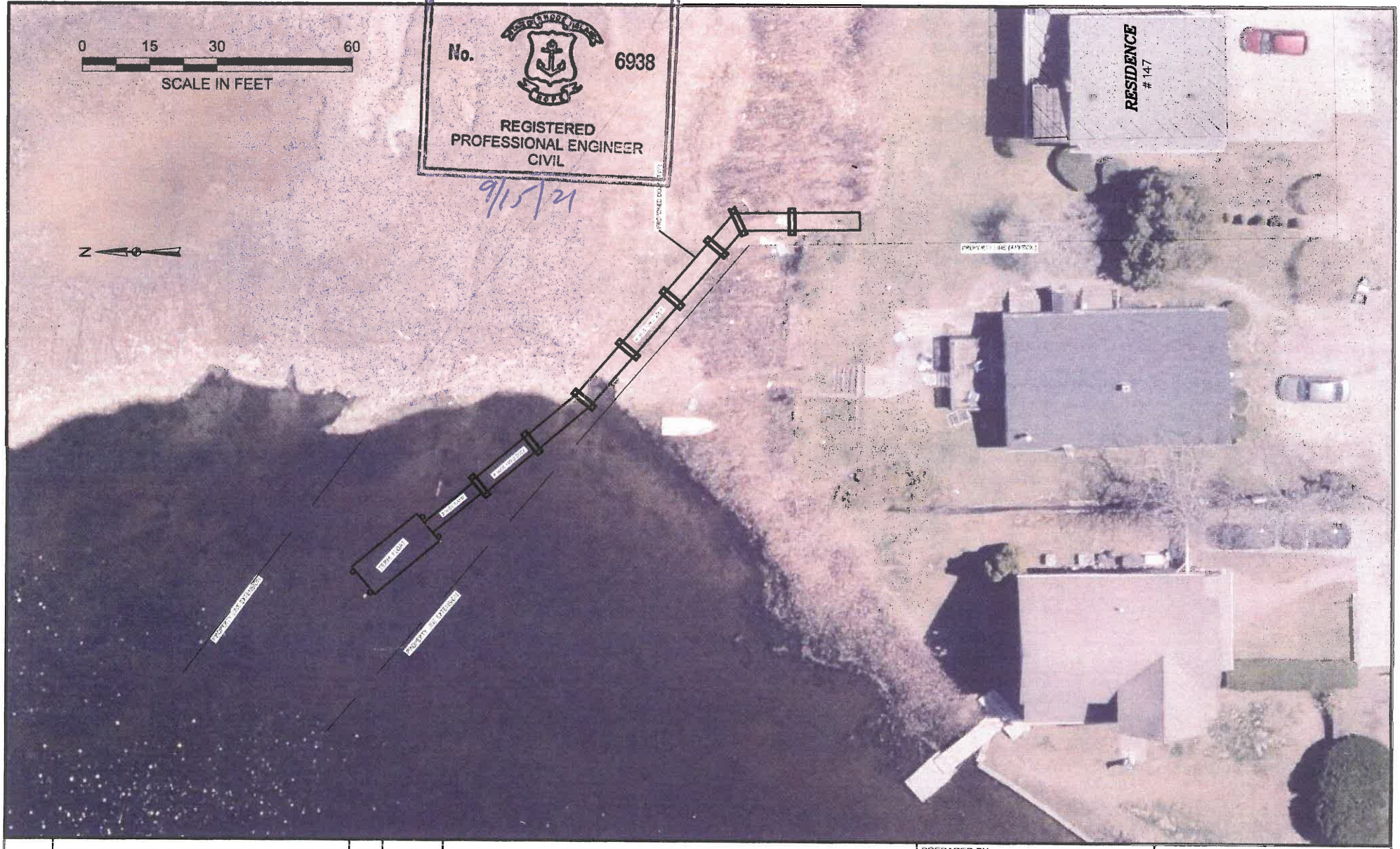
5. Staff defers to the Council for consideration of the objector comments and withholds standard stipulations pending Council's Decision.

Staff Signature: _____ T. Silvia, Sr. Environmental Scientist

Figure 1: Healy

#2020-09-059

RUSSELL J. MORGAN
No. 6938
REGISTERED PROFESSIONAL ENGINEER
CIVIL
9/15/21



NO.	ISSUE/DESCRIPTION	BY	DATE
1	Revised Dock Location	RM	9/10/21

RECEIVED
OCT 05 2021
COASTAL RESOURCES MANAGEMENT COUNCIL

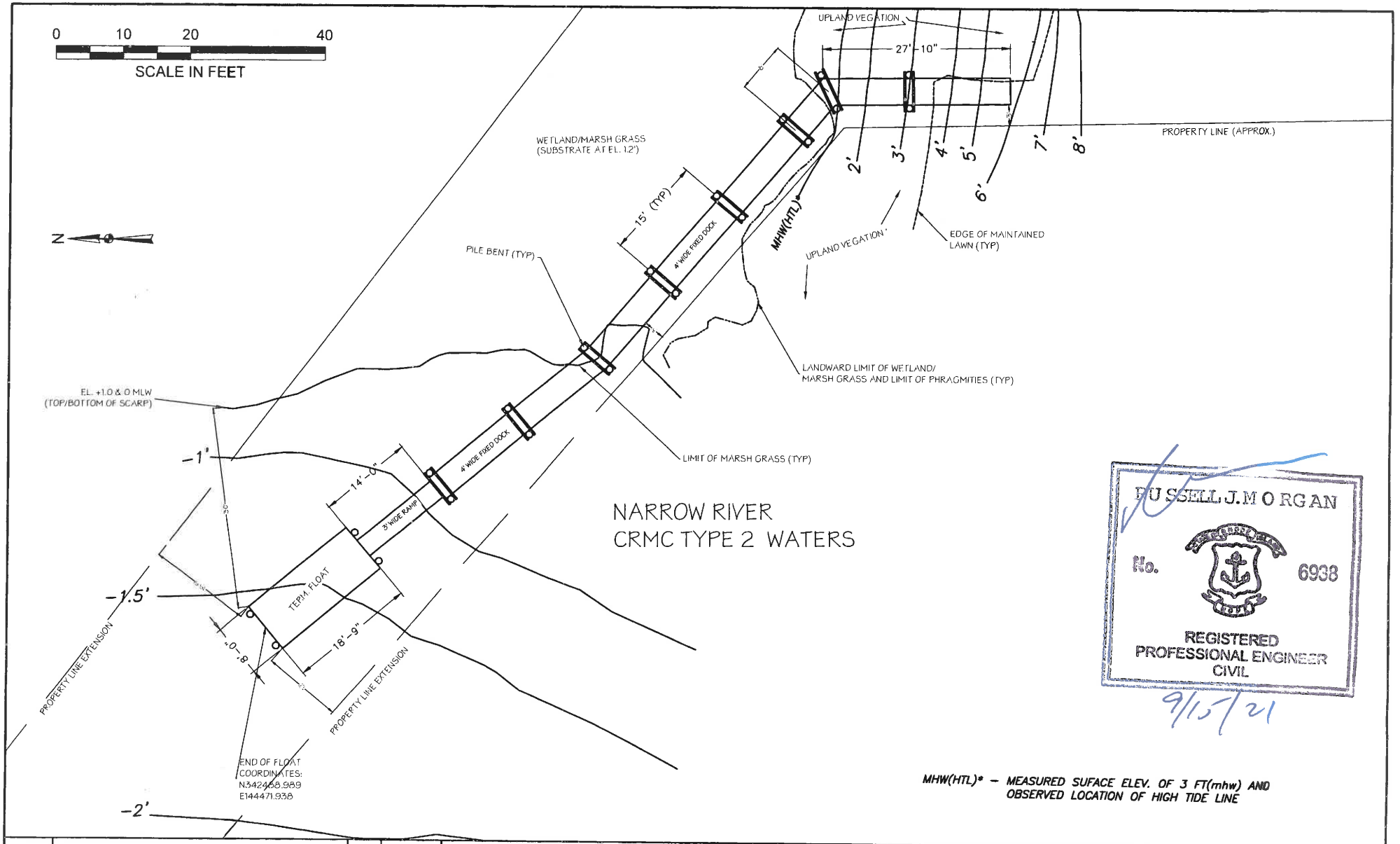
PROPOSED RESIDENTIAL DOCK
147 CONANICUS RD
NARR. RI

PROPOSED CONDITIONS - AREAL PHOTOGRAPH

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

PREPARED FOR:
WILLIAM HEALY
Bethel Ct.

PROJ MGR: RJM	REVIEWED BY: RJM	CHECKED BY:	
DESIGNED BY: DES	DRAWN BY:	SCALE: 1" = 30'	
DATE: APRIL 2020	PROJECT NO. 019-02	REVISION NO.	SHEET NO. 3 ---- OF XX



RUSSELL J. MORGAN
No. 6938
REGISTERED
PROFESSIONAL ENGINEER
CIVIL
9/15/21

*MHW(HTL)** – *MEASURED SUFACE ELEV. OF 3 FT(mhw) AND OBSERVED LOCATION OF HIGH TIDE LINE*

NO.	ISSUE/DESCRIPTION	BY	DATE
3	Revised Dock Location	RM	9/10/21
2	CORRECTED SCALE ON TITLE BLOCK	RM	3/11/21
1	ADDED MWH CONTOUR LINE	RM	3/11/21

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OCT 05 2021
COASTAL RESOURCES MANAGEMENT COUNCIL

PROPOSED RESIDENTIAL DOCK
147 CONANICUS RD
NARR. RI

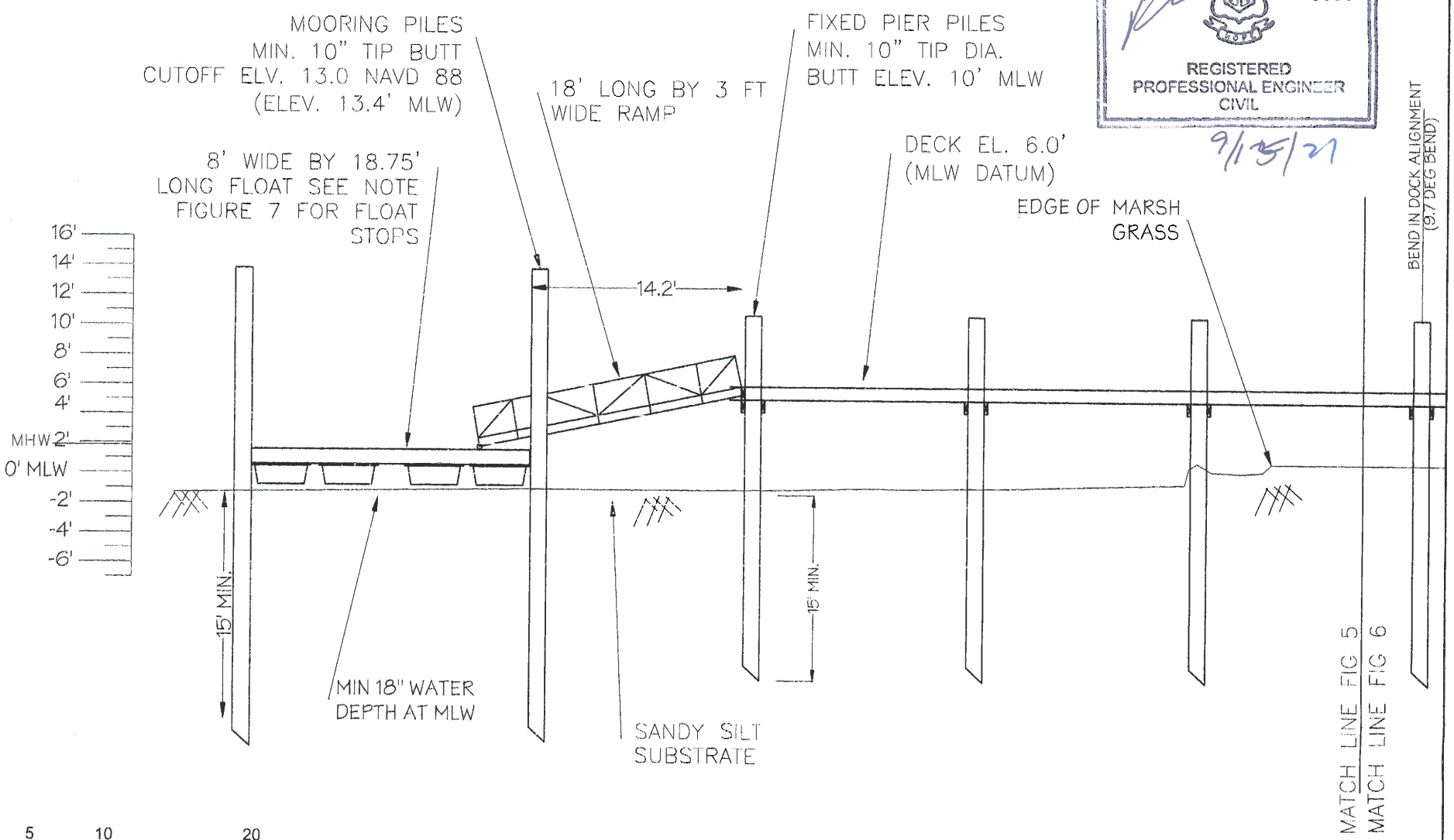
PROPOSED DOCK PLAN

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

PREPARED FOR:
WILLIAM HEALY
Bethel Ct.

PROJ MGR: RJM	REVIEWED BY: RJM	CHECKED BY:	
DESIGNED BY: DES	DRAWN BY:	SCALE: 1" =20'	
DATE: APRIL 2020	PROJECT NO. 019-02	REVISION NO. 3	SHEET NO. 4 --- OF XX

RUSSELL J.M ORGAN
No. 6938
REGISTERED PROFESSIONAL ENGINEER
CIVIL
9/15/21



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OCT 05 2021
COASTAL RESOURCES MANAGEMENT COUNCIL

NO.	ISSUE/DESCRIPTION	BY	DATE
1	Revised Dock Location	RM	9/10/21

PROPOSED RESIDENTIAL DOCK
147 CONANICUS RD
NARR. RI

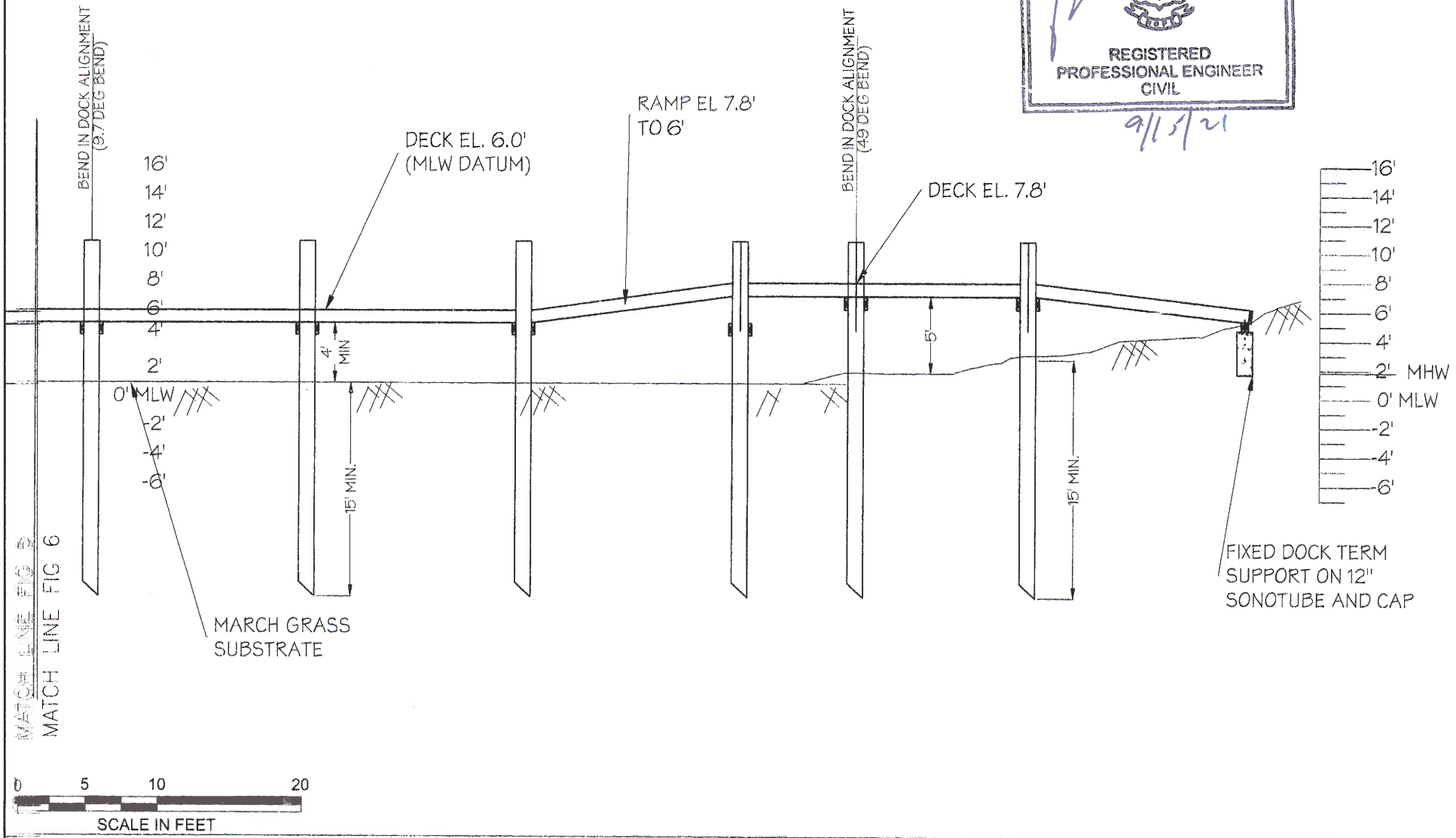
PROPOSED DOCK SECTION A

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

PREPARED FOR:
WILLIAM HEALY
Bethel Ct.

PROJ MGR: RJM	REVIEWED BY: RJM	CHECKED BY:	
DESIGNED BY: DES	DRAWN BY:	SCALE: 1" = 10'	
DATE: APRIL 2020	PROJECT NO. 019-02	REVISION NO.	SHEET NO. 5 ---- OF XX

RUSSELL J. MORGAN
No. 6933
REGISTERED
PROFESSIONAL ENGINEER
CIVIL
9/15/21



RECEIVED
OCT 05 2021
COASTAL RESOURCES MANAGEMENT COUNCIL

NO.	ISSUE/DESCRIPTION	BY	DATE
1	Revised Dock Location	RM	9/10/21

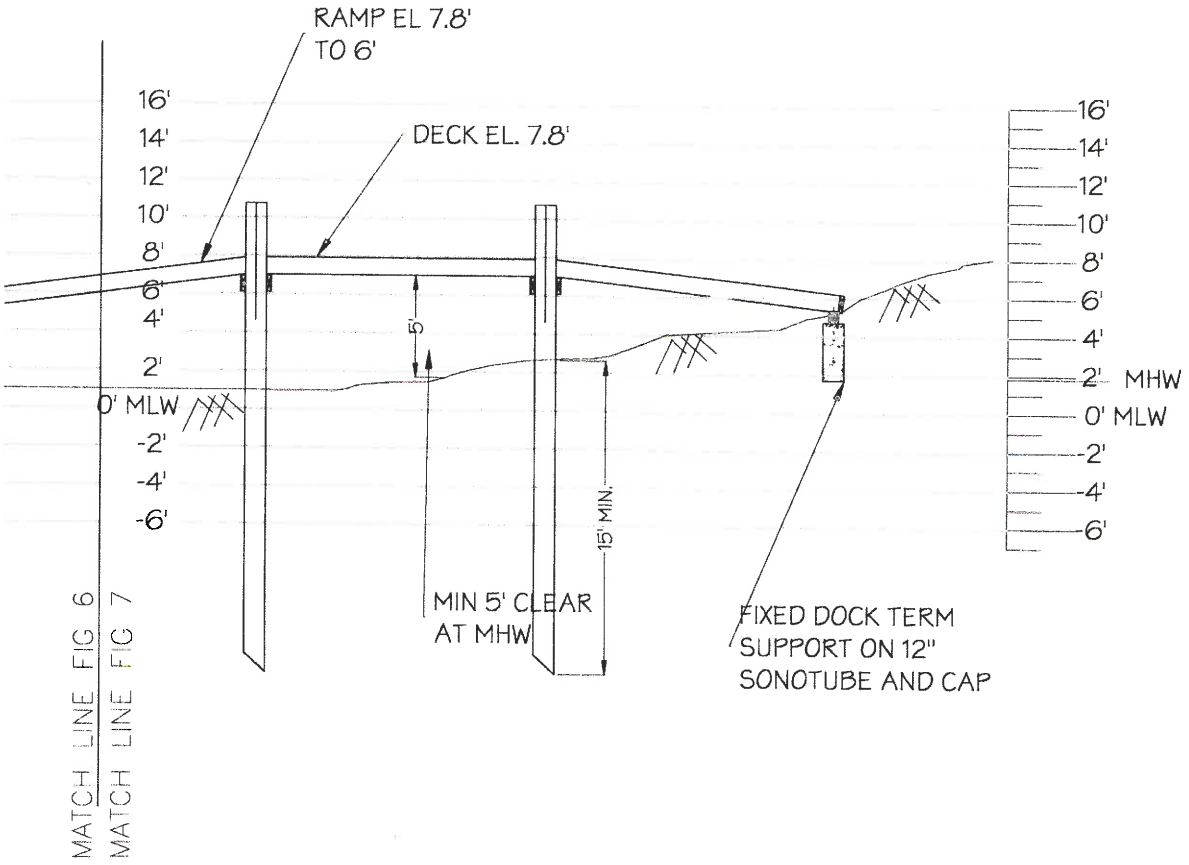
PROPOSED RESIDENTIAL DOCK
147 CONANICUS RD
NARR. RI

PROPOSED DOCK SECTION B

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

PREPARED FOR:
WILLIAM HEALY
Bethel Ct.

PROJ MGR: RJM	REVIEWED BY: RJM	CHECKED BY:	
DESIGNED BY: DES	DRAWN BY:	SCALE: 1" = 10'	
DATE: APRIL 2020	PROJECT NO. 019-02	REVISION NO.	SHEET NO. 6 --- OF XX



RUSSELL MORGAN
No. 6938
REGISTERED
PROFESSIONAL ENGINEER
(CIVIL)

0 5 10 20
SCALE IN FEET

RECEIVED
DEC 31 2020
COASTAL RESOURCES
MANAGEMENT COUNCIL

NO.	BY	DATE

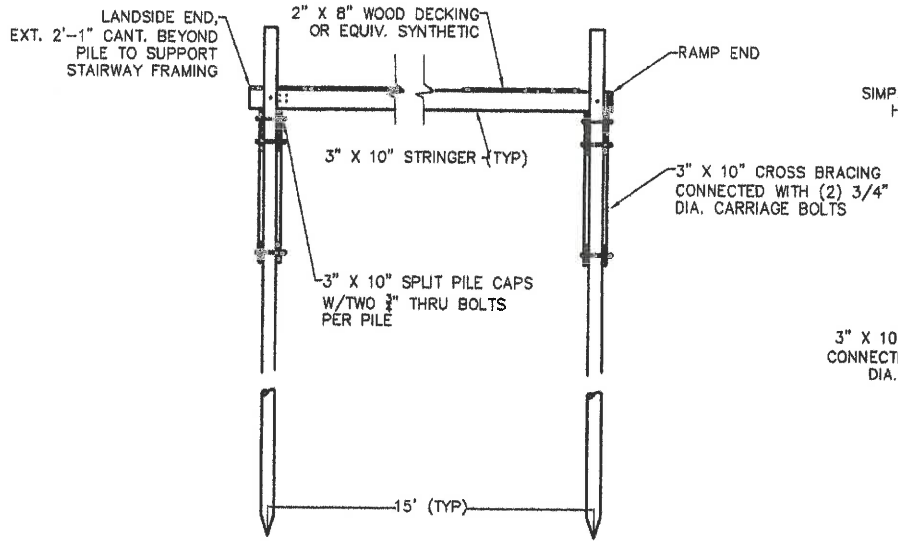
PROPOSED RESIDENTIAL DOCK
147 CONANICUS RD
NARR. RI

PROPOSED DOCK SECTION C

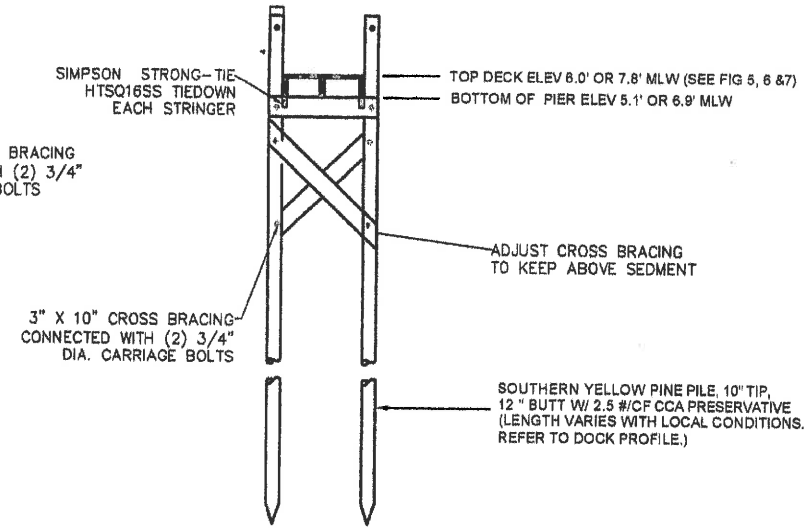
PREPARED BY:
Russell Morgan, P.E.
49 Pond Street
Wakefield, RI 02879

PREPARED FOR:
WILLIAM HEALY
Bethel Ct.

PROJ MGR: RJM	REVIEWED BY: RJM	CHECKED BY:	
DESIGNED BY: DES	DRAWN BY:	SCALE: 1" = 10'	7
DATE: APRIL 2020	PROJECT NO. 019-02	REVISION NO.	SHEET NO. --- OF XX

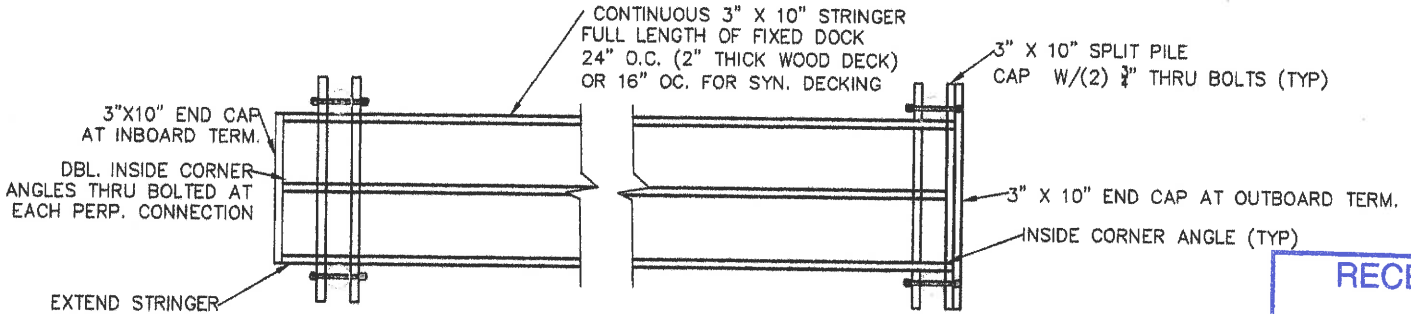


FIXED DOCK – LONGITUDINAL SECTION
(NTS)



FIXED DOCK – END SECTION
(NTS)

RUSSELL J. MORGAN
No. 6938
REGISTERED PROFESSIONAL ENGINEER
CIVIL
12/31/20



FIXED DOCK FRAMING
(NTS)

RECEIVED
DEC 31 2020
COASTAL RESOURCES MANAGEMENT COUNCIL

NO.	ISSUE/DESCRIPTION	BY	DATE
1	REVISED PIER SECTION		12-31-20

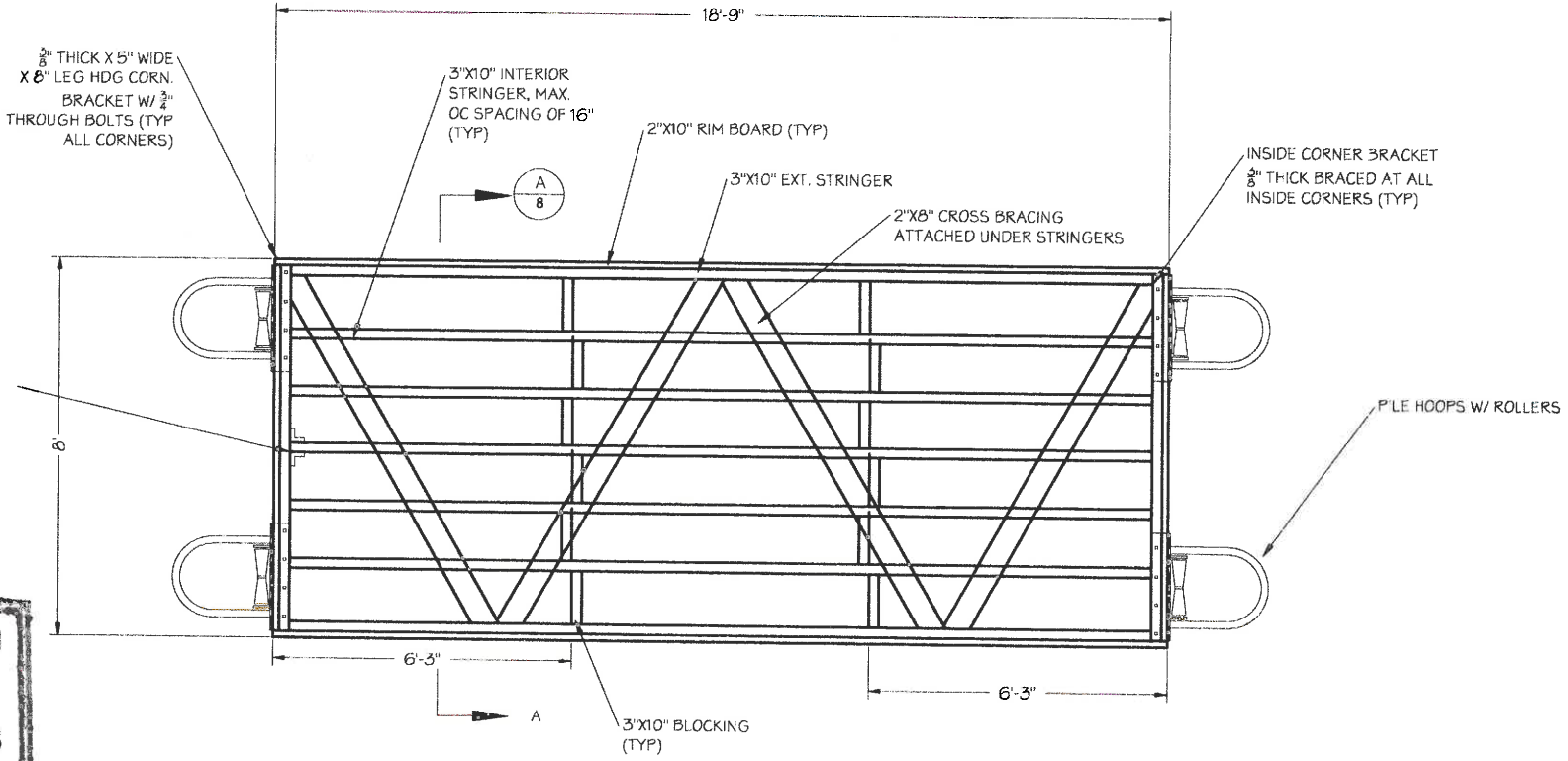
PROPOSED RESIDENTIAL DOCK
147 CONANICUS RD
NARRAGENSETT, RI

FIXED DOCK FRAMING PLAN AND DETAILS

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

PREPARED FOR:
William Healy
Bethel, Ct

PROJ MGR: RJM	REVIEWED BY:	CHECKED BY:	FIG 8
DESIGNED BY: RJM	DRAWN BY: RJM	SCALE: NTS	
DATE: April 20, 2020	PROJECT NO. 19-02	REVISION NO. 1	SHEET NO. XX OF XX



RUSSELL MORGAN
6938
REGISTERED PROFESSIONAL ENGINEER
(CIVIL)

FLOAT FRAMING AND HARDWARE

0 2 4 8

SCALE IN FEET 1/4"=1'-0"

NOTES:

1. INSTALL FLOAT STOP CONNECTION BETWEEN EACH MOORING PILE AND FLOAT RIM JOISTS
2. FLOAT STOPS SHALL CONSIST OF ½" GALVANIZED GRADE 40 CHAIN ENCAPSULATED IN FLEXIBLE PLASTIC COVER.
3. TOP OF CHAIN SHALL BE CONNECTED TO PILE BUTT AT ELEVATION 11' USING A ¾" THROUGH EYE BOLT WITH WASHERS, NUT, AND SHACKLE.
4. CHAIN SHALL BE CONNECTED TO RIM JOIST USING A SHCKLE AND ¾" PAD EYE WITH A THROUGH BOLT.
5. CHAIN LENGTHS SHALL BE ADJUSTED TO SUPPORT FLOAT AT STILL WATER ELEVATIONS BELOW C' (MLW DATUM).

NO.		BY	DATE
1	ADDITION OF FLOAT STOPS IN NOTES	RJM	9-27-18

RECEIVED
DEC 31 2020
COASTAL RESOURCES MANAGEMENT COUNCIL

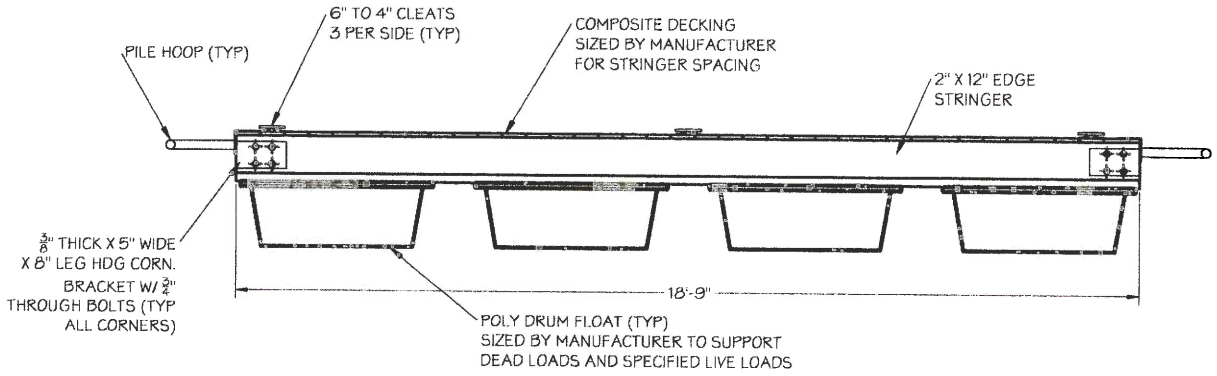
PROPOSED RESIDENTIAL DOCK
147 CONANICUS RD
NARRAGANSETT, RI

FLOATING DOCK FRAMING

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

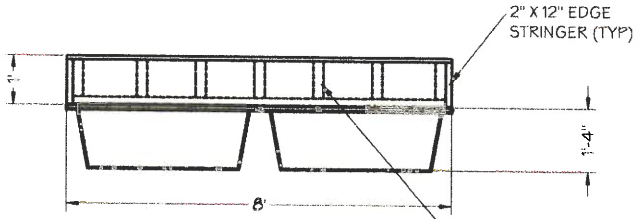
PREPARED FOR:
William Healy
Bethel, Ct

PROJ MGR: RJM	REVIEWED BY:	CHECKED BY:	FIG 9
DESIGNED BY: RJM	DRAWN BY: RJM	SCALE:	
DATE: April 20, 2020	PROJECT NO. 19-02	REVISION NO. 0	SHEET NO. XX OF XX



LONGITUDINAL FLOAT SECTION

RUSSELL J. MORGAN
6838
9/3/20
REGISTERED
PROFESSIONAL ENGINEER
(CIVIL)



A/7 FLOAT SECTION A-A

0 2 4 8

SCALE IN FEET 1/4"=1'-0"

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DEC 31 2020
COASTAL RESOURCES MANAGEMENT COUNCIL

NO.		BY	DATE

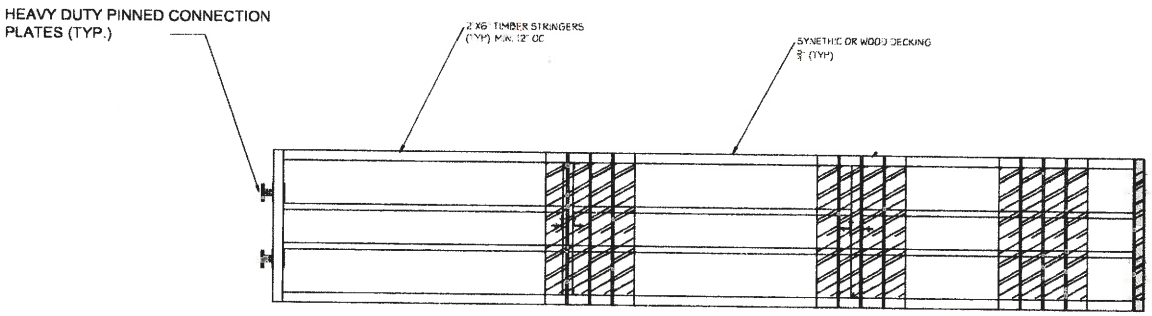
PROPOSED RESIDENTIAL DOCK
147 CONANICUS RD
NARRAGANSETT, RI

FLOATING DOCK SECTIONS

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

PREPARED FOR:
William Healy
Bethel, Ct.

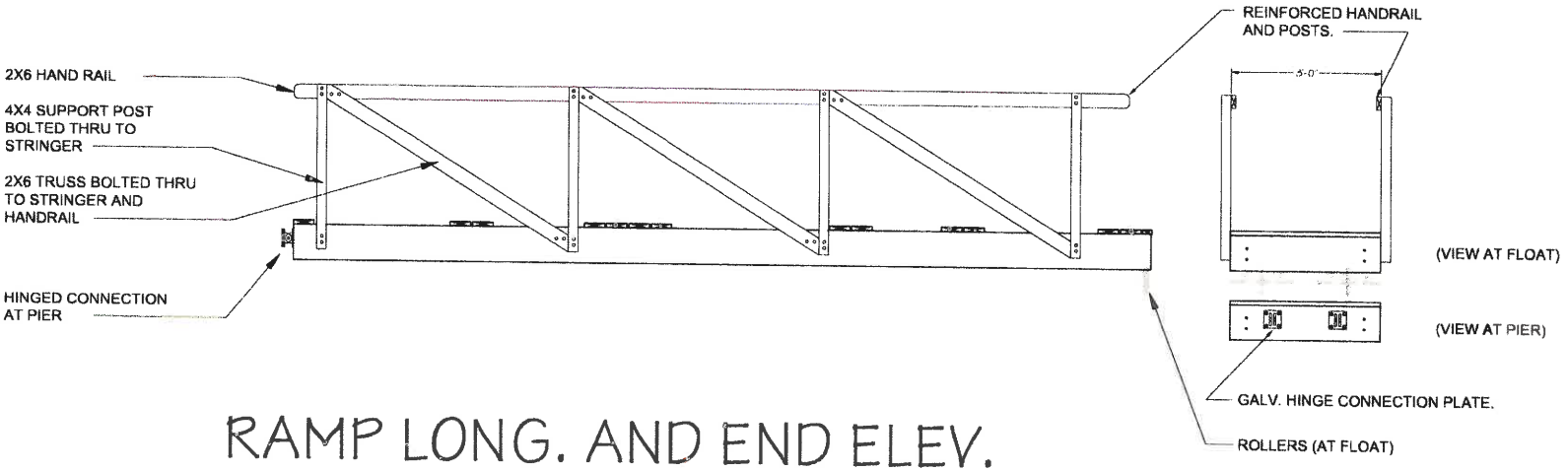
PROJ MGR:	RJM	REVIEWED BY:		CHECKED BY: CKD	FIG 10
DESIGNED BY:	RJM	DRAWN BY:	RJM	SCALE:	
DATE: APRIL 20, 2020		PROJECT NO. 19-02		REVISION NO. 0	SHEET NO. XX OF XX



RUSSELL [illegible] MORGAN
9/3/20
REGISTERED PROFESSIONAL ENGINEER (CORI)

NOTE:
1. ALUMINUM PREFABRICATED RAMP MAY BE USED. MANUFACTURER SHALL CERTIFY FOR LOADING REQUIREMENTS.

RAMP FRAMING (NTS)



RAMP LONG. AND END ELEV. (NTS)

RECEIVED
DEC 31 2020
COASTAL RESOURCES MANAGEMENT COUNCIL

NO.	ISSUE/DESCRIPTION	BY	DATE

PROPOSED RESIDENTIAL DOCK
147 CONANICUS RD
NARRAGANSETT, RI

RAMP FRAMING/SECTION

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

PREPARED FOR:
William Healy
Bethel, Ct.

PROJ MGR:	RJM	REVIEWED BY:		CHECKED BY:	
DESIGNED BY:	RJM	DRAWN BY:	RJM	SCALE:	NTS
DATE:	APRIL 20, 2020	PROJECT NO.	19-02	REVISION NO.	0

FIG 11
SHEET NO. XX OF XX

GENERAL NOTES:

1. DESIGN LIVE LOAD FOR THE FIXED PIER AND FLOATING DOCK: 40 PSF UNIFORM OR 400 POUND CONCENTRATED LOAD.
2. ALL WORK TO BE PERFORMED IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL CODES.
3. VERTICAL DATUM IS MEAN LOW WATER (MLW) = EL. 0.0 FEET, MEAN HIGH WATER (MHW) = EL. +1.9 FEET. DATUM DETERMINED BY "VERY SHORT TERM TIDE SURVEY" METHOD AT THE BRIDGETOWN BRIDGE. THE 100 YEAR FEMA FLOOD MAP # 44009C0202S, DATED 10/16/2018 INDICATED SITE DESIGNATION IS AE WITH A FLOOD ELEVTION OF 11 FT (NAVD 88 DATUM).
4. SITE ELEVATIONS DETERMINED USING A DIFFERENTIAL GPS SYSTEM (LIECA ZENOS 20) SURVEY GRADE GPS WITH ACCURACY LESS THAN 0.1 FEET (SITE SURVEY ACCURACY FOR SUBJECT PROJECT APPROXIMATLEY 0.06 FEET.
5. THE OWNER AND ENGINEER MAKE NO WARRANTY REGARDING THE ACCURACY OF THE INFORMATION PRESENTED IN THESE DRAWINGS REGARDING EXISTING CONDITIONS.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ENVIRONMENTAL PROTECTION AND KEEPING THE SURROUNDING WATERS CLEAN AND FREE OF ALL WASTE MATERIAL.
7. 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.
8. THE INSTALLATION OF A HANDRAIL ALONG THE FIXED PIER SHALL BE AT THE DESCRETION OF THE PROPERTY OWNER.
9. FACILTY IS TO BE USED TO BERTH TWO 20 FT VESSELS. UTILITIES TO BE INSTALLED ON DOCK INCLUDE ELECTRICAL AND WATER.
10. CONSTRUCTION MATERIALS AND DEMOLITION DEBRIS WILL NOT BE STORED ON SITE

TIMBER NOTES:

1. ALL PILES SHALL BE CLASS A SOUTHERN YELLOW PINE CONFORMING WITH ASTM D25 STANDARD SPECIFICATION FOR ROUND TIMBER PILES WITH A MINIMUM TIP DIAMETER OF 10" AND MINIMUM BUTT DIAMETER OF 12".
2. ALL FRAMING AND DECKING SHALL BE NO. 1 GRADE IN ACCORDANCE WITH THE NATIONAL DESIGN STANDARDS
3. ALL TIMBER TO BE TREATED IN ACCORANCE WITH AWPA BOOK OF STANDARDS TO THE FOLLOWING REQUIREMENTS:
   a. TIMBER PILES AND CROSS BRACING TO BE TREATED TO A RETENTION OF 2.5 POUNDS PER CUBIC FOOT OF CHROMATED COPPER ARSENATE (CCA)
   b. ALL CAPS AND STRINGERS TO BE TREATED WITH EITHER CCA OR ALKALINE COPPER QUATERNARY (ACQ) TO A RETENATION OF 0.6 POUNDS PER CUBIC FOOT.
   c. ALL DECKING AND RAILING TO BE TREATED WITH ACQ TO A RETENTION OF 0.6 PCF.
4. ALL TIMBER FASTENERS, EXCEPT DECKING SCREWS, SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153, ASTM F2329.
5. ALL CARRIAGE BOLTS SHALL BE INSTALLED WITH HEAVY WASHERS AND SECURED BY DEFORMING SEVERAL THREADS AT THE HEAD OF THE BOLT.
6. STAPPING BETWEEN EACH STRINGER/JOIST TO SPLIT CAP SHALL CONSIST OF ONE TIEDOWN STRAP PER STRINGER (TWO AT EACH CAP IF SPLICED). TIEDOWN SHALL CONSIST OF SIMPSON STR16SS-SDS (STAINLESS STEEL CONNECTOR AND FASTENERS).
7. STRINGERS SHALL BE SCAB SPLICED WITH AT LEAST 2 - ¾" BOLTS PER STRINGER AND THROUGH BOLTED TO PILE WITH 2 - ¾" BOTLS.
8. DECKING SHALL CONSIST OF SYP NO 1 GRADE 2X8 SPACED ¼" APART OR 5/4" BY 6" SYNTHETIC DECKING. SYNTHETIC DECKING MANUFACTURER SHALL SPECIFY REQUIRED MIN. STRINGER SPACING.
9. DECKING SHALL BE INSTALLED WITH APPROXIMATELY ¼" GAP BETWEEN DECK BOARDS. DECK SHALL BE ATTACHED TO EACH STRINGER USING TWO STAINLESS STEEL SCREWS MEETING ASTM TYPE 304 OR 316.

MISCELLANEOUS METALS AND HARDWARE

1. 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

1. DESIGN AND FABRICATE TIMBER OR ALUMINUM GANGWAY AS SHOWN IN THE DRAWINGS.
2. ALLUMINUM GANGWAY SHALL BE FABRICATED WITH HIGH STRENGTH MARINE GRADE ALUMINIUM EXTRUSION FRAMING, ALUMINUM DECK WITH RIBBED OR NON-SLIP SURFACE, ALUMINIUM PIPE RAILING AND HINGED ALUMINIUM THRESHHOLD/FLIP PLATES AT TOP AND BOTTOM.
3. GANGWAY WIDTH INDICATED IN THE DRAWINGS IS THE CLEAR WIDTH BETWEEN HANDRAILS. RAILING HEIGHT ABOVE THE GANGWAY SURFACE SHALL BE 42 INCHES.
4. 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.
5. RAILING SYSTEM SHALL BE MOUNTED ON BOTH SIDES OF THE GANGWAY AND SHALL BE FABRICATED OF 1- 1/2 INCH DIAMETER PIPE OR TIMBER CAPABLE OF SUPPORTING A 200 POUND CONCENTRATED LOAD OR 50 PLF LOAD IN ANY DIRECTION.
6. 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.
7. 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.
8. 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 400POUND 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 FLOATATION AS REQUIRED TO MAINTAIN A HORIZONTAL DECK.
9. FLOATING DOCK AND PILE GUIDES SHALL BE DESIGNED AND FABRICATED TO RESIST MOORING FORCES IMPOSED BY A RECREATIONAL POWER OR SAILBOAT.
10. FLOATATION UNITS SHALL BE DESIGNED AND FABRICATED TO MAINTAIN THEIR DESIGNED BOUYANCY EVEN IF STRUCTURALLY DAMAGED. EACH UNIT SHALL BE INDIVIDUALLY REPLACEABLE. FLOATATION UNITS SHALL CONSIST OF A ONE PIECE, HIGH DENSITY, UV RESISTANT POLYETHYLENE SHELL HAVING A NOMINAL THICKNESS OF .150 INCHES AND FILLED WITH EXPANDED POLYSTYRENE FOAM HAVING A MINIMUM DENSITY OF 1.0PCF AND A MAXIMUM DENSITY OF 1.5 PCF.
11. FLOATING DOCK FRAMING, DECK AND FLOATATION 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.
12. DECKING SHALL CONSIST OF SYP NO 1 GRADE 2X8 SPACED ¼" APART OR 5/4" BY 6" SYNTHETIC DECKING. SYNTHETIC DECKING MANUFACTURER SHALL SPECIFY REQUIRED MIN. STRINGER SPACING.
13. ALL CARBON STEEL HARDWARE SHALL BE HOT DIP GALVANIZED. STAINLESS STEEL HARDWARE SHALL BE TYPE 304 OR 316, SUITABLE FOR MARINE USE.

RUSSELL [illegible] MORGAN
No. [illegible]
REGISTERED PROFESSIONAL ENGINEER (CIVIL)

NO.	ISSUE/DESCRIPTION	BY	DATE

RECEIVED
DEC 31 2020
COASTAL RESOURCES MANAGEMENT COUNCIL

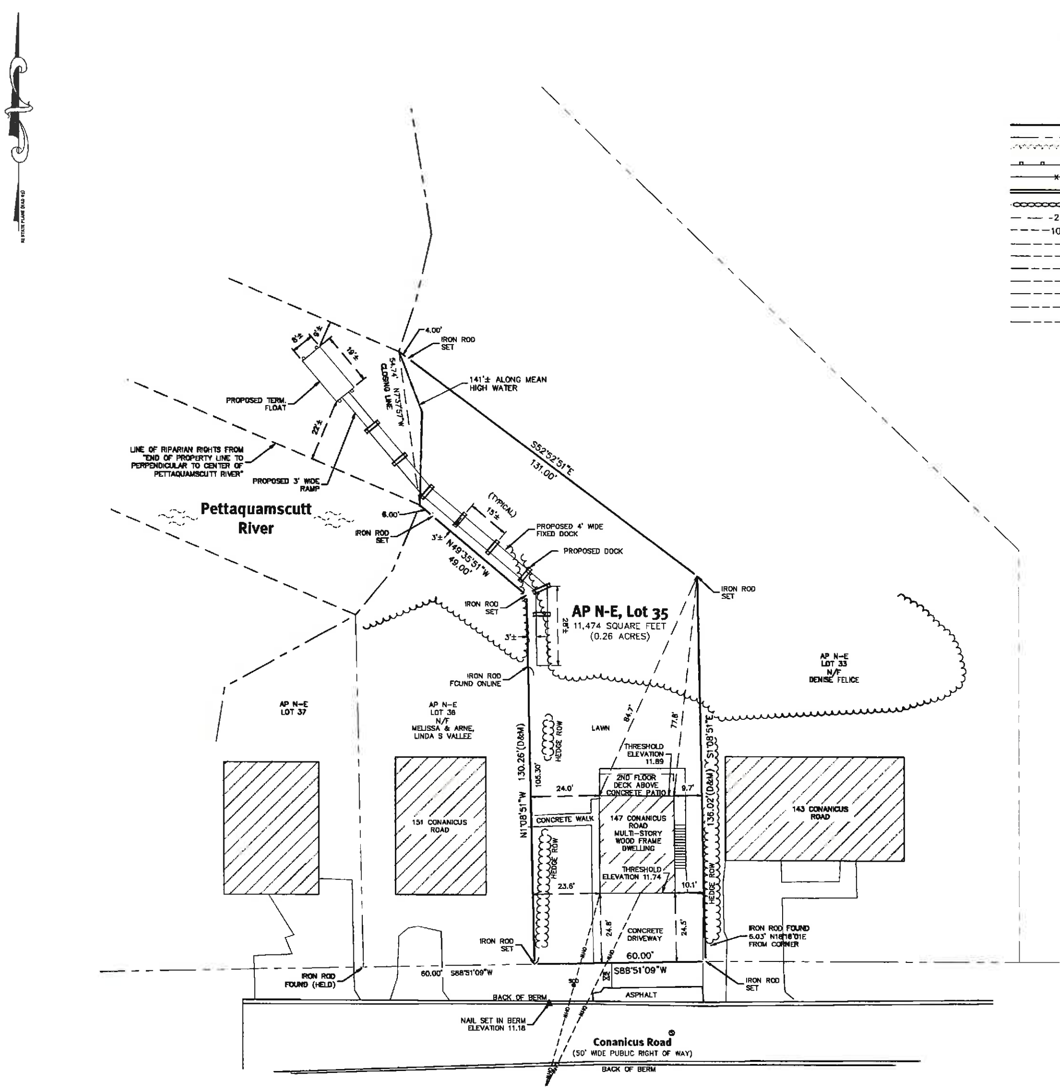
PROPOSED RESIDENTIAL DOCK
147 CONANICUS RD
NARRAGANSETT, RI

NOTES

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

PREPARED FOR:
William Healy
Bethel Ct.

PROJ MGR: RJM	REVIEWED BY:	CHECKED BY:	FIG
DESIGNED BY: RJM	DRAWN BY: RJM	SCALE: NTS	12
DATE: APRIL 20, 2020	PROJECT NO. 19-02	REVISION NO. 0	SHEET NO. XX OF XX



Legend

NOT ALL ITEMS SHOWN WILL APPEAR ON THE SURVEY

BUILDING
AP — ASSESSOR'S PLAT
N/F — NOW OR FORMERLY
(D) — DEED
(M) — MEASURED
(CA) — CHORD ANGLE
HC — HANDICAPPED
PROPERTY LINE
ASSESSORS LINE
TREELINE
GUARDRAIL
FENCE
RETAINING WALL
STONE WALL
MINOR CONTOUR LINE
MAJOR CONTOUR LINE
WATER LINE
SEWER LINE
SEWER FORCE MAIN
GAS LINE
ELECTRIC LINE
OVERHEAD WIRES
DRAINAGE LINE

NAIL FOUND/SET
DRILL HOLE FOUND/SET
IRON ROD/PIPE FOUND/SET
BOUND FOUND/SET
SIGN
BOLLARD
SOIL EVALUATION
CB — CATCH BASIN
DCB — DOUBLE CATCH BASIN
DMH — DRAINAGE MANHOLE
FES — FLARED END SECTION
GUY POLE
EMH — ELECTRIC MANHOLE/HANDHOLE
UP — UTILITY/POWER POLE
LIGHTPOST
SMH — SEWER/SEPTIC MANHOLE
SEWER VALVE
CLEANOUT
HYDRANT
IRRIGATION VALVE
WATER VALVE
WELL
MONITORING WELL
UNKNOWN MANHOLE
GAS VALVE
B-1 — WETLAND FLAG
BENCH MARK
SHRUB
TREE

Locus Map Not To Scale

General Notes

1. THE PARCEL IS FOUND ON ASSESSOR'S PLAT N-E, LOT 35 IN THE TOWN OF NARRAGANSETT, WASHINGTON COUNTY, RHODE ISLAND.
2. THE OWNER PER DEED BOOK 930, PAGE 394 IS WILLIAM AND SUSANNE HEALY.
3. BASED ON GRAPHICAL PLOTTING ONLY, THE PARCEL IS LOCATED IN ZONE X (SHADED) AND AE (ELE 11) PER FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP 44009C0202K, DATED APRIL 3, 2020. THIS DESIGNATION MAY CHANGE BASED UPON REVIEW BY A FLOOD ZONE SPECIALIST OR BY THE RESULTS OF A COMPREHENSIVE FLOOD STUDY.
4. THE PARCEL IS ZONED R-10 – RESIDENTIAL-HIGH DENSITY BASED ON THE TOWN OF NARRAGANSETT GIS MAP. ANY OVERLAY DISTRICTS, SPECIAL PERMITS OR VARIANCES SPECIFIC TO THIS SITE ARE NOT TAKEN INTO CONSIDERATION. PLEASE CONTACT THE ZONING DEPARTMENT FOR ANY ADDITIONAL INFORMATION OR FOR A CERTIFICATE OF ZONING.
5. THERE WERE NO CEMETERIES, GRAVE SITES AND OR BURIAL GROUNDS OBSERVED WITHIN THE LIMITS OF THE SURVEY.
6. FIELD SURVEY PERFORMED BY DIPRETE ENGINEERING ON NOVEMBER 17 AND DECEMBER 23, 2020. THIS PLAN REFLECTS ON THE GROUND CONDITIONS AS OF THAT DATE.
7. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT. DIPRETE ENGINEERING IS NOT RESPONSIBLE FOR ANY UNKNOWN OR UNRECORDED EASEMENTS, DEEDS OR CLAIMS THAT A TITLE REPORT WOULD DISCLOSE.

Datum Note:

1. ELEVATIONS SHOWN HEREON, IN U.S. SURVEY FEET, ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88), AS DETERMINED BY DIPRETE ENGINEERING USING REAL TIME KINEMATIC G.P.S. OBSERVATIONS.

RECEIVED 10/5/2021 COASTAL RESOURCES MANAGEMENT COUNCIL

ROBERT G. BABCOCK No. 2504 PROFESSIONAL LAND SURVEYOR

Certification

THIS SURVEY HAS BEEN CONDUCTED AND THE PLAN HAS BEEN PREPARED PURSUANT TO SECTION 9 OF THE RULES AND REGULATIONS ADOPTED BY THE RHODE ISLAND STATE BOARD OF REGISTRATION FOR PROFESSIONAL LAND SURVEYORS ON NOVEMBER 25, 2015, AS FOLLOWS:

TYPE OF SURVEY	MEASUREMENT SPECIFICATION
COMPREHENSIVE BOUNDARY SURVEY	CLASS I
VERTICAL CONTROL SURVEY	CLASS V-3

THE PURPOSE FOR THE CONDUCT OF THE SURVEY AND FOR THE PREPARATION OF THE PLAN IS AS FOLLOWS: PERIMETER RETRACEMENT PERFORMED BY DIPRETE ENGINEERING FOR THE PURPOSE OF SITE ENGINEERING AND PERMITTING AND TO SHOW PROPERTY CORNERS SET.

7/1/21
ROBERT G. BABCOCK, RIPLS #2504, COA #LS.000A160

Scale: 1"=20'
0 10' 20' 40'

DiPrete Engineering
Two Stafford Court Cranston, RI 02920
Boston • Providence • Newport

Boundary Survey
147 Conanicus Avenue
Narragansett, Rhode Island

Client
Mr. William Healy
Bethel, CT

SHEET 1 OF 1

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

September 28, 2021

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

Re: CRMC Residential Dock Assent No. 2020-09-059
147 Conanicus Rd
Assessor's Plat N-E, Lot 35
Narragansett, Rhode Island

Dear Tracy,

In response to your email to me regarding feedback to the submitted assent I developed the following letter response and revised Figures 3, 4,5 and 6 to reflect the requested changes. Additionally, a revised site survey plan is attached developed by Diprete Engineering indicating the revised dock location.

This letter is intended to address the primary comments received by you in an email dated July 9, 2021. Those comments included:

1. Address those comments received during the public for the project
2. Consider shifting the dock location closer to the southern property line to minimize wetland crossing

Item 1

The comments forwarded to me regarding this application were primarily from the Narrow River Preservation Association (NRPA). The comments and our response (shown in red) are as follows:

A. The proposed dock will have significant direct and accumulative impacts to the salt marsh ecosystem and the existing high aesthetic quality of the subject area of the river. I agree with the statement that the dock will have impact on the salt marsh ecosystem. Studies have shown that this impact is variable and will be primarily a result of shading. We therefore agree with the comment regarding direct impacts of the proposed dock will to some degree reduced salt marsh stem density and biomass. We cannot comment on accumulated impacts to the ecosystem as we do not know how many and to what density future dock development along this portion of the river will be. We will not comment on the aesthetic impacts other than development will impact the views along the river.

Unfortunately, at this site the install of the dock will require wetland crossing by the fixed portion of dock structure. For this reason, and in accordance with section 1.3.1 D.11.g of the Coastal Management Program, the proposed dock alignment has been adjusted to minimize the length of wetland crossing (section 1.3.1 D.11.g) to 43 feet and the deck elevation has been set to allow for 4 feet offset between the saltmash substrate and deck joists. This approach, when crossing coastal wetlands, is specifically described in the standards section to mitigate the adverse impacts to the extent that is practical.

B. The correspondence from the NRPA notes that the subject building lot contains salt marsh that exists below mean high water elevation and is therefore held in public trust and not owned by the Healy's. Additionally, comments suggest that the dog leg extension of the lot is an "artificial construct". With these statements as a basis the NRPA questions the right of the Healy's have to construct the proposed dock. I am not an Attorney and therefore cannot make a knowledgeable response to this comment.

C. The NRPA states that the area of the proposed dock is a rapidly expanding shoal. I reviewed RIGIS areal photographs from 2018 and 2020. Both show what appears to be an existing shoal in the river approximately 165 ft from the edge of the salt marsh at the proposed dock location. The location of the shoal does not appear to change over the time period represented by the photographs. The dock layout extends approximately 70 ft from the edge of salt marsh. I did not measure the observed shoal at the time of the bathymetric survey and I did not measure the shoal location during the general course of my site measurement because the proposed dock location is not impacted by a shoal located 100 further to the west.

D. The NRPA request data to be provided to them to evaluate the bathymetric data and make a determination of the elevation of MLW. Since the submission of the Assent Application I have made additional short term tidal measurements to evaluate he relationship between NAVD 88 and MLW within the river. The additional efforts to establish a relationship between NAVD and MLW datums included completion of short term tidal measurement method and calculations completed during three tidal cycles at Lacey Bridge and two tidal cycles at the Pollock Street Boat Ramp. Based on the evaluations to date the following was established:

Engineering completed for this project utilized a "Short Term Tide Measurement Method" completed in March, 2018. Based on this evaluation the MLW datum was set at approximately -0.45 ft NAVD 88.

On March 12, 2021 additional Short Term Tidal Measurement Method was completed through two tide cycles at Lacey Bridge and two tidal cycles at the Pollock Street Boat Ramp. These evaluations resulted in a MLW datum of approximately -0.1 and 0.1 respectively.

Additionally, a series of tidal studies were presented in a report titled "Final Report Impact of Dredging the Lower Narrow River on Circulation and Flushing in Narrow Riverr", dated August 25, 2016 by Swanson, Spaulding and Shaw, URI. This study presented attenuation rates of the tidal range (prism) in the narrow river based on numerous tide gage measurements and based on this data developed an ADCIRC model to represent the tidal flushing, attenuation rates and Datums. In the area between Middle bridge and Lacey bridge the tidal easurement indicated average attenuation rates of 44% to 23% at Middle Bridge and Lacey Bridge respectfully.

In conclusion, I selected the most conservative relationship (lesser water depths at MLW) between MLW and NAVD for this design. Also, of note that if I had selected a relationships supported by the most recent Short Term Tide Measurement Methods completed or the data in the report indicated above the net change in bottom elevation would be an increase of 0.3 feet.

Item 2

As requested, the proposed dock location has been moved towards the southern property line. Additionally, we delineated the limit of the marsh and Phragmites and located the High Tide Line. The revised layout is reflected on the attached Figures 3 and 4. We have tried in the past to have the southern abutter provide the Healy's with a letter of no objection and they have refused, so although requested we cannot provide this. A letter of no objection has been obtained from the eastern abutter (Felice Orton) and is attached. We have also attached a site survey drawing that has been revised to reflect the new dock location.

The new dock location has altered some of the regulatory metrics; the new metrics are as follows:

- Distance from End of Dock to High Tide Line: 117 feet
- Distance between End of Dock and MLW: 30 feet
- Length of Dock Traversing Wetland/Marsh Grass: 47.5 feet
- Min. Offset from Southern Property Line: 3 feet from Edge of Deck, 2 feet from Pile Edge
- Min. Offset from Northern Property Line: 15.5 feet

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

Very truly yours,

Russell J. Morgan, P.E.

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

RE: Review of Proposed Dock Plans
147 Conanicus 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 April 2020 and revised September 10, 2021. I have no objection to the location of the proposed dock to be constructed.

Regards,
Print Name: DENISE ORTON
Address: 143 Conanicus Rd. Narragansett

Signature : Denise Orton

Date: 9/26/2021

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 RE-NOTICE

File Number: 2020-09-059 Date: November 1, 2021

This office has under consideration the application of:

William & Suzanne Healy
51 Nashville Road Ext.
Bethel, CT 06801

for a State of Rhode Island Assent to construct and maintain: A residential boating facility consisting of a ~ 4' x 80' fixed timber pier, 3' x 14' ramp and 8' x 18.75' (150sf) terminal float extending ~69' seaward of the cited MLW mark. The facility requires property line setback (23' & 10') and length (19') variances to Red Book 650-RICR-20-00-01 Section 1.3.1(D)(11)(k) and Section 1.3.1(D)(11)(l)(2). This plan-set has been revised per staff recommendations to minimize environmental impacts at the proposed project site.

Project Location:	147 Conanicus Road
City/Town:	Narragansett
Plat/Lot:	N-E/35
Waterway:	Narrow River

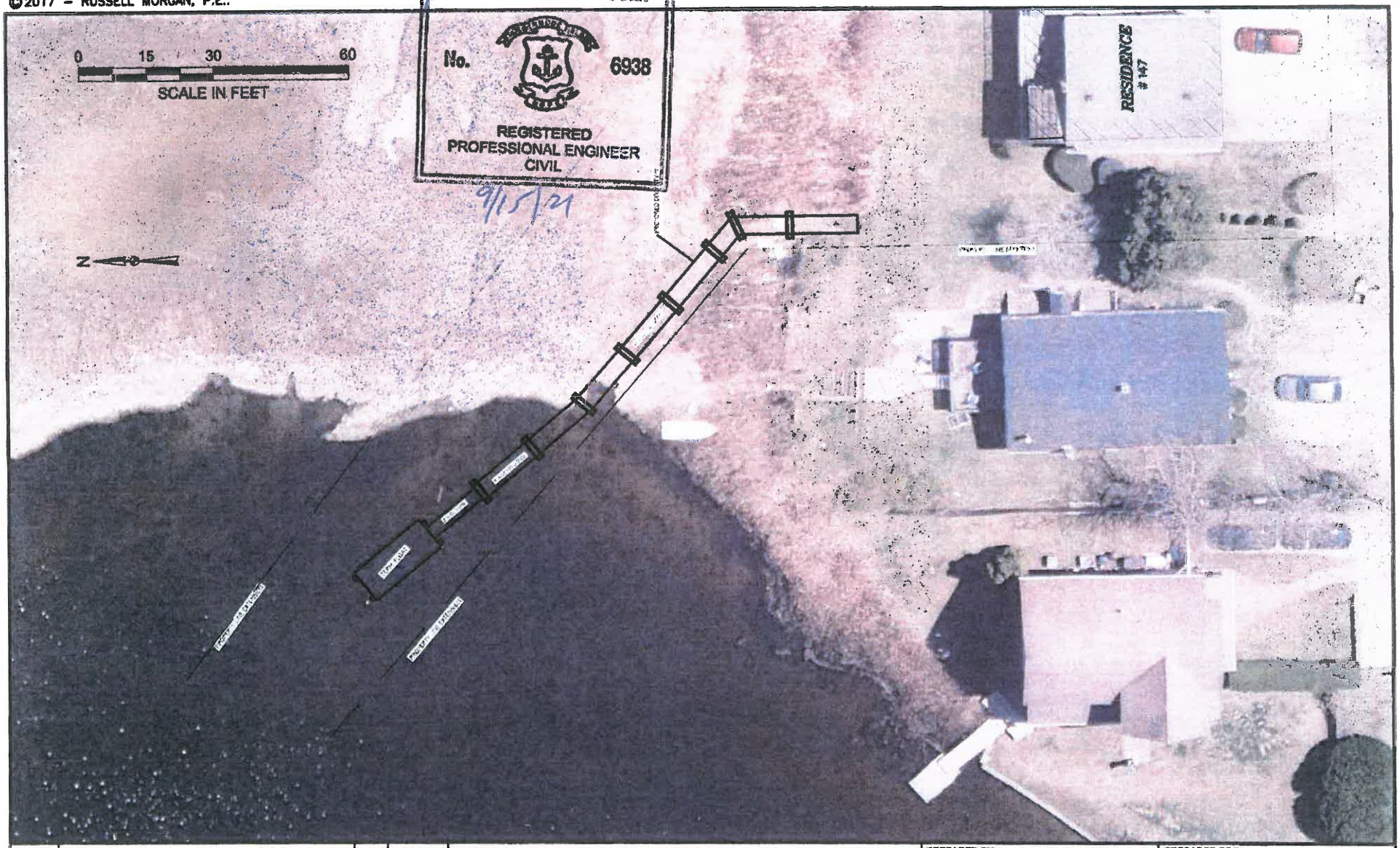
Plans of the proposed work may be seen at the CRMC office in Wakefield.

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 1, 2021.

RUSSELL J. MORGAN
No. 6938
REGISTERED PROFESSIONAL ENGINEER
CIVIL
9/15/21



RECEIVED
OCT 05 2021
RESOURCES MANAGEMENT COUNCIL

NO.	ISSUE/DESCRIPTION	BY	DATE
1	Revised Dock Location	RM	9/10/21

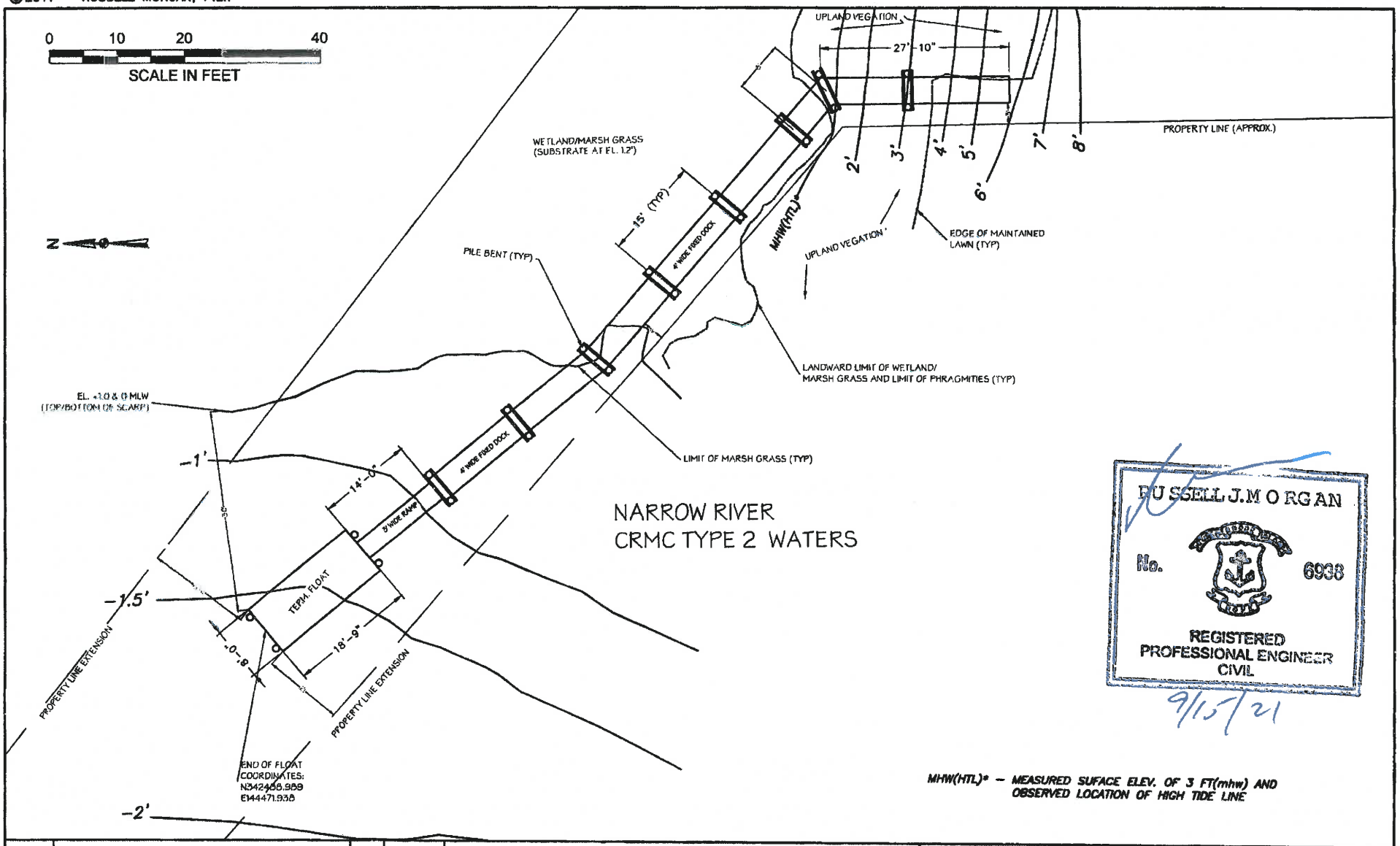
PROPOSED RESIDENTIAL DOCK
147 CONANICUS RD
NARR. RI

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

PREPARED FOR:
WILLIAM HEALY
Bethel Ct.

PROPOSED CONDITIONS - AREAL PHOTOGRAPH

PROJ MGR: RJM	REVIEWED BY: RJM	CHECKED BY:	
DESIGNED BY: DES	DRAWN BY:	SCALE: 1" = 30'	
DATE: APRIL 2020	PROJECT NO. 019-02	REVISION NO.	SHEET NO. 3 --- OF XX



RUSSELL J. MORGAN
No. 6938
REGISTERED
PROFESSIONAL ENGINEER
CIVIL

9/15/21

MHW(HTL) – MEASURED SUFACE ELEV. OF 3 FT(mhw) AND OBSERVED LOCATION OF HIGH TIDE LINE*

NO.	ISSUE/DESCRIPTION	BY	DATE
3	Revised Dock Location	RM	9/10/21
2	CORRECTED SCALE ON TITLE BLOCK	RM	3/1/21
1	ADDED MWH CONTOUR LINE	RM	3/1/21

PROPOSED RESIDENTIAL DOCK
147 CONANICUS RD
NARR. RI

RECEIVED
OCT 05 2021
COASTAL RESOURCES MANAGEMENT COUNCIL

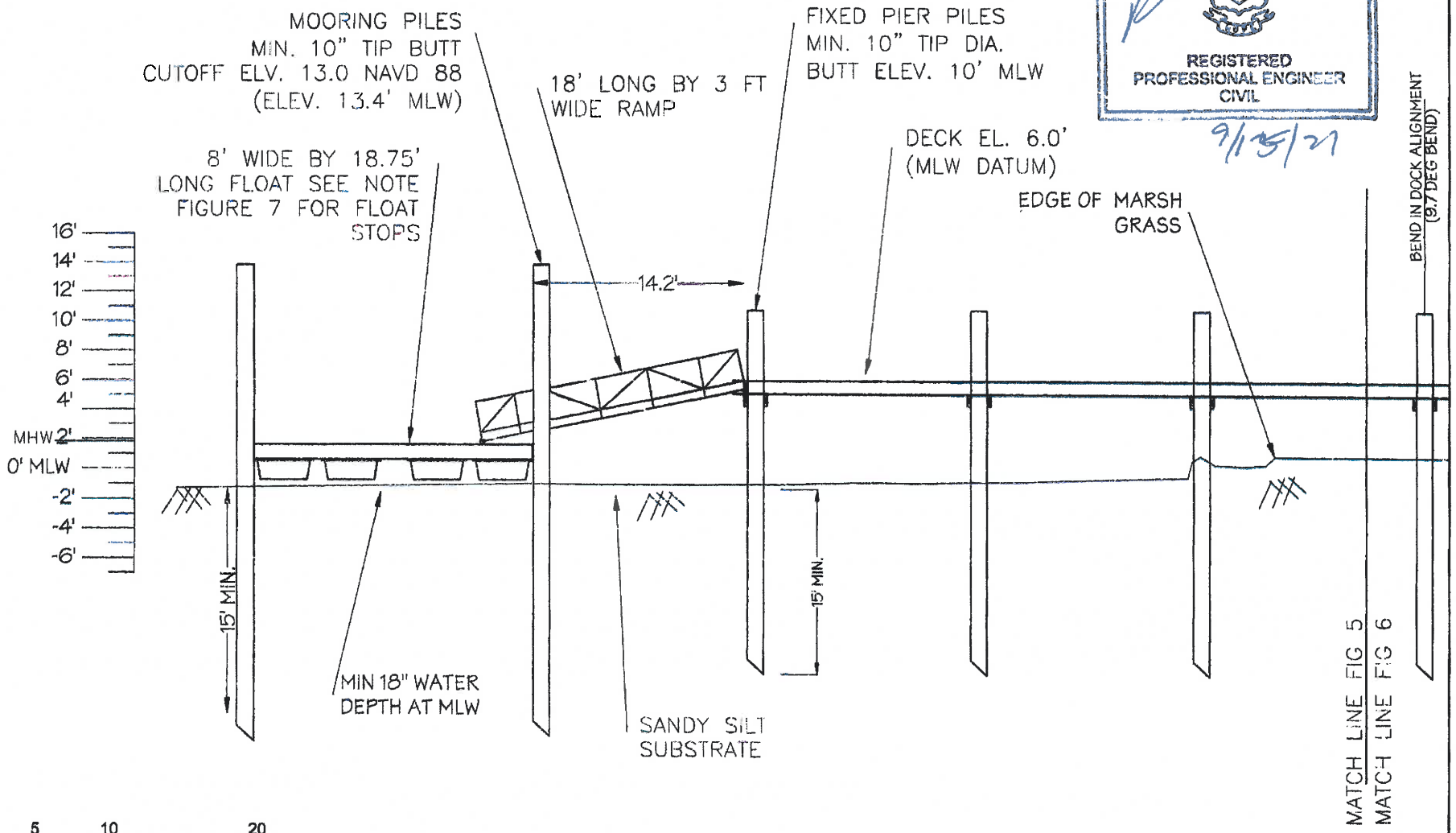
PROPOSED DOCK PLAN

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

PREPARED FOR:
WILLIAM HEALY
Bethel Ct.

PROJ MGR: RJM	REVIEWED BY: RJM	CHECKED BY:	
DESIGNED BY: DES	DRAWN BY:	SCALE: 1" =20'	
DATE: APRIL 2020	PROJECT NO. 019-02	REVISION NO. 3	SHEET NO. 4 — OF XX

RUSSELL J.M ORGAN
No. 6938
REGISTERED PROFESSIONAL ENGINEER
CIVIL
9/15/21



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SCALE IN FEET

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OCT 05 2021
COASTAL RESOURCES MANAGEMENT COUNCIL

NO.	ISSUE/DESCRIPTION	BY	DATE
1	Revised Dock Location	RM	9/10/21

PROPOSED RESIDENTIAL DOCK
147 CONANICUS RD
NARR. RI

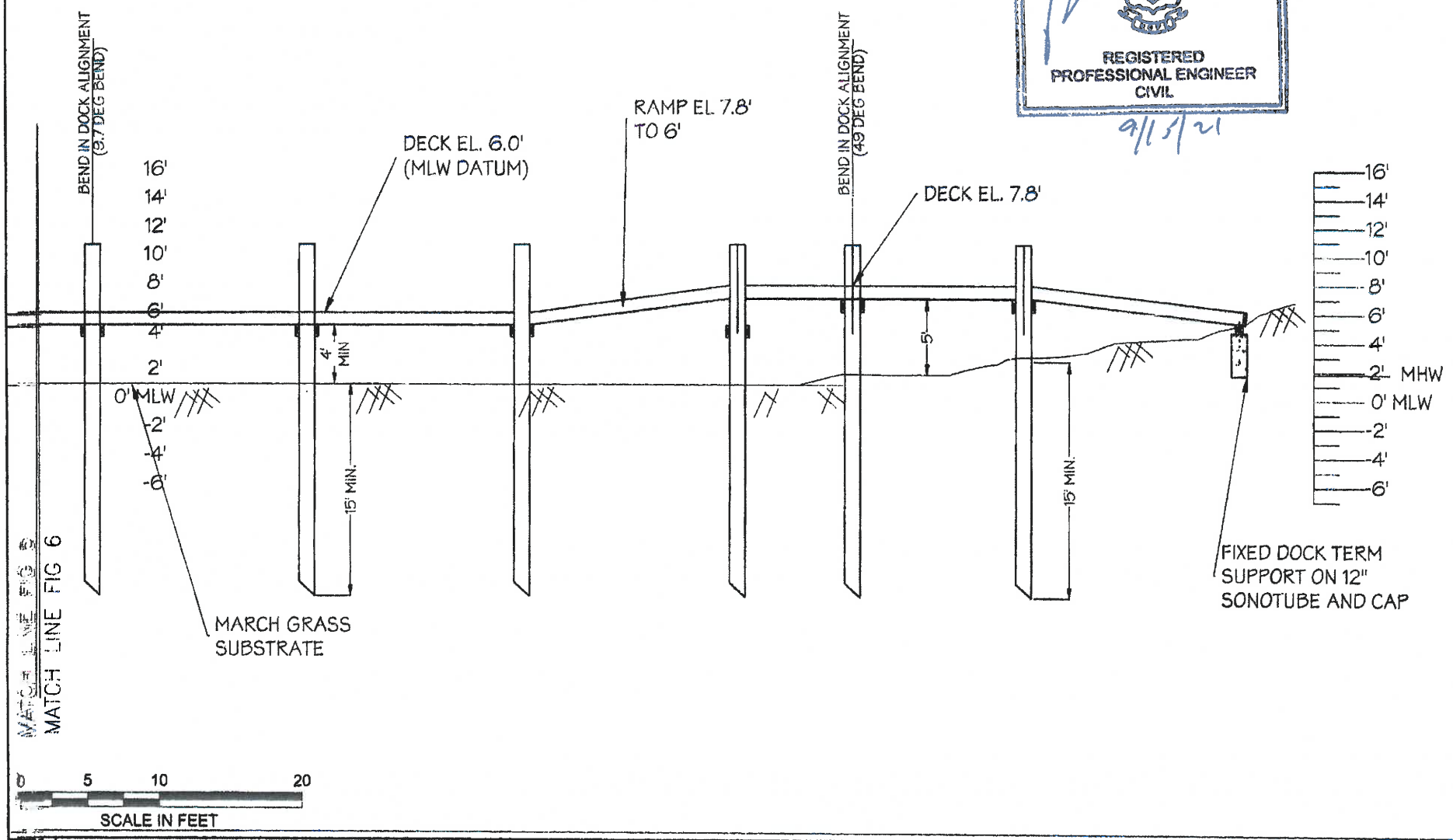
PROPOSED DOCK SECTION A

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

PREPARED FOR:
WILLIAM HEALY
Bethel Ct.

PROJ MGR: RJM	REVIEWED BY: RJM	CHECKED BY:	
DESIGNED BY: DES	DRAWN BY:	SCALE: 1" = 10'	
DATE: APRIL 2020	PROJECT NO. 019-02	REVISION NO.	SHEET NO. 5 — OF XX

RUSSELL J. MORGAN
No. 6938
REGISTERED PROFESSIONAL ENGINEER
CIVIL
9/15/21



RECEIVED
OCT 05 2021
COASTAL RESOURCES MANAGEMENT COUNCIL

NO.	ISSUE/DESCRIPTION	BY	DATE
1	Revised Dock Location	RM	9/10/21

PROPOSED RESIDENTIAL DOCK
147 CONANICUS RD
NARR. RI

PROPOSED DOCK SECTION B

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

PREPARED FOR:
WILLIAM HEALY
Bethel Ct,

PROJ MGR: RJM	REVIEWED BY: RJM	CHECKED BY:	
DESIGNED BY: DES	DRAWN BY:	SCALE: 1" = 10'	
DATE: APRIL 2020	PROJECT NO. 019-02	REVISION NO.	SHEET NO. 6 — OF XX

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: 2020-09-059 Date: March 1 2021

This office has under consideration the application of:

William & Suzanne Healy
51 Nashville Road Ext.
Bethel, CT 06801

for a State of Rhode Island Assent to construct and maintain: A residential boating facility consisting of a ~ 4' x 134' fixed timber pier, 3' x 14' ramp and 8' x 18.75' (150sf) terminal float extending ~72' seaward of the cited MLW mark. The facility requires a variance to Red Book 650-RICR-20-00-01 Section 1.3.1(D)(11)(k) and Section 1.3.1(D)(11)(l)(2).

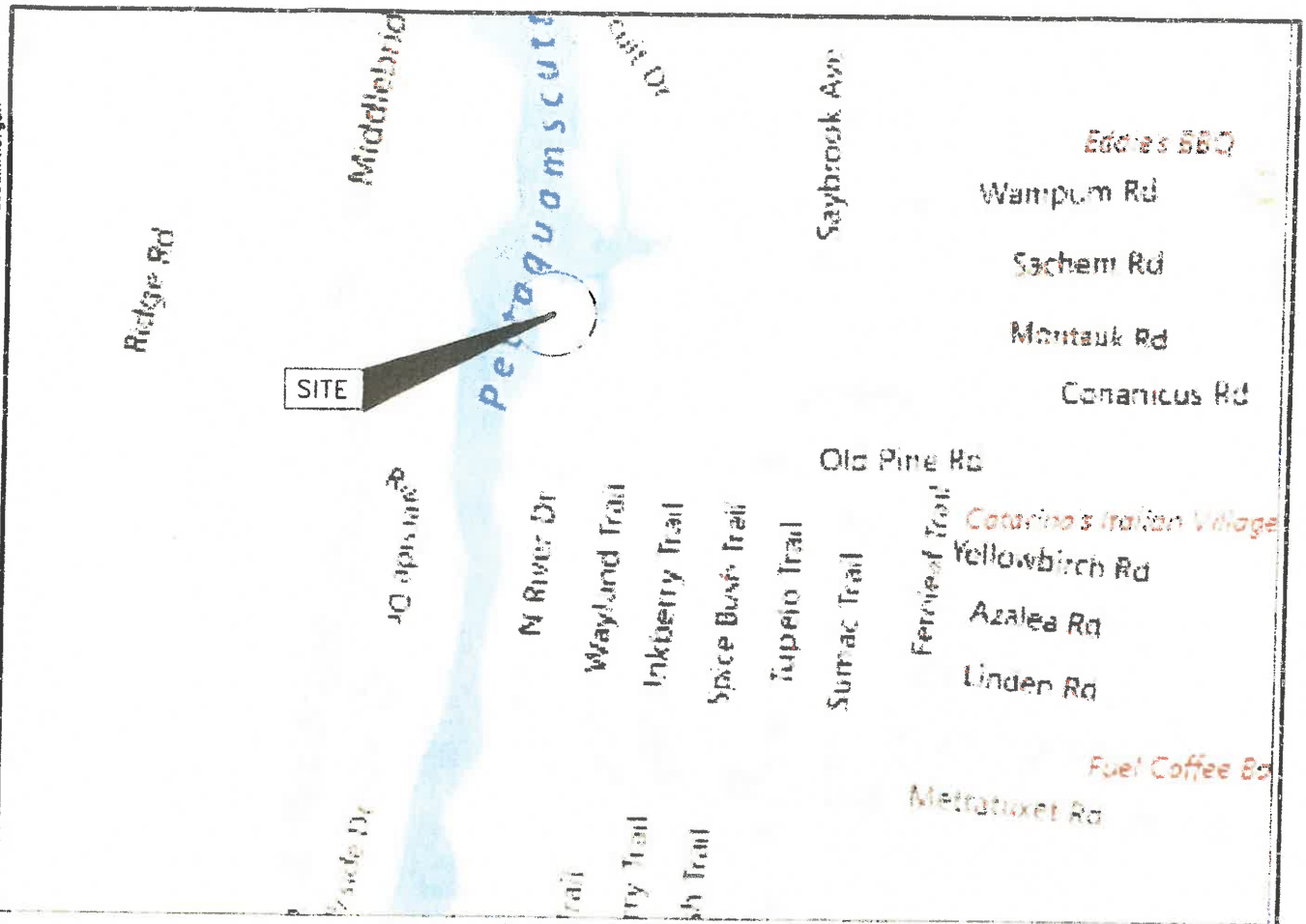
Project Location:	147 Conanicus Road
City/Town:	Narragansett
Plat/Lot:	N-E / 35
Waterway:	Narrow River

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 April 1, 2021.



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 DOCK SECTION B
FIG. 7	PROPOSED DOCK SECTION C
FIG 8	FIXED DOCK FRAMING PLAN AND DETAILS
FIG 9	FLOATING DOCK FRAMING
FIG 10	FLOATING DOCK SECTIONS
FIG. 11	RAMP FRAMING/SECTION
FIG. 12	NOTES

RUSSELL J. MORGAN
6938
REGISTERED PROFESSIONAL ENGINEER
(CAL)
9/3/20

RECEIVED
DEC 31 2020
COASTAL RESOURCES MANAGEMENT COUNCIL

NO.	ISSUE / DESCRIPTION	BY	DATE

PROPOSED RESIDENTIAL DOCK
147 CONANICUS RD
NARR. RI

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

PREPARED FOR:
William Healy
Bethel Ct.

LOCUS PLAN

PROJ MGR: RJM	REVIEWED BY:	CHECKED BY:	1
DESIGNED BY:	DRAWN BY: RJM	SCALE:	
DATE: April 2020	PROJECT NO. 019-02	REVISION NO.	SHEET NO. -- OF XX

GZA-C:\Users\russell.morgan\Documents\MORGAN PE\2019\19-02 147 Conanicus Road\147 Conanicus.dwg [SITE LOCUS] April 16, 2020 - 10:26am russell.morgan

 GZA–C:\Users\russell.morgan\Documents\MORGAN PE\2019\19–02 147 Cananicus Road\147 Cananicus.dwg [FIG 2 (2)] April 13, 2020 – 7:33pm russell.morgan

RUSSELL J. MORGAN
RI 6938
REGISTERED PROFESSIONAL ENGINEER (CIVIL)
9/3/20

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COASTAL RESOURCES MANAGEMENT COUNCIL

PROPOSED RESIDENTIAL DOCK
NARR. RI

EXISTING CONDITIONS - AREAL PHOTOGRAPH

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

PREPARED FOR:
WILLIAM HEALY
Bethel Ct.

PROJ MGR: RJM	REVIEWED BY: RJM	CHECKED BY:	
DESIGNED BY: DES	DRAWN BY:	SCALE: 1" = 40'	
DATE: APRIL 2020	PROJECT NO. 019-02	REVISION NO.	SHEET NO. 2 — OF XX

RUSSELL MORGAN
9/3/20
6838
REGISTERED PROFESSIONAL ENGINEER
(CIVIL)

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DEC 31 2025
COASTAL RESOURCES MANAGEMENT COUNCIL

PROPOSED RESIDENTIAL DOCK
NARR. RI

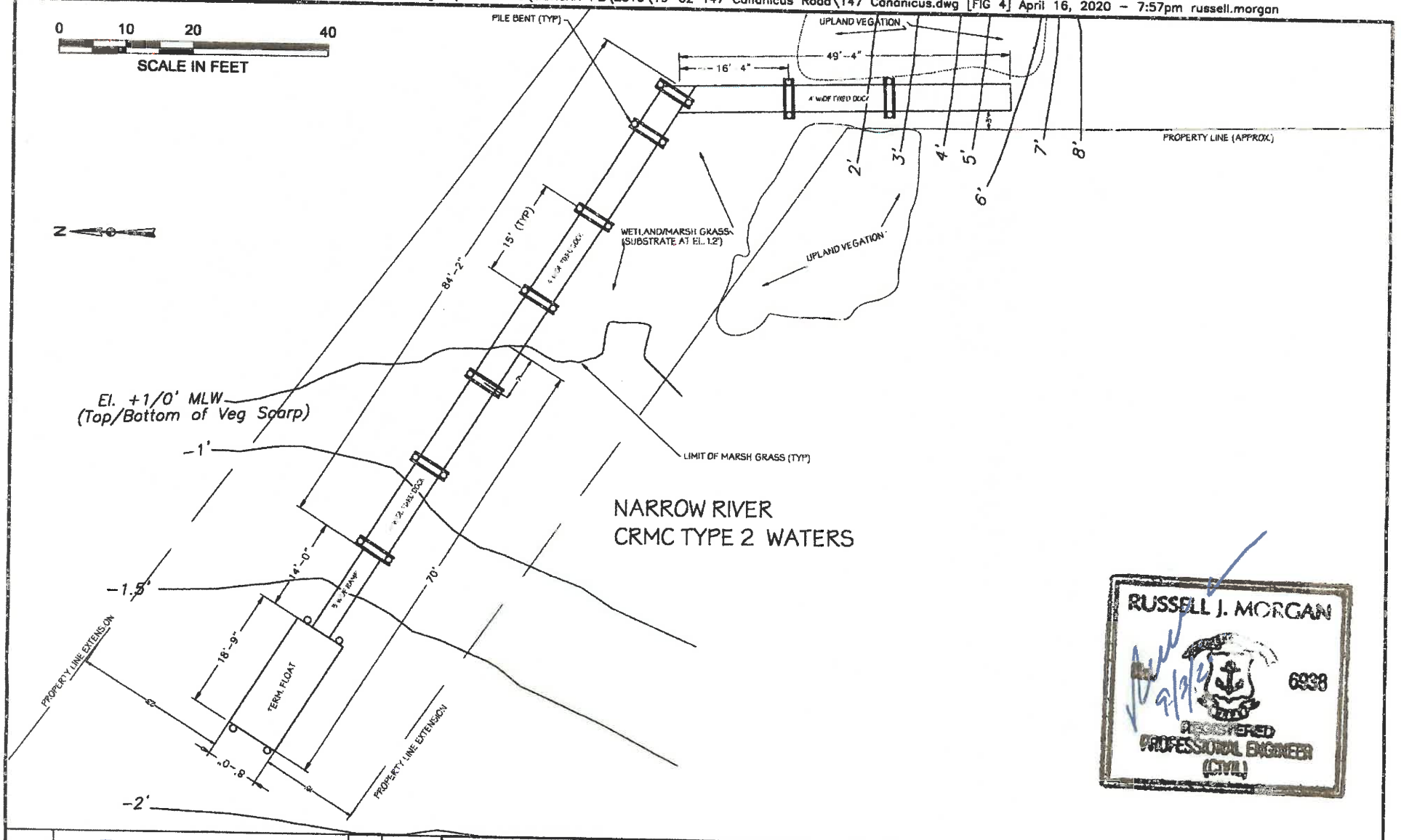
PROPOSED CONDITIONS - AREAL PHOTOGRAPH

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

PREPARED FOR:
WILLIAM HEALY
Bethel Ct.

PROJ MGR: RJM	REVIEWED BY: RJM	CHECKED BY:	
DESIGNED BY: DES	DRAWN BY:	SCALE: 1" = 30'	3
DATE: APRIL 2020	PROJECT NO. 019-02	REVISION NO.	SHEET NO. --- OF XX

 GZA–C:\Users\russell.morgan\Documents\MORGAN PE\2019\19-02 147 Cananicus Road\147 Cananicus.dwg [FIG 4] April 16, 2020 – 7:57pm russell.morgan



RUSSELL J. MORGAN
6938
REGISTERED
PROFESSIONAL ENGINEER
(CIVIL)

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COASTAL RESOURCES MANAGEMENT COUNCIL

NO.	BY	DATE

PROPOSED RESIDENTIAL DOCK
147 CONANICUS RD
NARR. RI

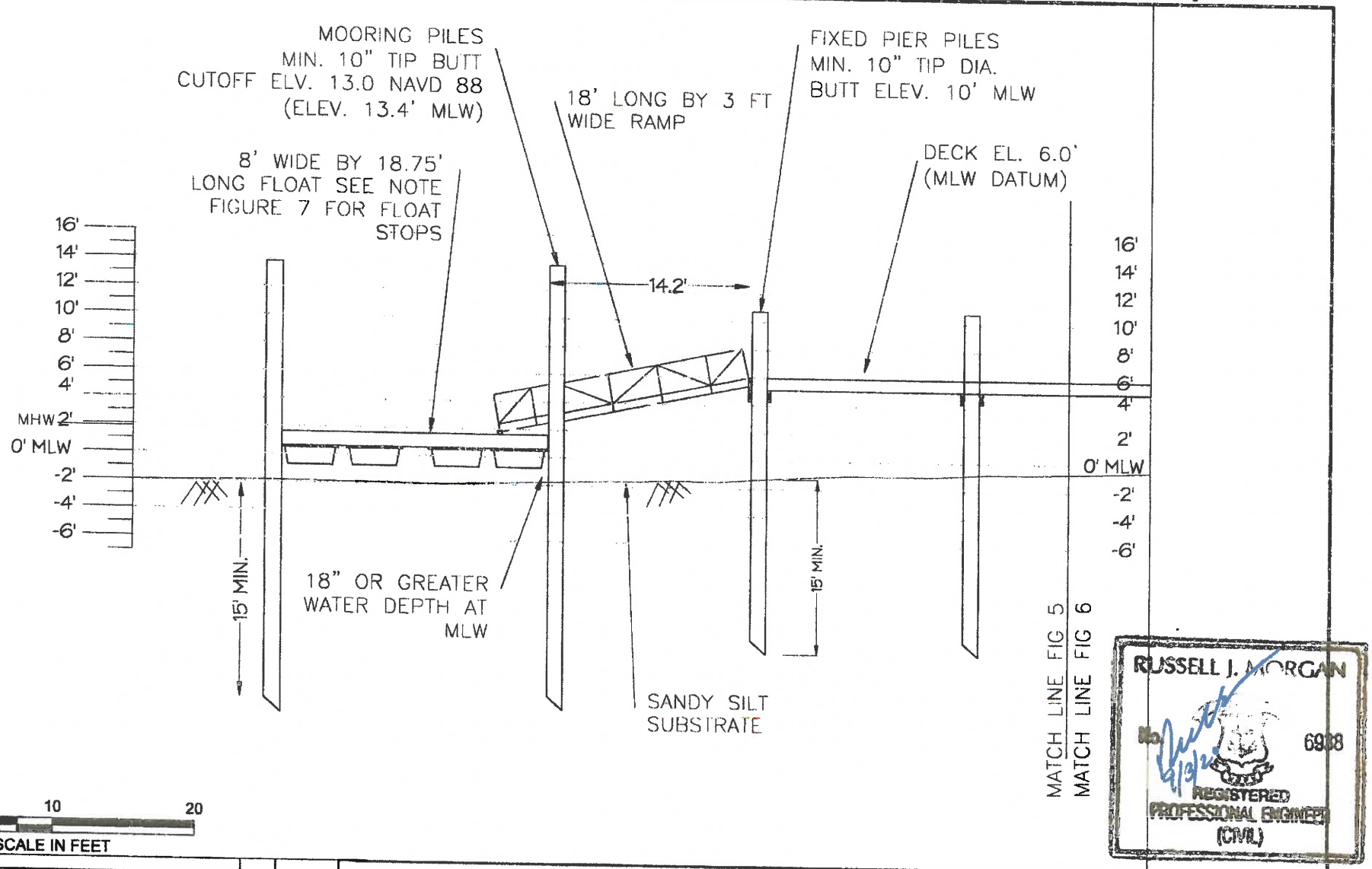
PROPOSED DOCK PLAN

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

PREPARED FOR:
WILLIAM HEALY
Bethel Ct.

PROJ MGR: RJM	REVIEWED BY: RJM	CHECKED BY:	
DESIGNED BY: DES	DRAWN BY:	SCALE: 1" = 30'	
DATE: APRIL 2020	PROJECT NO. 019-02	REVISION NO.	SHEET NO. 4 — OF XX

 GZA–C:\Users\russell.morgan\Documents\MORGAN PE\2019\19–02 147 Cananicus Road\147 Cananicus.dwg [FIG 5] April 14, 2020 – 9:14pm russell.morgan



RUSSELL J. MORGAN
No. 6988
REGISTERED
PROFESSIONAL ENGINEER
(CIVIL)

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COASTAL RESOURCES
MANAGEMENT COUNCIL

NO.	BY	DATE

PROPOSED RESIDENTIAL DOCK
NARR. RI

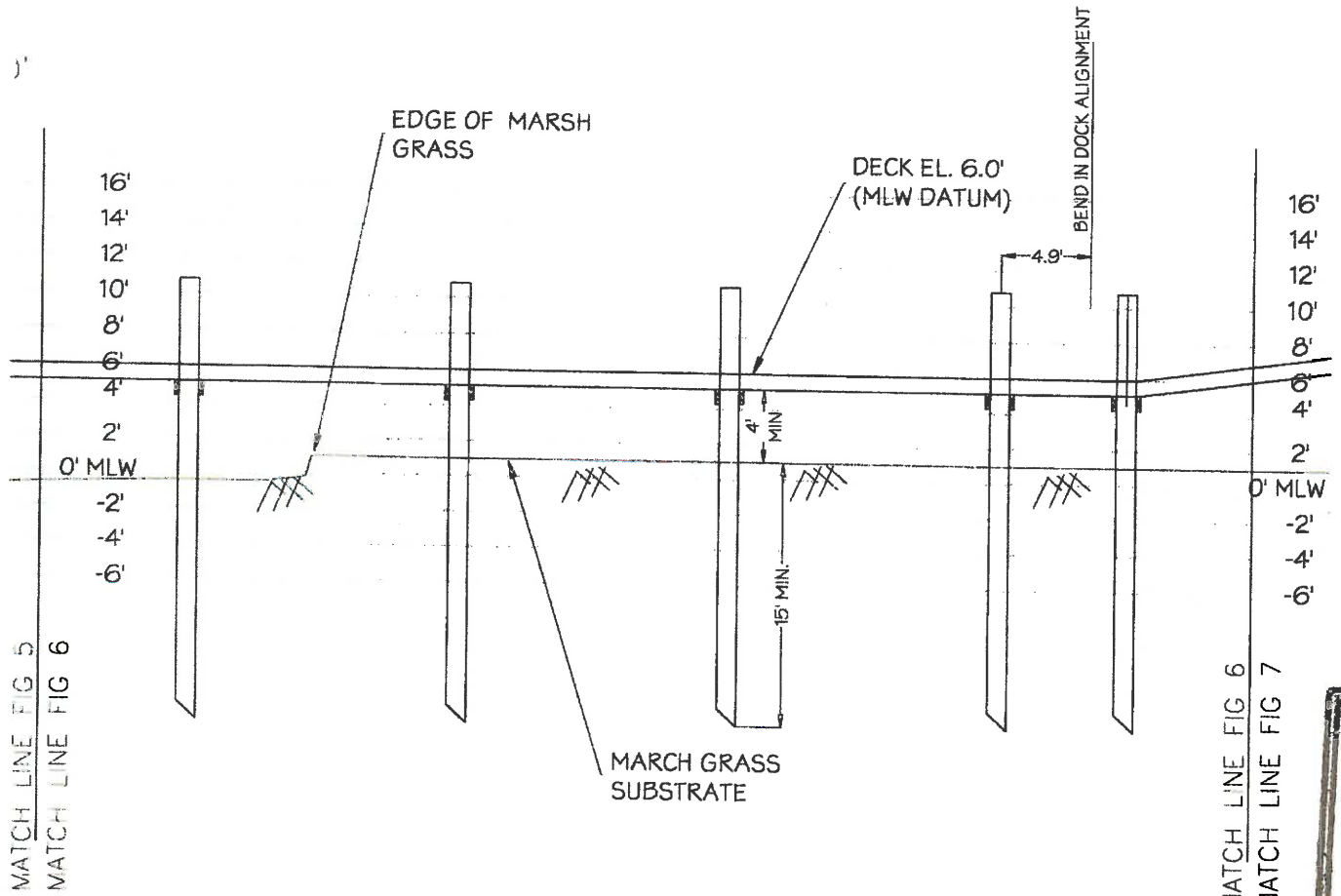
PROPOSED DOCK SECTION A

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

PREPARED FOR:
WILLIAM HEALY
Bethel Ct.

PROJ MGR: RJM	REVIEWED BY: RJM	CHECKED BY:	
DESIGNED BY: DES	DRAWN BY:	SCALE: 1" = 10'	
DATE: APRIL 2020	PROJECT NO. 019-02	REVISION NO.	SHEET NO. 5 — OF XX

 GZA–C:\Users\russell.morgan\Documents\MORGAN PE\2019\19–02 147 Cananicus Road\147 Cananicus.dwg [FIG 6] April 14, 2020 – 9:28pm russell.morgan



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SCALE IN FEET

RUSSELL J. MORGAN
6938
REGISTERED PROFESSIONAL ENGINEER
(CIVIL)

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DEC 31 2020
COASTAL RESOURCES MANAGEMENT COUNCIL

NO.	BY	DATE

PROPOSED RESIDENTIAL DOCK
147 cONANICUS RD
NARR. RI

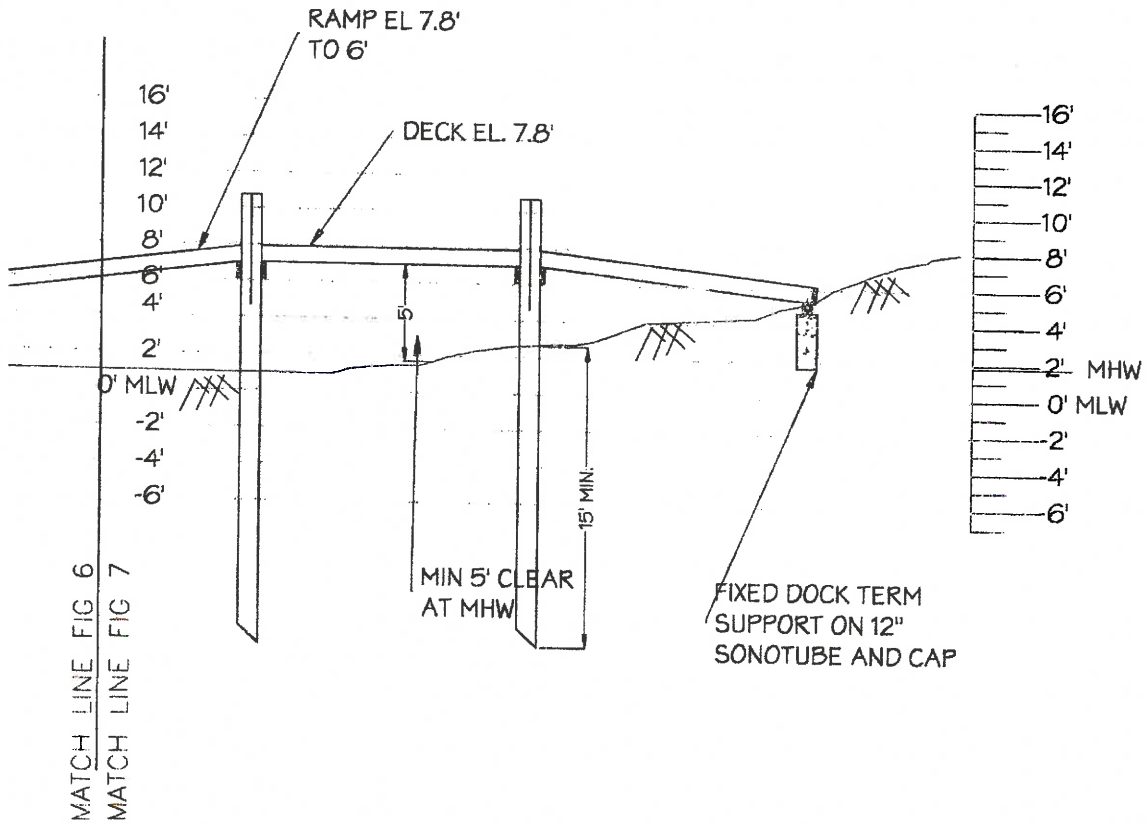
PROPOSED DOCK SECTION B

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

PREPARED FOR:
WILLIAM HEALY
Bethel Ct.

PROJ MGR: RJM	REVIEWED BY: RJM	CHECKED BY:	
DESIGNED BY: DES	DRAWN BY:	SCALE: 1" = 10'	
DATE: APRIL 2020	PROJECT NO. 019-02	REVISION NO.	SHEET NO. 6 — OF XX

 GZA–C:\Users\russell.morgan\Documents\MORGAN PE\2019\19–02 147 Cananicus Road\147 Cananicus.dwg [FIG 7] April 14, 2020 – 9:37pm russell.morgan



RUSSELL MORGAN
No. 6938
REGISTERED
PROFESSIONAL ENGINEER
(CIVIL)

0 5 10 20
SCALE IN FEET

RECEIVED
DEC 31 2020
COASTAL RESOURCES
MANAGEMENT COUNCIL

NO	BY	DATE

PROPOSED RESIDENTIAL DOCK
147 CONANICUS RD
NARR. RI

PROPOSED DOCK SECTION C

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

PREPARED FOR:
WILLIAM HEALY
Bethel Ct.

PROJ MGR: RJM	REVIEWED BY: RJM	CHECKED BY:	
DESIGNED BY: DES	DRAWN BY:	SCALE: 1" = 10'	
DATE: APRIL 2020	PROJECT NO. 019-02	REVISION NO.	SHEET NO. 7 OF XX

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

FILE COPY

APPLICATION FOR STATE ASSENT

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

Project Location 147 Conanicus Rd Narragansett (No. Street City/Town)	File No. (CRMC USE ONLY) 2020-09-059
Owner's Name Suzanne and William Healy	Plat: N E Lot(s): 35
Mailing Address 51 Nashville Road Ext. City/Town Bethel State CT Zip Code 06801	203-943-3863 Contact No.: Email Address: billkrane@gmail.com
Contractor RI Reg. # 32416 Address 237 Liberty lane, W. Kingston	Email address: hbbjr1@yahoo.com Tel. No. 401-439-0618
Designer Russ Morgan Address 49 Pond Street, Wakefield	Tel. No. 401-474-9550
Name of Waterway Pettasquamscutt (Narrow) River	Estimated Project Cost (EPC): Application Fee: 1500

Describe accurately the work proposed. (Use additional sheets of paper if necessary and attach this form.)
Construct a new residential dock consisting of a pile suppported 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): 2018-10-119

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. WH Applicant must initial to certify accuracy of adjacent property owners and accuracy of mailing addresses.

151 Conanicus Rd, Narr. RI 02882, Plat N-E, Lot 36, Owner: Melissa Vallee, Estate of John Perry, Linda Arne, and Richard Perry

143 Conanicus Rd, Narr. RI 02882, Pat N-E, Lot 33, Owner: Denise Orton (Felice)

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. 08/04

William Healy

William Healy William Healy

Owner's Signature (sign and print)

PLEASE REVIEW REVERSE SIDE OF APPLICATION FORM

/ajt/lat

RECEIVED
DEC 31 2020
COASTAL RESOURCES MANAGEMENT COUNCIL

11/2019

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

December 31, 2020

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

Re: CRMC Residential Dock Assent Request
147 Conanicus Rd
Assessor's Plat N-E, Lot 35
Narragansett, Rhode Island

Dear Council:

Please find attached the resubmittal of the Assent Application for the above noted project. The Assent was submitted in September 2020. After review by CRMC Staff it was determined that the site survey plan included in the application was not recent enough to be considered part of the application.

This resubmittal includes the original submission materials with the addition of the a site survey and proposed dock location plan completed by Diprete Engineering and dated December 18, 2020 and a revised Figure 8 "Fixed Dock Framing and Details".

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

Regards,

Russell J. Morgan, P.E.

Cc: William Healy

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

RE: Review of Proposed Dock Plans
147 Conanicus Road
Narragansett, RI

To Whom It May Concern,

I have reviewed the design drawing titled Proposed Dock Plan 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 April 2020. I understand that the proposed dock will be located approximately 15 ft from property I own at 143 Conanicus Road. I have no objection to the location of the proposed dock to be constructed.

Regards,
Print Name: DENISE ORTON

Signature : Denise Orton

Date: 6/27/2020

RHODE ISLAND COASTAL RESOURCES MANAGEMENT COUNCIL
REPORT OF FINDINGS -- PRELIMINARY DETERMINATION

STATEMENT OF LIMITATIONS

The contents of this staff determination report shall be valid only for the period on and preceding the date of this report. This report is neither an approval nor denial of the subject proposal. It is an evaluation of CRMC regulations in effect as of 27 November 2018 as they pertain to the below stated proposal, including preliminary staff recommendations.

Modifications to the below stated proposal may, upon the discretion of the CRMC, render this determination null and void.

APPLICANT INFORMATION

NAME: Michael & Patrice Remington **CRMC FILE NO.** D2018-10-119
LOCATION/POLE: 147 Conanicus Road
CITY/TOWN: Narragansett **PLAT:** N-E **LOT:** 35

CONTACT PERSON(S) & ADDRESS:
Michael & Patrice Remington
422 Red Chimney Drive
Warwick, RI 02886

PRELIMINARY REVIEW INFORMATION

PROPOSAL: Feasibility of a residential boating facility

PLAN(S) REVIEWED: "Site Plan for Michael Remington, 147 Conanicus Road, Narragansett, AP N-E, Lot 35…" dated Oct 2007 as last revised Nov 2007 by Robert E. Winward, PLS

INVESTIGATOR T. Silvia **DATE/TIME:** 11/9/18 AM

MEASUREMENTS & OBSERVATIONS: Observed existing conditions

PREVIOUS CRMC ACTIONS FOR SITE: None revealed in CRMC database search (*see below)

Preliminary Buffer and Setback Requirements:
SETBACK (ref. Section 1.1.7 CRMP): N/A
BUFFER (ref. Section 1.1.9 CRMP): N/A

Note: **Setbacks** apply to "construction related activities" including filling, removing, and grading (ref: Section 1.3.1(B) CRMP). The coastal program requires a minimum setback of either 50', or the buffer zone width plus 25' (whichever is greater). Work within this minimum setback will require a variance per Section 1.1.5 of the CRMP. All variances must be requested in writing. No construction or construction related work shall occur within the required setback (exemptions include structural shoreline protection, outfalls and water dependant uses). Work within the required setback may require a Category "B" review (public notice and decision by the full coastal council) and would likely result in adverse CRMC staff recommendations to the Coastal Council during the review process.

Buffer zones are areas that must be retained in, or allowed to revert to, "an undisturbed natural condition." All structures (excluding accessory structures) should be setback a minimum of 25' from the buffer zone to allow for access, fire protection and maintenance without infringement into the buffer.

NAME: **Remington**
CRMC FILE NUMBER: **D 2018-10-119**

SUMMARY OF FINDINGS

CRMC JURISDICTION: Yes **TYPE WATER:** 2; Low Intensity Use, Narrow River
For the purpose of this review the coastal feature(s) shall be the coastal wetland complex and the inland edge of coastal(s) feature shall be the inland edge of wetland.

Applicability of CRMP and SAM Plans (as amended):
CRMP Sections: 1.1.7, 1.1.10, 1.2.1(B), 1.2.2(C), 1.2.3, 1.3.1(D)1.3.1(R), 1.3.5
SAMP: Narrow River, Lands Developed Beyond Carrying Capacity

STAFF CONCERNS/COMMENTS/INFORMATION REQUIREMENTS:

1) Staff conducted a site visit to the project location to assess the existing conditions. A large coastal wetland complex including tidal creek/inlets exists to the north of the site, predominantly salt marsh ringed with increasing areas of Phragmites vegetation. This portion of the marsh is the southern extent of a large wetland complex directly abutting residential development along this area of the River.

2) The applicant held pre-application discussions with CRMC staff regarding the legal status of pre-existing docks for this parcel. A search of the PAES database reveals no permits for this site for any work however the parcel was apparently originally part of Lot 36 adjacent to the west.

3) Lot 36 received a 10yr temporary dock permit under #1994-06-223 which expired and has since been canceled as the owner failed to respond to CRMC requests for verification of the facility and/or conversion to a full grandfather dock permit. The 10yr permit authorized a pre-existing 4' x 8' float adjacent to the marsh and required relocation of the float and installation of a wooden walkway to avoid further damage to the salt marsh from the extent of foot traffic at the location. The location may have been sited at one point along an area of original Lot 36 which is now part of Lot 35. In summary, there is no legal authorization for any type of residential boating facility (outhaul, float, fixed pier, etc) at either Lot 35 or Lot 36 at this time.

4) In order to construct a residential boating facility to service Lot 35, an Assent application is required which will need to address all the construction, design and location standards contained within RICRMP Sections 1.3.1(D) and 1.3.1(R) as well as other applicable sections noted above. Among other items, this requires an engineered-stamped plan, a submerged aquatic vegetation (SAV) survey during the growing season and minimization of impacts to the coastal wetland along with water depths. An analysis of projected sea level rise impacts to the site should also be included in the application and STORMTOOLs should be utilized as part of this documentation. A 30-day public notice period and review by the USACOE will be included as part of CRMC's regulatory process.

5) As to the suitability of the site itself, there appears to be a shoreline access path located along the western property bound (possibly off-site) leading down onto the salt marsh. This point should be used when considering future dock access, as it already exists and is the shortest distant to the water that the applicant may have partial ownership of.

NAME: **Remington**
CRMC FILE NUMBER: **D 2018-10-119**

6) The applicant should be aware that docks proposed within 25' of any property line extension will require a signoff from the affected abutter and a current PLS-stamped plan, or a request for a setback variance. Depending where the proposed facility is located, this may require signoffs/variances from both abutters (Lots 34 and 36). The submitted narrative indicates one abutter is likely to provide such signoff.

7) Due to the nature of the adjacent salt marsh and the property line layouts relative to the shoreline, it is highly advised that the applicant also explore the potential for a shared facility with one or more abutters, in particular, the lot directly to the west if this would result in a shorter wetland crossing. Such a design would further minimize marsh impacts and is consistent with the RICRMP policies. In any design consideration, the shortest distance across the salt marsh should be the preferred design as extensive crossings will be unlikely to receive staff approval recommendations.

SIGNATURE: _____ STAFF BIOLOGIST

CRMC ASSENT REQUEST
147 CONANICUS ROAD – RESIDENTIAL DOCK CONSTRUCTION
NARRAGANSETT, RHODE ISLAND

Owner: Suzanne and Michael Healy
Mailing Address: 51 Nashville Road Ext., Bethel, CT 06801
Project Location: Plat N-E, Lot 35, 147 Conanicus 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 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 Dock Framing and Details
Figure 9	Floating Dock Framing
Figure 10	Floating Dock Sections
Figure 11	Ramp Framing and Section
Figure 12	Notes

Description of the Existing Conditions and Facility to be Constructed:

The site is a residential property located on the east shore of the Pettasquamscutt/Narrow River south of Bridgetown Road Bridge. This area of the River is designated as Type 2 waters, low intensity use. There is an existing residential structure at the site.

The owners goal is to acquire an assent and construct a dock that is adequate to moor a 20 ft boat.

The exist site consists of a southern area adjacent to the road that sites at a higher elevation then the northern area of the site. Site grades in the southern area range from approximately elevation 12 ft along the road to elevation 8 in the grassed yard north of the structure. The site slopes from elevation 8 ft on a grassed lawn area to approximately elevation 1 ft on the flat marsh grass portion of the property. The coastal feature for this site, as described in the Preliminary Determination, is the wetland complex consisting of the marsh grass and the limit of the feature is the southern limit of the marsh area.

The edge of shoreline is the limit of the marsh grass. Along the shoreline feature the marsh grass substrate is at approximately elevation +1 ft and just beyond this feature the top of sediment is slightly below elev. 0 ft (Mean Low Water Datum).

In conjunction with the development of the dock design a Submerged Aquatic Vegetation Survey was completed by Natural Resource Services on July 15, 2020. 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 coastal feature. The landside terminus of the proposed facility is located within 3 feet of the western property line. This location was chosen to minimize impacts to existing wetlands by using the location and alignment of the exiting footpath, this location also minimizes the length of the facility over wetlands. The alignment of the portion of fixed pier was selected to minimize length over wetland and to align with the float location. The float location was selected based on water depths.

The existing property owner to the west has not agreed to a sign a letter of no objection. The owner to the east has signed a letter of no objection. We will therefore ask for a variance to this requirement.

The land side end of the proposed facility is termination of the deck at approximately site grade elev. 6. The deck slopes up to an elev. of 7.8 ft at the first pile bent to allow lateral shoreline access with an air gap of 5 feet at Mean High Water. The deck then slopes back down of elev. 6 to allow a minimum of 4 feet of clearance above the wetland complex. The facility then transitions to a ramp to provide access to a terminal float.

The terminal float is anchored with 4 mooring piles outboard of the -1.5 ft grade elevation. The float is also to be fitted with chains to support the float when still water elevation are below elev. 0 ft (MLW).

A base site plan was developed using a survey prepared by Robert Winward RI RPLS and dated November 2007. The grades were converted to MLW for the purposes of this application. The grades along within the wetland complex, shoreline and below water were supplemented using a high accuracy RTK GPS survey unit. The relationship between NAVD and MLW datums was established using the short term tidal measurement method and calculations completed at the Bridgetown Bridge and referenced to a FEMA elevation disk located on the bridge. The results of this work is presented on the attached Figures.

The proposed landside and outboard terminus location were determined based on the state plan coordinate referenced plan. A point at the center of the pier at the eastern terminus is to be located at State Plane Coordinate Northing: 342569.7720 and Easting: 144362.3270. At the center of the pier at the western terminus is to be located at State Plane Coordinate Northing: 342471.5360 and Easting: 144473.9867.

The proposed facility will be constructed using machines and materials accessed via barge. A sonotube foundation will be installed directly below the grade landing of the proposed ramp. The contractor will install the two pile bents by driving the piles a minimum of 15 feet below the subgrade. Piles installed within the wetland complex will consist of auguring a pilot hole and jetting and spinning the piles. 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 20 ft 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), (0) and (Q) of this Part; for projects on state land, the state building official, for the purposes of this section, is the building official; *It is my understanding that there are no mooring fields in the area of the proposed facility and building official approval is not required for this type of improvement.*

c. Describe the boundaries of the coastal waters and land area that is anticipated to be affected; *The coastal waters are the Pettasquamscutt/Narrow River, a Type 2 water. The proposed southern (landside) terminus of the dock is proposed to be located in an area of an existing footpath. The proposed structure layout was developed to minimize the path over the existing wetlands to the terminal float proposed to be located approximately 70 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. The area where the proposed eastern end of the dock is terminating is an existing access path to the wetland complex and should make minimal disturbance to the existing conditions.*

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 many residents. The proposed dock extends approximately 70 feet from the existing shoreline, the total distance between shorelines in this reach of the river is approximately 290 feet as measured using high resolution and geo referenced areal photography. Therefore the proposed layout should not impede use of the river. 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. Additionally, the proposed dock is located within a small cove and not near the center of the waterway. Therefore the proposed layout should not impede use of the river.*

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 a previously completed "Short Term Tide Measurement Method" and related calculations developed at the Bridgetown Road Bridge located south of the subject site. It is our opinion that this determination is applicable to the waters of Pettasquamscutt River.*

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.*

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. The results indicated that no vegetation was observed within 100 feet of the shoreline. The*

proposed facility extends approximately 70 feet from the shoreline. Therefore, the proposed facility should not impact existing SAV.

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 above and no upland work is to be completed as part of this project. 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 or 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 (salt marsh) 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 landside terminus was selected to be at the location of an existing footpath access to the waterfront. The overall alignment was selected to minimize the length of pier over the wetland.*

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 inplace.*

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.

(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.

Due to the configuration of the residential building lot and the desire to terminate the dock at an existing access path, this standard cannot be meet. The proposed work is within 25 feet of both adjoining property lines. A letter of no objections has been attained from the neighbor to the east (Lot 33 Denise Orton (Felice)). The neighbor to the west has decided not to sign a letter of no objection until a site survey of the adjacent property is completed. A stamped a survey prepared by Robert Winward RI RPLS and dated November 2007 is attached to this application. We ask for a variance to the standard as described at the end of this narrative.

l. 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 does not extend beyond 25% of the distance across the river and the proposed seaward limit is 70 feet beyond the MLW contour at the center line of the dock. We request a variance from the standard to 70 ft from MLW. The dock length was increase beyond the standard to allow adequate water depth (greater than 18 inches) at the float. A variance from the 50 ft request is made below to this standard 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.*

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 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 eastern terminus is to be located at State Plane Coordinate Northing: 342569.772 and Easting: 144362.3270. At the center of the pier at the western terminus is to be located at State Plane Coordinate Northing: 342471.5360 and Easting: 144473.9867.*

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. 7.8 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.

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.

VARIANCE REQUEST

We are requesting two variances for this project: 1) Proposed float location at 70 feet from the MLW contour and 2) Proposed location of dock facility relative to property lines.

Explanation:

1. The dock float terminus as proposed is located beyond the 50 ft distance from MLW (Standard 11.l.(2) to a distance of 70 feet. This distance is required to meet the minimum depth of water at the float of 18 inches. The design has also incorporated a dock stop detail to prevent float from exceeding this standard.

2. The proposed dock layout does not meet the standard (11.k.). Due to the configuration of the residential building lot and the desire to terminate the dock at an existing access path, this standard cannot be meet. The proposed work is within 25 feet of both adjoining property lines. A letter of no objections has been attained from the neighbor to the east (Lot 33 Denise Orton (Felice)). The neighbor to the west has decided not to sign a letter of no objection until a site survey of the adjacent property is completed. A stamped a survey prepared by Robert Winward RI RPLS and dated November 2007 is attached to this application. We ask for a variance to the standard. The dock terminus was place within 3 feet of the western property line to allow the structure to occupy the non-vegetated area of an existing footpath. Additionally, due to the property line angles the dock alignment is offset 15 feet from the property line extension at the float. This proposed dock alignment was developed to minimize length of dock over the existing wetland complex. There due to the preferred dock alignment this standard cannot be met.

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 allow access to coastal waters for a waterfront property owner using best practices to minimize impacts to the environment.*

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.*

3. Due to conditions at the site in question, the applicable standard(s) cannot be met. *Variance 1: The topography below MLW will not allow the 18 inches of water depth within 50 feet of MLW to be met. The dock layout was extended to 70 feet from MLW where the topography indicates greater than 18 inches of water will be present at MLW. Variance 2: The lot is narrow, in fact the 25 foot offset from extended property lines is not possible at the float location. The dock*

layout was moved to the west to minimize impacts at the southern terminus and to minimize the length of structure over the wetland complex. This is the location that best meets the program goals of reducing environmental impacts. Unfortunately the owner of the property to the east are a group of individuals that will not sign a letter of no objection. A property survey plan, stamped by a RI RLS is attached. The dock layout was superimposed over the survey plan.

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 both variance requests are minimum variances.*

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. *These two variance requests are 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. *Both variance requests are required 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.*

Natural Resource Services, Inc.

Submerged Aquatic Vegetation Survey
147 Conanicus Road
A.P. NE, Lot 35
Narragansett, Rhode Island

Prepared for:
William and Suzanna Healy
51 Nashville Road Extension
Bethel, CT 06801

Report Prepared by:

Edward Avizinis, CPSS, PWS

July 15, 2020

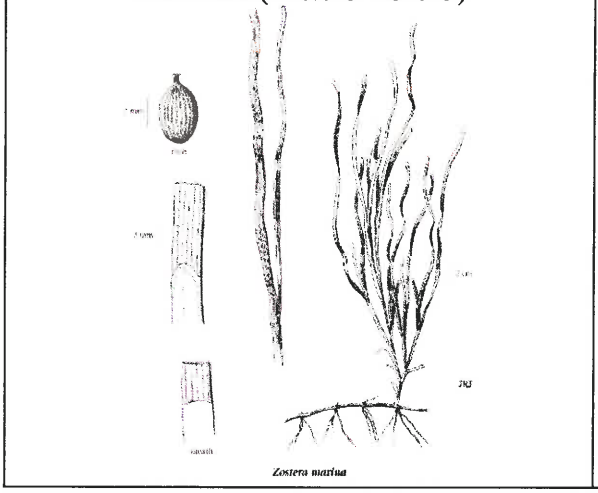
P.O. Box 311 Harrisville, RI 02830 401-568-7390 FAX 401-568-7490

Introduction

Natural Resource Services, Inc. (NRS) has completed a Submerged Aquatic Vegetation (SAV) study in the waters adjacent to 147 Conanicus Road (A.P. NE, Lot 35) 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).

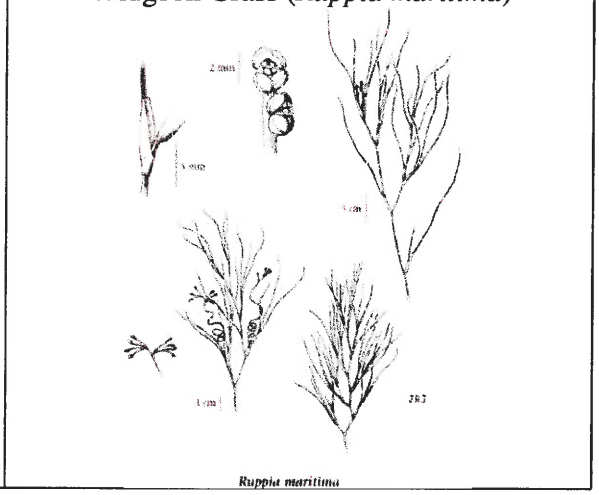
The primary purpose of this SAV study is to identify and map existing eelgrass (*Zostera marina*) and/or widgeon grass (*Ruppia maritima)* beds, substrate within the study area, mean height of eelgrass or widgeon grass shoots, and depth of water (at time of sampling) at each quadrat location. Eelgrass 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.

Eel Grass (*Zostera marina)*



Zostera marina

Widgeon Grass (*Ruppia maritima)*



Ruppia maritima

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 Study was performed on July 15, 2020 by Hannah Chace and myself, with all work occurring between 9:30 AM and 10:30 AM in a portion of Pettaquamscutt (Narrow) River (Waterbody ID: RI0010044E-01A) classified as Type 2 Waters. Type 2 Waters are defined as low intensity use waters; docks are permittable in these waters. Low tide was recorded to be at 9:44 a.m. on July 15, 2020 (Narragansett Pier, RI (#8454658)).

NRS has established six (6) transects (A – F) to encompass the area along the shoreline of the subject property. The first transect, transect A, was placed along the edge of the property

line. Transect B through F are placed at approximate ten-foot (10') intervals along the shoreline south of transect A. The transect start points are identified by flagging tied to stakes along the shoreline. The established transects extend seaward into Narrow River almost perpendicular to the shoreline, with a slight angle towards the north as was requested by the engineer, Russ Morgan. From the start of each stake, each transect is approximately 90 feet in length.

Along each transect, one-meter square sampling stations (quadrats) were established every 10 feet. Substrate characteristics, 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 GeoXH 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. No widgeon grass *(Ruppia maritima)* or Eelgrass *(Zostera marina)* was observed during the SAV survey.

The transect and sampling data collected by NRS is available electronically and will be forwarded to your engineer, Russ 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 GeoXH). 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

Photo 1 – Looking West Across River

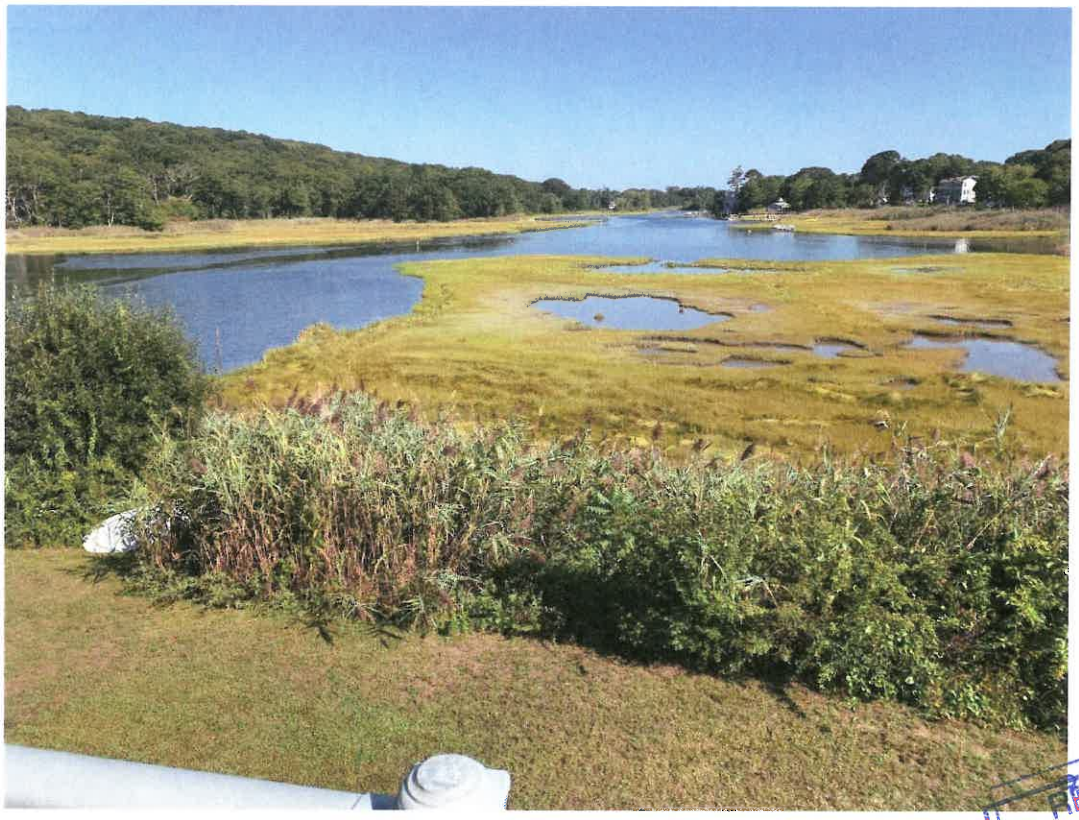


Photo 2 – Looking North

Photo 3 – Looking south

Submerged Aquatic Vegetation Survey Sketch
147 Conanicus Road
A.P. NE, Lot 35
Narragansett, RI

0 25 50 100 Feet

med by Edward Avizinis, CPSS, PWS and Hannah Chace - July 15, 2020
using handheld Trimble GeoXH

N W E S

April 2020 aerial
RI DEM Mapping

RIGIS
Natural Resource Services, Inc.
PO Box 311
180 Tinkham Lane
Harrisville, RI 02830
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f. (401) 568-7490

Submerged Aquatic Vegetation Survey Data
147 Conanicus Rd - Narragansett
Performed by: Edward J. Avizinis 7/15/2020

A

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Average height
A1	10	2.5	Mucky Silt	0	-
A2	20	2.5	Mucky Silt	0	-
A3	30	2.5	Mucky Silt	0	-
A4	40	2.5	Mucky Silt	0	-
A5	50	2.5	Mucky Silt	0	-
A6	60	2.75	Mucky Silt	0	-
A7	70	3	Mucky Silt	0	-
A8	80	3.5	Silt	0	-
A9	90	3.5	Silt	0	-
A10	100	3.5	Silt	0	-

B

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Average height
B1	10	2	Mucky Silt	0	-
B2	20	2	Mucky Silt	0	-
B3	30	2	Mucky Silt	0	-
B4	40	2	Mucky Silt	0	-
B5	50	2.5	Mucky Silt	0	-
B6	60	2.75	Mucky Silt	0	-
B7	70	2.75	Silt	0	-
B8	80	3	Silt	0	-
B9	90	3	Silt	0	-
B10	100	3.5	Silt	0	-

C

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Average height
C1	10	2	Mucky Silt	0	-
C2	20	2	Mucky Silt	0	-
C3	30	2.5	Mucky Silt	0	-
C4	40	2.5	Mucky Silt	0	-
C5	50	2.75	Mucky Silt	0	-
C6	60	3	Mucky Silt	0	-
C7	70	3	Silt	0	-
C8	80	3	Silt	0	-
C9	90	3	Silt	0	-
C10	100	3.5	Silt	0	-

D

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Average height
D1	10	2	Mucky Silt	0	-
D2	20	2.5	Mucky Silt	0	-
D3	30	2.5	Mucky Silt	0	-
D4	40	2.5	Mucky Silt	0	-
D5	50	2.5	Mucky Silt	0	-
D6	60	2.5	Mucky Silt	0	-
D7	70	2.5	Silt	0	-
D8	80	3	Silt	0	-
D9	90	3	Silt	0	-
D10	100	3.5	Silt	0	-

E

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Average height
E1	10	2	Mucky Silt	0	-
E2	20	2.5	Mucky Silt	0	-
E3	30	2.5	Mucky Silt	0	-
E4	40	2.5	Mucky Silt	0	-
E5	50	2.5	Mucky Silt	0	-
E6	60	2.5	Mucky Silt	0	-
E7	70	2.75	Silt	0	-
E8	80	2.75	Silt	0	-
E9	90	3	Silt	0	-
E10	100	3	Silt	0	-

F

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Average height
F1	10	2	Mucky Silt	0	-
F2	20	2.5	Mucky Silt	0	-
F3	30	2.5	Mucky Silt	0	-
F4	40	2.5	Mucky Silt	0	-
F5	50	2.5	Mucky Silt	0	-
F6	60	2.5	Mucky Silt	0	-
F7	70	2.5	Silt	0	-
F8	80	2.75	Silt	0	-
F9	90	3	Silt	0	-
F10	100	3	Silt	0	-

March 25, 2021

RE: File number 2020-09-059

To whom it may concern

I, Melissa Vallee am one of the owners of 151 Conanicus Rd. Narragansett. I'm writing this in request of a hearing on this matter.

The proposed dock is too close to line if not right on the line. It's my understanding that it must be 25ft from boundary line.

Sincerely,

Melissa Vallee

PO Box 51

Narragansett RI 02882-0051

(401) 441-7922

mvallee51@yahoo.com

Amanda Turco

From: Tracy Silvia <tsilvia@crmc.ri.gov>
Sent: Thursday, April 1, 2021 4:18 PM
To: 'Amanda Turco'
Cc: Lisa Turner
Subject: FW: CRMC Public Notice -- Narragansett File Number: 2020-09-059

Interestingly, these appear to be 'comments' not an objection...their last statement says they are not objecting to the proposal outright.

Either way, I replied thanks and gave them the cstaff1 email address for future review/queries.

TS

From: Narrow River Preservation Association [mailto:nrpa@narrowriver.org]
Sent: Thursday, April 01, 2021 3:48 PM
To: Tracy Silvia
Subject: Re: CRMC Public Notice -- Narragansett File Number: 2020-09-059

Hello, Tracy

I hope this message finds you well. My name is Rebecca and I am the new Program Coordinator with the Narrow River Preservation Association, taking over the position following Alison Kate's resignation (she'll be staying on with NRPA as an Advisory Board member). The NRPA Board of Directors asked me to forward you their appeal on CRMC Public Notice- Narragansett File Number: 2020-09-059; please find their appeal below:

"In brief, NRPA has significant concerns with this dock proposal due to the significant direct and cumulative impacts to salt marsh as well as direct and cumulative impacts to the high aesthetic quality along this reach of the river. This proposal (along with the precedent it will set for abutting parcels to construct even longer structures across the stressed salt marsh) requires careful evaluation as required under the Narrow River Special Area Management Plan (SAMP).

The Narrow River SAMP Section 4.4.14 Cumulative Impacts states "managing for **cumulative impacts is one of the major issues of concern for CRMC**.

B. Policies

1. It is the Council's policy to minimize cumulative impacts by anticipating and appropriately siting land and water uses and development activities to **avoid cumulative effects** to the Narrow River.

2. It is the Council's policy to consider the **cumulative impacts** of OWTS, impervious areas, stormwater runoff, vegetation removal and soil erosion, dredging the stabilized breachways and tidal deltas, barrier beach and flood zone development, residential activities, marinas, **docks**, and recreational boating, public water and sewer facilities, wetland alteration and noise and lighting impacts on habitat."

Elsewhere in the Narrow River SAMP (810.6 Cumulative Effects on the Narrow River Ecosystem), it states "The Council is concerned about **cumulative impacts** because they affect the amount and strength of pollutants entering the Narrow River watershed; **fish and wildlife habitat**; and the **aesthetic and recreational values** of the region."

We believe the application is deficient, in part, because it does not address the cumulative impacts to salt marsh as well as direct and cumulative impacts to aesthetic quality from this proposal in combination with the abutting lots which will surely construct even longer structures across the stressed salt marsh should this application be approved.

The site of the proposed dock is directly across from one of the crowning open space jewels along the river owned and managed by the Narrow River Land Trust. As you are likely aware, the salt marsh habitat on this parcel has been the subject of past restoration work to address stressors from SLR. It would appear the marsh to be impacted by this dock proposal shows similar signs of degradation (W. Fergusson, Save the Bay, pers. comm.). As a result, the cumulative direct and indirect impacts to marshes known to be stressed from the effects of accelerated SLR may ultimately extend well beyond the footprint of the dock structure itself. The negative impacts of rapid SLR on salt marshes within the Narrow River estuary have been well documented and a significant investment of public funding has occurred within the river system in an attempt to improve their resiliency to climate change.

The negative impacts of private docks on salt marsh vegetation stem density and biomass are well reported in Logan et al (2018, Effects of Docks on salt marsh vegetation: an evaluation of ecological impacts and the efficacy of current design standards. Estuaries and Coasts, 41:661-675). According to this publication, the reduction in vegetation stem density and biomass can lead to a reduction in ecosystem services. Observed reductions in marsh stem density under dock structures can reduce the effectiveness of marsh vegetation in preventing erosion and storm damage. Shading-induced reduction of aboveground biomass translates to a direct loss of detrital inputs to estuarine food webs and can lead to diminished benthic invertebrate diversity and abundance. As shading causes a reduction of stem density under docks over time, the marsh platform may gradually erode resulting in a lower elevation and more frequent tidal inundation, conditions less suitable for *S. patens* survival. *D. spicata*, which displaced *S. patens* in their study. Finally, the report finds that while individual impacts may be relatively minor, the potential cumulative impacts from docks may result in ecosystem-level impacts.

NRPA contends that other stressors negatively impacting salt marsh (e.g., increased inundation resulting from rapid SLR), could interact with shading stress to compound impacts to vegetation exacerbating the loss of high

salt marsh plant communities and further threatening the existence of salt marsh dependent wildlife species (e.g., salt marsh sparrow).

As shown on the applicant's plans, the entire salt marsh has been surveyed to be below MHW and therefore held in public trust and not owned by the applicant as the oddly configured lot lines might suggest. Therefore, the dog leg extension of the lot to the northwest towards the river edge is an artificial construct and does not, in fact, exist as the entire dog leg portion of this "lot" is on public trust lands. It is important to emphasize all the impacts to salt marsh from the dock proposal as well as cumulative impacts from abutting landowners will occur on public trust lands. We recognize, riparian owners have the right to 'wharf out' to navigable depth. We question whether this right comes at any expense to critical and stressed state-owned salt marsh habitat.

The location of the proposed float is within an area of rapidly expanding shoaling. Insufficient data was provided to evaluate the bathymetric data and the determination of the elevation of MLW. Elevations in the site plan are a combination of a 2007 survey with more recent RTK data of the shoreline and coastal features. We believe all the elevation data were converted to MLW using a previously determined relationship at Bridgetown Road based on the "short term tide measurement method." We request access to this supporting documentation to allow us to undertake a review.

Should CRMC find that the magnitude of the anticipated negative consequences from this proposal along the with the precedent it will set for the neighborhood are not sufficient to deny the application, we respectfully ask CRMC to require design revisions to minimize impacts to vegetation (including but not limited to reducing the number of piles and increasing structure height over the marsh). Should the application ultimately be approved we ask CRMC to require a long-term annual reporting requirement as well as a detailed adaptive management plan outlining actions to be undertaken by the applicant should the monitoring detect unacceptable levels of salt marsh plant community change.

Thank you for the opportunity to provide these comments. We trust you will consider the following issues in your review of the application; implications of private ownership and public trust lands, direct and cumulative impacts to the salt marsh and the high aesthetic quality along this reach of the river, bathymetric methods, long-term monitoring and adaptive management. We would be glad to review any supplemental information that may be generated from your inquiries. Please note these comments are intended to highlight our concerns and assist you in your review, we are not formally protesting the application."

Sincerely,

Rebecca on behalf of the NRPA Board of Directors

Rebecca Russell
Program Coordinator
Narrow River Preservation Association
PO Box 8, Saunderstown, RI 02874
narrowriver.org
(401) 602-8865

Lisa Turner

From: Narrow River Preservation Association <nrpa@narrowriver.org>
Sent: Tuesday, March 9, 2021 11:14 AM
To: Lisa Turner
Subject: Re: CRMC Public Notice -- Narragansett

Lisa:

Thank you for promptly providing the pdf of the Healey file.

As you may imagine, NRPA has significant concerns regarding potential and cumulative impacts to salt marsh from this proposal as well as the precedent it will set for abutting parcels to construct even longer ones. We are attempting to research the backdown of the bathymetric data and the determination of the elevation of MLW. Elevations in the site plan are a combination of a 2007 survey with more recent RTK data of the shoreline and coastal features. All the elevation data were converted to MLW using a previously determined relationship at Bridgetown Rd (Lacey bridge, I believe) based on the "short term tide measurement method."

Is it possible to ask the applicant to provide that previous tidal study as well as the conversion from NAVD88 to MLW based on that relationship? It's not included in the application.

It would appear all the plans hinge on that measurement, the conversion, and the newly surveyed elevations at the site. We would like to know when it was done (previous tidal epoch?) and how it compares to the 1+ year of measurements at Middlebridge.

Regards,
Alison

Alison Kates
Program Coordinator
Narrow River Preservation Association
PO Box 8, Saunderstown, RI 02874
nrpa@narrowriver.org
pronouns: she/her

On Mar 2, 2021, at 8:11 AM, Lisa Turner <lturner@crmc.ri.gov> wrote:

Good Morning Alison! As requested, I have attached the pdf of the Healey file as is today.

Lisa A. Turner
Office Manager
Coastal Resources Management Council
Oliver Stedman Government Center
4808 Tower Hill Road; Room 116
Wakefield, RI 02879
401-783-3370

From: Narrow River Preservation Association [mailto:nrpa@narrowriver.org]
Sent: Tuesday, March 2, 2021 7:49 AM
To: Lisa Turner <lturner@crmc.ri.gov>
Cc: Craig Wood <cwood@essgroup.com>
Subject: Re: CRMC Public Notice -- Narragansett

Good morning Lisa -

We request to see the full application for this proposed dock.

File Number: 2020-09-059
Applicants: William and Suzanne Healy
Project location: 147 Conanicus Road

Is that something you can send me digitally or should I come by and pick it up?

Many thanks,
Alison

Alison Kates
Program Coordinator
Narrow River Preservation Association
PO Box 8, Saunderstown, RI 02874
narrowriver.org
(401) 588-0418

On Mar 1, 2021, at 3:37 PM, Lisa Turner <lturner@crmc.ri.gov> wrote:

Please note: Comments must be submitted by April 1, 2021. Thank you!

Lisa A. Turner
Office Manager
Coastal Resources Management Council
Oliver Stedman Government Center
4808 Tower Hill Road; Room 116
Wakefield, RI 02879
401-783-3370

<Public Notice 2020-09-059 Healy Narr.pdf>

<2020-09-059.pdf>

Lisa Turner

From: Phil Capaldi <philcapaldi@yahoo.com>
Sent: Monday, November 1, 2021 9:18 PM
To: 'Alison Kates, NRPA Program Coordinator'; 'Anthony Santilli, Narragansett Building Official'; 'Bryan Couture'; Chris Meyers, Block Island Ferry; 'Donald Greco'; Gary Dorfman; 'Harvey Cataldo, Bluff Hill Cove Oysters'; 'James Tierney, Narragansett Town Manager'; Janet Tarro, Town Clerk, Narragansett; 'Janice McClanaghan'; 'Jeffrey Ceasrine, PE, Narr Town Engineer'; 'Jill Sabo, AICP, CFM, Town of Narragansett'; 'Matthew Enright, Independent RI -- Narragansett'; 'Matthew Mannix, Narragansett Council President'; 'Michael DiCicco, Director, Narr Public Works'; 'Michael McElroy, Esq.'; 'Michael Vendetti, Chair, BSFD'; Michelle Kershaw, Director, Parks and Recreation; 'Narragansett Conservation Commission'; 'Narragansett Times'; 'Patricia Roosa, Narragansett Town Mgrs. Office'; 'Robert Patterson, Narragansett'; 'Scott M. Partington, Fire Chief, Narragansett Fire Dept.'; 'Teri C. Donovan, Narragansett Town Clerk'; 'Thomas J. Dunn Jr., Artisan Builders'; 'Trudy McKendry, HIIA, Secretary'; 'William Onosko'; Alicia Wilson, USACE NE Dist; Reg Div; 'Amy Rose Weinreich, Charlestown TC'; 'Bruce Eastman, RISA'; 'Carol Wordell, Little Compton Town Clerk'; 'Charlotte Taylor'; 'Chris Church, Reporter'; 'Christina Collins, Jamestown Acting Town Admin'; 'Christine Andrews, QDC'; 'Chuck Horbert, RIDEM'; 'Colin Howard, Independent RI -- South Kingstown'; 'David Latham'; 'David Murdock'; 'David Prescott, Save the Bay'; 'Deborah Mongeau, Librarian'; 'Donna Giordano, Westerly TC'; 'Emilie Holland'; 'Eric Schneider, RIDEM Fish and Wildlife'; 'Erin Liese, Jamestown Town Clerk'; 'Glenn Modica'; 'James Bessette, Editorial Assistant'; Jayna Jenkins, City of Cranston, Sr. Clerk; 'Jean Bellm, Exec Asst, Barrington'; 'Jeanne Spencer, Tiverton Town Clerk's Office'; 'Jeannette Alyward, North Kingstown TC'; Jeff Willis; 'Jeffrey Gardner'; 'Jennifer M. West , Portsmouth TC'; 'Jerry Elmer , Esq, CLF'; Jim Boyd; Joan Chabot, Town Clerk, Tiverton; 'John Brown, THPO, Narragansett Indian Tribe'; 'John Torgan'; 'John Williams, Warwick Cove Marina'; 'Jonathan F. Stone, Exec Dir'; 'Jude Zeh'; 'Kathy & Steve Jacques'; 'Kathy & Steve Jacques'; 'Kendra L. Beaver, Esq, Save the Bay'; Kevin R. Kotelly, USACOE; 'Kim A. Casci-Palangio, East Prov CC'; 'Laura C. Swistak, City Clerk, Newport'; Laura Dwyer; 'Lawrence Taft, Exec Dir'; Leanne Zarrella, City of Cranston, City Clerk; 'Leigh Carney, Town Clerk'; Leslie Martin, USARMY USACE; Lisa Turner; 'Liz Boardman'; 'Lyn Pagliarini, Warwick City Clerk'; 'Matt Gineo, Oldport Marine'; 'Matt O'Brien, AP Reporter'; 'Melanie Jewett Army, AICP, RIDOT'; Melissa Cordeiro, Bristol Town Clerk; 'Meredith J. DeSisto, Barrington TC'; 'Michael McGiveney'; Michael S. Wierbonics, USARMY CENAE; 'Mike Jarbeau, Save The Bay'; 'Neal Personeus, RIDEM'; 'Nick Donadio'; 'Peter A. Healey'; 'Peter M. Vieira, Marine Construction'; Priscilla De La Cruz, Audubon Society of RI; 'Providence City Clerk'; 'Richard Goldstein Pawtucket TC'; 'Richard Kalunian'; 'Robert Lyons, Ocean House Marina'; Robin Barlow, RI Builders; 'Rodman R. Black Jr. HIIA'; Sandrea Speroni, Town Clerk's Office; 'Scott Briggs, Librarian'; Susan Flynn, SK Town Clerk; 'Thomas R. Evans, State Librarian'; 'tim rockwell'; 'Wendy J. W. Marshall, Middletown TC'
Subject: Re: CRMC Public Re-Notice of 2020-09-059 - Healy - Narragansett

The application and photo does little to show the orientation regarding the orientation at which it reaches the river.
Is this location considered to have "riparian rights"? Clarification regarding this site photo etc- is needed. Is the fact that the dock is not a straight line from the property to the water an issue? For it would seem that it turns for a reason.

Again - more clarification. Does this dock configuration then limit it's next door neighbor? And it seems there are 4 more houses in the same configuration as the applicant. Do they have riparian rights?

On Monday, November 1, 2021, 04:24:45 PM EDT, Lisa Turner <lturner@crmc.ri.gov> wrote:

Please note: Comments must be received by December 1, 2021. Thank you!

Lisa A. Turner

Office Manager

Coastal Resources Management Council

Oliver Stedman Government Center

4808 Tower Hill Road; Room 116

Wakefield, RI 02879

401-783-3370