

# CRMC DECISION WORKSHEET

2019-10-084

Kenneth & Sally Pietrzak

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
2019-10-084	Narragansett	200 Riverdell Drive		A*	<input type="checkbox"/>	X
		Plat	N-K			
		<b>Owner Name and Address</b>				
Date Accepted	10/30/19	Kenneth & Sally Pietrzak		Work at or Below MHW	Yes	
Date Completed	2/10/21	200 Riverdell Saunderstown, RI 02874		Lease Required	<input type="checkbox"/>	

## PROJECT DESCRIPTION

To construct and maintain a residential boating facility consisting of a 4' x 46.5' fixed timber pier leading to a 3' x 14' access ramp and 8' x 18.75' (150sf) terminal float.

## KEY PROGRAMMATIC ISSUES

**Coastal Feature:** Coastal beach backed by steep coastal bank

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

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

**SAMP:** 650-RICR-20-00-04 Narrow River, Lands Developed Beyond Carrying Capacity

### Variances and/or Special Exception Details:

RedBook 650-RICR-20-00-01 Section 1.3.1(D)(11)(k), property line setback requires 100% relief

### Additional Comments and/or Council Requirements:


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

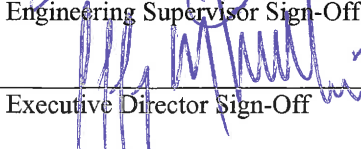
## STAFF RECOMMENDATION(S)

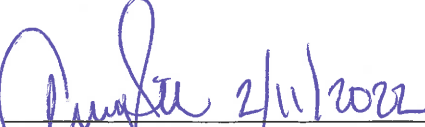
Engineer \_\_\_\_\_ Recommendation: \_\_\_\_\_


Biologist **TAS** Recommendation: **No Objections, Defer for Comments Received**

Other Staff \_\_\_\_\_ Recommendation: \_\_\_\_\_

 \_\_\_\_\_ 2/11/22  
Engineering Supervisor Sign-Off date

 \_\_\_\_\_ 11/16/2022  
Executive Director Sign-Off date

 \_\_\_\_\_ 2/11/2022  
Supervising Biologist Sign-off date

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

Name: Kenneth & Sally Pietrzak  
CRMC File No.: 2019-10-084  
Staff Report



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

DATE: 10 February 2022  
TO: Jeffrey M. Willis, Executive Director  
FROM: T. Silvia, Staff Biologist  
SUBJECT: CRMC File No. 2019-10-084

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Applicant's Name: Kenneth & Sally Pietrzak  
Project: To c/m a residential boating facility consisting of a 4' x 46.5' fixed timber pier leading to a 3' x 14' access ramp and 8' x 18.75' (150sf) terminal float.  
Location: 200 Riverdell Drive, Narragansett, plat N-K, lot 2-1  
Water Type/Name: Type 2, Low Intensity Use, Upper Narrow River  
Coastal Feature: Coastal beach backed by steep coastal bank  
Reviewed Plans: "Proposed Dock, 200 Riverdell, Narragansett, RI..", ten (10) sheets with sheets 1&2 dated 9/26/19, sheet 3 last revised 11/14/19, sheets 4 & 5 last revised 1/22/22 and sheets 6-10 dated 10/19/19 by Russell J. Morgan, RPE & "Plan of Land, Town of Narragansett, AP N-K, Lot 2-1, 200 Riverdell Drive, Ken Pietrzak.." dated June 29, 2019 by James Calderone, PLS  
Recommendation: No Objection, Defer to Council for Consideration of Objectors' Comments

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**STAFF REPORT**

A) PROJECT SITE/HISTORY:

1. The parcel is located along the eastern shore of the upper Narrow River in the Saunderstown area (Figure 1). Residential subdivisions with several permitted docks are located in this general vicinity. The coastal feature is coastal beach backed by erosive vegetated coastal bank. The project site is proposed between an existing dock to the south and an existing marina to the north.
2. Assent #1980-01-004, issued by the CRMC for a new dwelling, noted the existing Forest Lakes Preservation Association (FLPA)'s 'private beach and docking facility' to the north.

3. CRMC issued #1983-3-46 for an addition and shoreline access path and the coastal feature (bank) has remained vegetated throughout. Minor permits were issued for fence and tree removal in 2005 and 2009. The southern abutter's dock was approved under a 2004 Assent.
4. The northern abutter's (FLPA) history is more complicated: #1994-10-44 Temporary Dock permit was issued for 4 boats, referencing a "4' x 10' floating dock" since 1974. In response to a violation, a 1995 letter cited 7-10 boats existing at the facility for 'twenty years'. CRMC permit #1996-4-23 authorized a Marina Perimeter Limit (MPL), approving a 10-boat facility which was described in part as a concrete pier, gangplank, 8 floats and a swim platform. Total length appeared to be 60' from the concrete pier, excepting the swim platform. The facility is located at the extreme southern end of the FLPA parcel adjacent to a recreational beach area running to the north.

B) REVIEW TIMELINE:

1. This application was accepted 10/30/19 and staff conducted a site visit soon after. Although within the standard 50' MLW dock length, staff requested a shortened facility, hoping to minimize impacts to the congested area. The project was reduced and revised plans were sent to notice 11/26/2019.
2. Comments were received from the FLPA, as well as individual members of the neighborhood who were concerned with safety and congestion. Staff met with the southern abutters to explain the review process and held discussions with the FLPA President(s). A response to comments from the applicant on May 19, 2020, included an alternative layout (sheet 3 of the current reviewed plans).
3. Staff held internal discussions regarding the proposal, determining that the proposed alternative would not require additional public notice as it was no more variant than originally Noticed. The applicant chose to move forward with those revisions (current planset) in August 2020.
4. As navigational congestion was repeatedly cited as a concern with this proposal, staff also requested an informal current layout from the FLPA (Figure 2) for comparison with their approved MPL (Figure 3). The layout shows a concrete pier, 4' x 10' 'removable drawbridge' (ramp) and six 4' x 10' floats extending 60' further seaward, plus 2' 'outriggers' on either side. It is assumed that the swim platform is typically located further seaward, with total length similar to 1996.
5. A 'cleaned up' set of final plans for Council review was received per staff request on January 24, 2022 and are the plans upon which this report is based.

C) PROPOSED PROJECT:

1. The applicant submitted a proposal for a fixed timber pier, ramp and terminal float extending approximately 50' seaward of the cited MLW mark, including float restraint pilings for a total depth at terminus of 5.5'. Select tree removal for bank access is also proposed. The Noticed Nov. 2019 plan shortened the facility to 44' seaward of MLW at 5' depth. The current proposal is shortened to 34' seaward of MLW with a 3' depth.

2. There is no coastal wetland or submerged aquatic vegetation (SAV) in the vicinity of this proposal and lateral access has been provided at the MHW mark. The facility, as revised, remains consistent with all RedBook 650-RICR-20-00-01 Section 1.3.1(D) standards for residential boating facilities, excluding 1.3.1(D)(11)(k), which requires an applicant to meet the 25' property line (PL) extension setback. The proposed facility meets the northern setback, however it is entirely over the southern property line extension, requiring a 100% setback variance from this direction.
3. From the original proposal (41' over the PL) to the Noticed version (36' over the PL) to the current proposal (39' over the PL), the applicant still requires a setback variance from the southern PL. The applicant indicated the southern abutter had no objection to the original facility, however a signoff was not received, necessitating the variance request. The southern abutter provided no comment during the public notice period and staff has not heard from them since discussing the project with them in December 2019.

#### D) PROJECT DISCUSSION:

1. The shortened facility is consistent with typical administrative dock approvals at <50' MLW length and 3' water depth at terminus. The current plan, while shortening the distance southward to 40', is located further inland away from the most likely berthing location along the abutter's terminal float. There appears ample room to site the two facilities and similar variance distances have been granted by the Council in the past. There is no staff objection to the proposed tree removal and bank access part of the project.
2. However, there is also conflict with the northern abutting facility. While the proposal meets the PL extension setback to the north, the design is limited by the existing northern abutter's marina/MPL. Presuming the FLPA's current float layout (Figure 3) is contained entirely within the approved MPL (the 1996 plans are difficult to compare with), the vessel orientation and float layout can still be re-arranged at any time within an approved MPL and is not required to be located entirely within the MPL. Almost the entire northern abutter's facility today extends over both of the applicant's PL extensions, restricting the applicant from siting a dock within his own PL extensions as well as requiring the applicant to site a dock encroaching on the southern abutter's riparian area.
3. The original submission was located approximately 44-46' from the FLPA facility (as measured from the proposed float to the marina's 'outrigger'), the Noticed version was located 45'-48' away and the current version is proposed 45'. This is slightly more than the proposed 40' distance to the southern abutter's facility.
4. In the PE's response to objections was a reference to *ASCE Manual and Reports on Engineering Practice No. 50* which discusses navigational fairways between docks. The response alleged that the current marina float layout combined with restricting a boat to the southern side of the applicant's facility would achieve consistent fairway size with this *Practice*.
5. Staff engineer D. Goulet, CRMC's Marine Infrastructure Coordinator, also reviewed the proposal to evaluate the navigational impacts of the proposed facility and agreed with the FLPA's stated

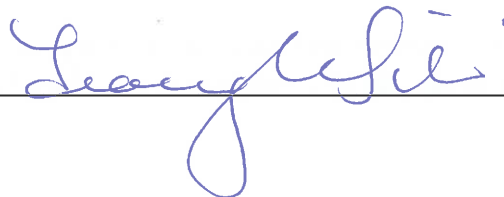
comments/boat sizes as well as the applicant's response, advising that the proposal was consistent with CRMC's minimum standard marina fairway (utilizing the 45' proposed fairway between facilities minus the FLPA's largest vessel size (18') leaves 27'. Multiplying the largest vessel size x 1.5 = 27' minimum required). An option was discussed to restrict FLPA vessels from extending over the MPL, which would provide additional space, however staff does not support restricting vessel berthing at either facility as compliance with such a restriction is extremely challenging to enforce. Mr. Goulet also noted a shoal on the south side of the marina, opining that many of the inside slips are likely impacted with the current marina layout and a relocation of the FLPA facility is also an option which could enhance all boaters' use of the area.

6. Many of the objectors' comments included concerns that the current FLPA layout was not depicted on the proposed applicant's plans, however, the existing marina, while grandfathered and pre-dating the residential development of this neighborhood, doesn't match the previously approved conditions.. While re-configuration of approved floats is allowable within the bounds of an approved MPL and staff's aerial photo review found evidence of such, staff notes the difficulty in assessing current and/or prior marina conditions against the applicant's proposed design as the FLPA layout could change again in the future.
7. Staff spoke with two Presidents and a Dock Committee member from the FLPA during the review of the project and discussion was brought up regarding the feasibility of relocating the FLPA facility and possible withdrawal of its objection. This option would allow more room for all parties, would 'correct' the grandfathering of a facility entirely in front of the applicant's waterfront and hopefully achieve an amicable result for all. The FLPA would have to submit an application to the CRMC to modify their existing MPL, complete with new site plans. Staff could support such a project, provided it remained consistent with prior approved length/capacity. Should such a remedy occur and the Association rescind its objection, a setback variance still remains from the southern abutter.

E) SUMMARY/RECOMMENDATIONS:

1. Staff is of the opinion there is sufficient room as currently proposed for the facility and has no objection to the issuance of an Assent and property line extension setback variance for this application. The applicant conforms with the Redbook to the degree possible, appears to have minimized the variance consistent with staff recommendations and there appear to be no significant environmental impacts from this proposal. Staff concurs with the proposed coastal feature work as well.
2. An improved option would be for the FLPA to also relocate their facility to some degree, enhancing the waterway for all three parties and staff supports a Council decision which would aid in achieving such.
3. Standard stipulations are withheld pending Council's Decision.

Staff Signature: \_\_\_\_\_



T. Silvia, Sr. Environmental Scientist

# Figure 1

#2019-10-084 Pietrzak  
Upper Narrow River

## Legend

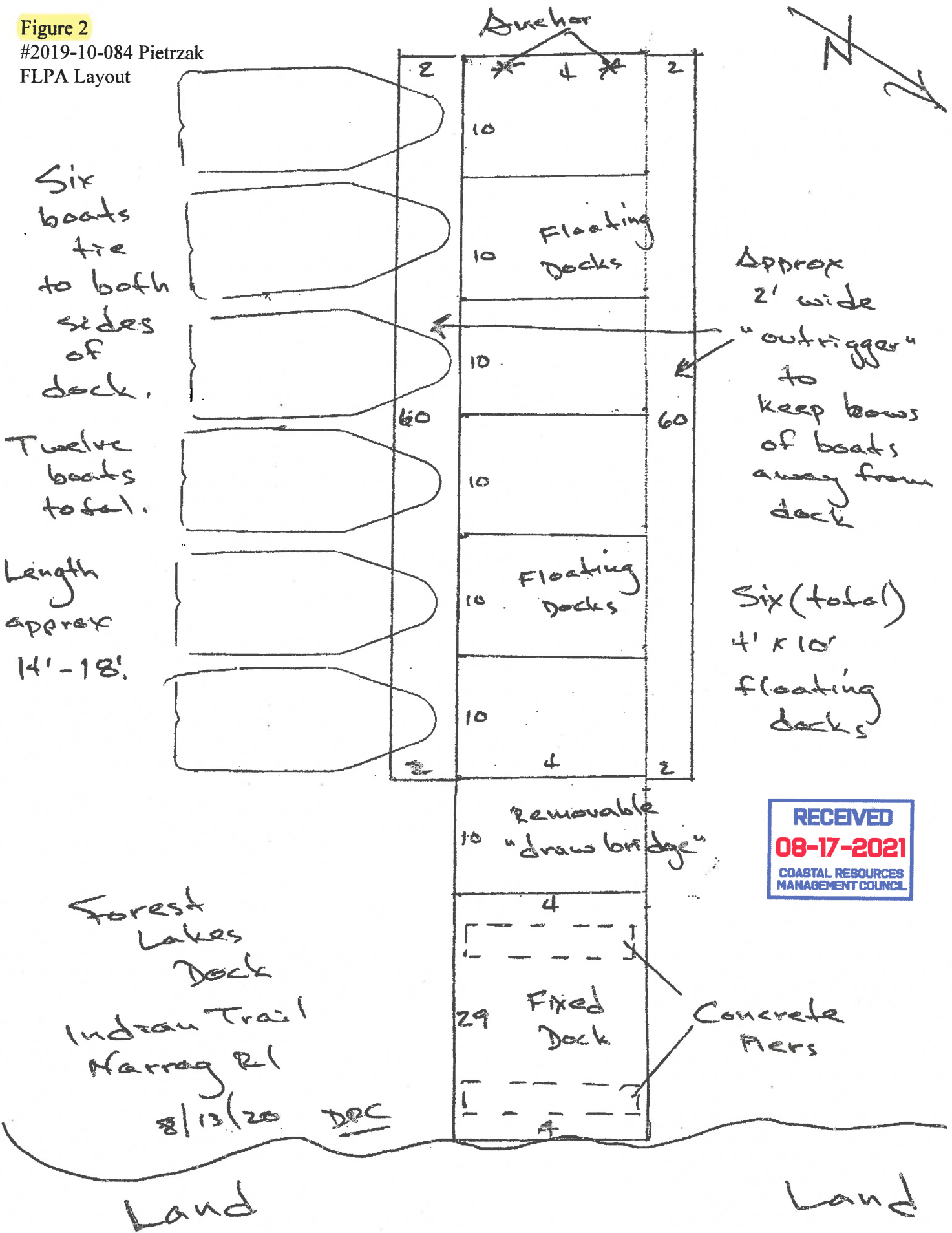
- 📍 200 Riverdell Dr
- 📍 Feature 1
- 📍 Raj's Palace
- 📍 The Church of Jesus Christ of Latter?



Figure 2

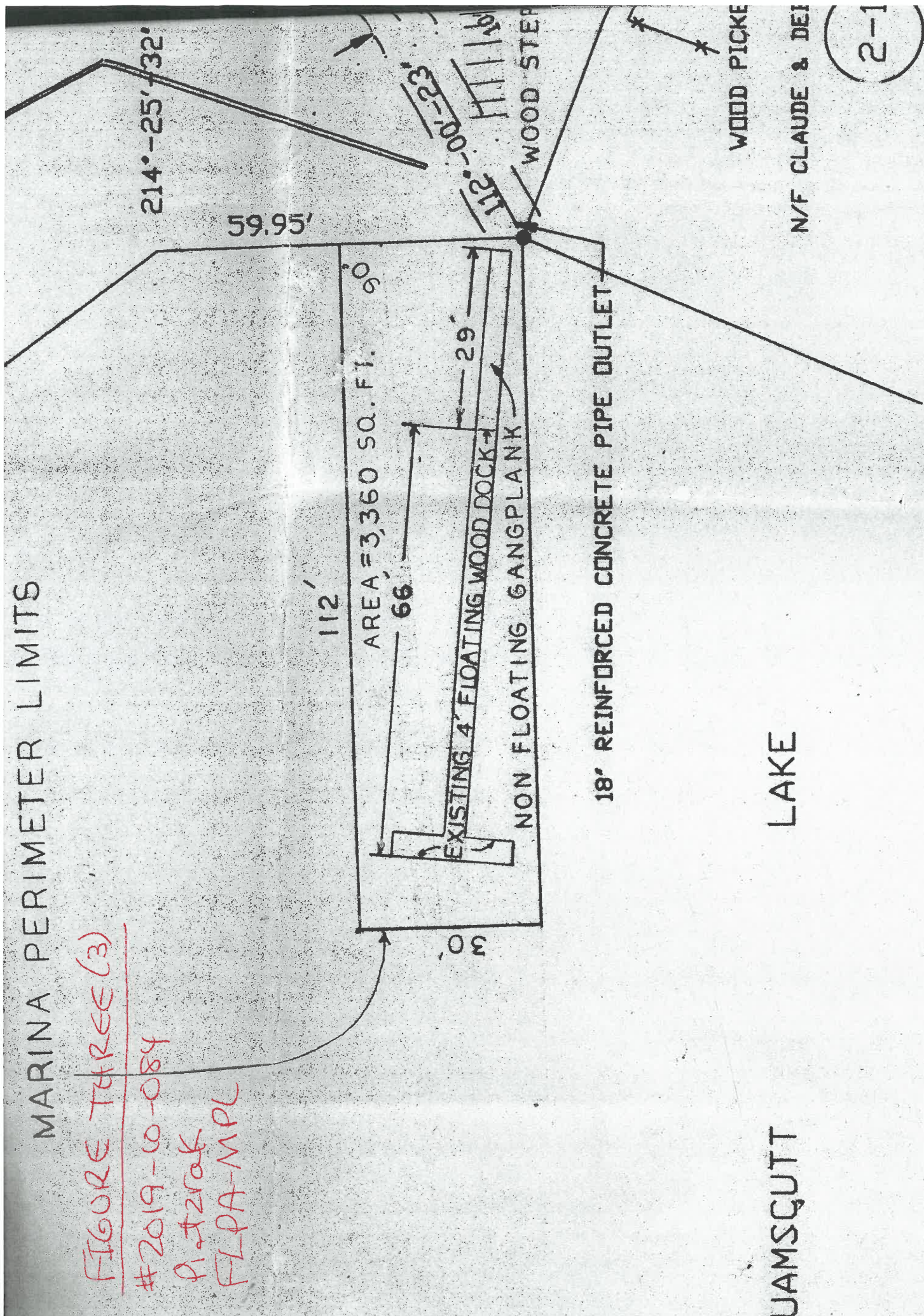
#2019-10-084 Pietrzak

FLPA Layout



MARINA PERIMETER LIMITS

FIGURE THREE (3)  
#2019-10-084  
A. J. Zrak  
FLPA-MPL



LAKE

UAMSQUITT

WOOD PICKET

N/F CLAUDE & DEI

2-1



2019-10-084

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**SITE LOCUS  
 (NTS)**

**PROJECT DRAWING LIST**

DRAWING	TITLE
FIG. 1	SITE LOCUS AND DRAWING SCHEDULE
FIG. 2	AREAL PHOTO - EXISTING CONDITIONS
FIG. 3	AREAL PHOTO - PROPOSED DOCK LAYOUT
FIG. 4	PROPOSED DOCK LAYOUT
FIG. 5	PROPOSED DOCK SECTION
FIG. 6	FIXED DOCK FRAMING AND DETAILS
FIG. 7	FLOATING DOCK FRAMING
FIG. 8	FLOATING DOCK SECTIONS
FIG. 9	RAMP FRAMING AND SECTION
FIG. 10	NOTES



*10/19/19*

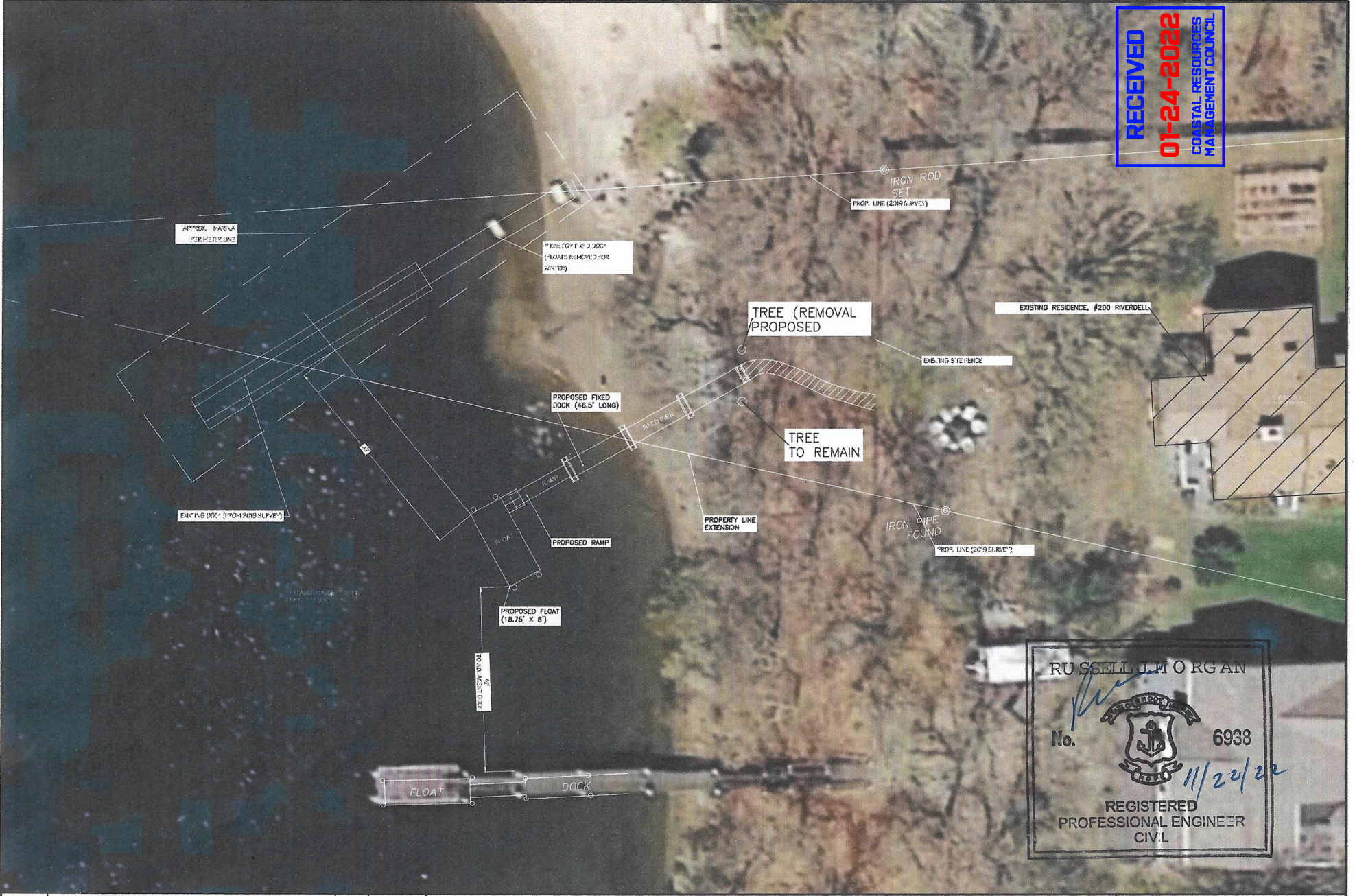
NO.	ISSUE/DESCRIPTION	BY	DATE
	PROPOSED DOCK		
	200 RIVERDELL, NARRAGANSETT, RI		
	COVER SHEET AND LOCUS		

PREPARED BY:	<b>RUSSELL MORGAN P.E.</b> 49 POND STREET WAKEFIELD, RI 02879 (401) 474-9550
PREPARED FOR:	Sally and Ken Pietrzak
PROJ MGR:	RJM
DESIGNED BY:	RJM
REVIEWED BY:	RJM
DRAWN BY:	RJM

CHECKED BY:	DATE	PROJECT NO.	REVISION NO.	SHEET NO.
	9/26/2019	18-01		1



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RUSSELL MORGAN  
 No. *[Signature]* 6938  
 11/24/22  
 REGISTERED  
 PROFESSIONAL ENGINEER  
 CIVIL

1	MOVED FLOAT INLAND TO -2' CONTOUR	RJM	11/14/19
NO.	ISSUE/DESCRIPTION	BY	DATE

**PROPOSED DOCK**  
**200 RIVERDELL DRIVE**  
**NARRAGANSETT, RI**

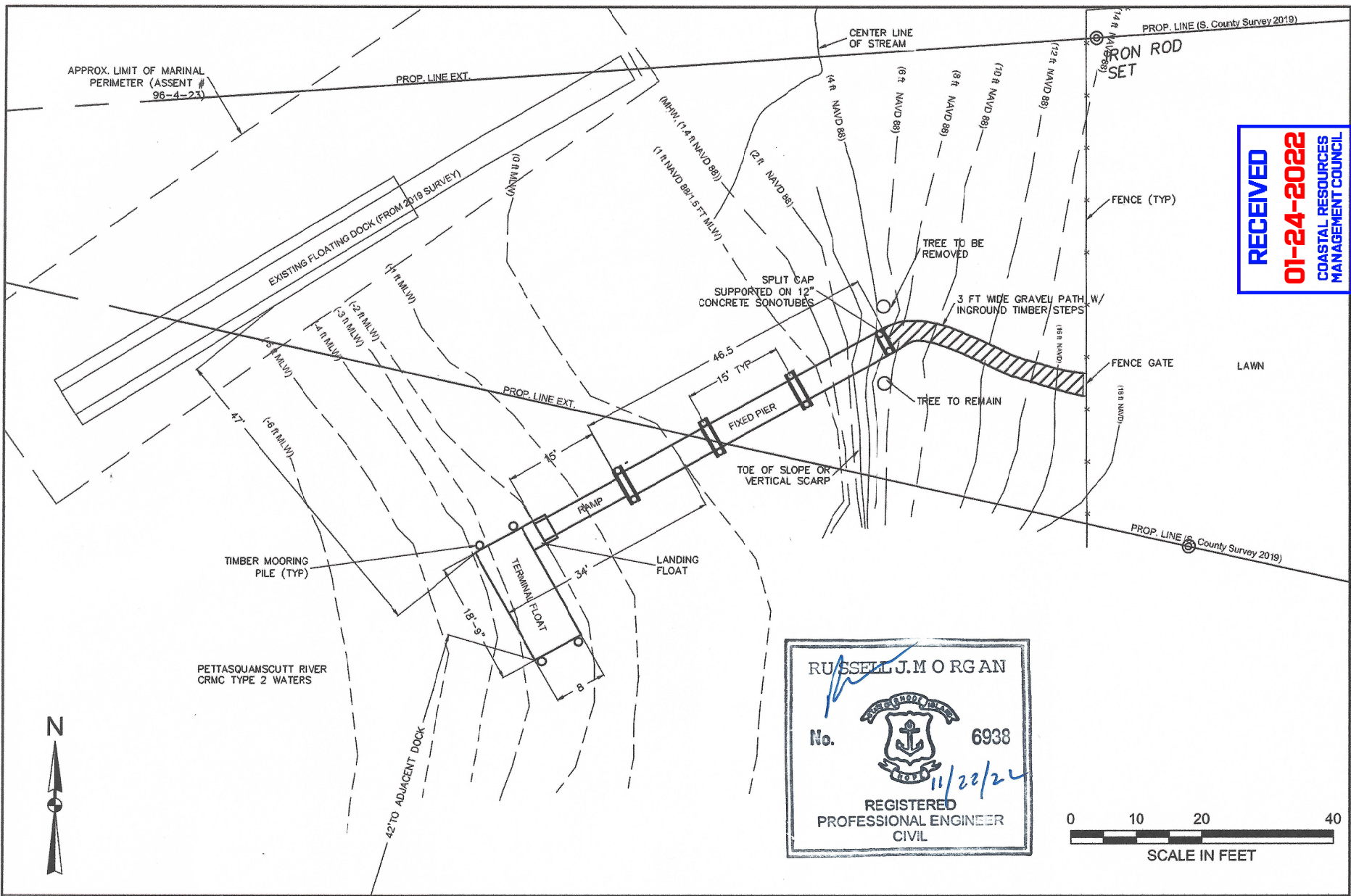
**SITE AREAL - PROPOSED DOCK STRUCTURE**

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

PREPARED FOR:  
 Sally and Ken Pietzak  
 200 Riverdell Drive  
 Narragansett, RI

PROJ MGR: RJM  
 DESIGNED BY: RJM  
 DATE: 9/20/2019

REVIEWED BY:  
 DRAWN BY: RJM  
 PROJECT NO. 18-01  
 CHECKED BY:  
 SCALE: 1" = 30'  
 REVISION NO. 0  
 FIGURE  
**3**  
 SHEET NO. — OF XX



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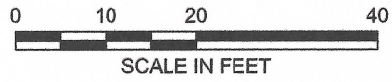
RUSSELL J. MORGAN

No. 6938



11/20/22

REGISTERED  
PROFESSIONAL ENGINEER  
CIVIL



NO.	ISSUE/DESCRIPTION	BY	DATE
2	ROTATED TERM. FLOAT.	RJM	1/22/22
1	MOVED FLOAT TO -2' CONTOUR	RJM	11/14/19

**PROPOSED DOCK**  
 200 RIVERDELL DRIVE  
 NARRAGANSETT, RI

SITE PLAN - PROPOSED DOCK STRUCTURE

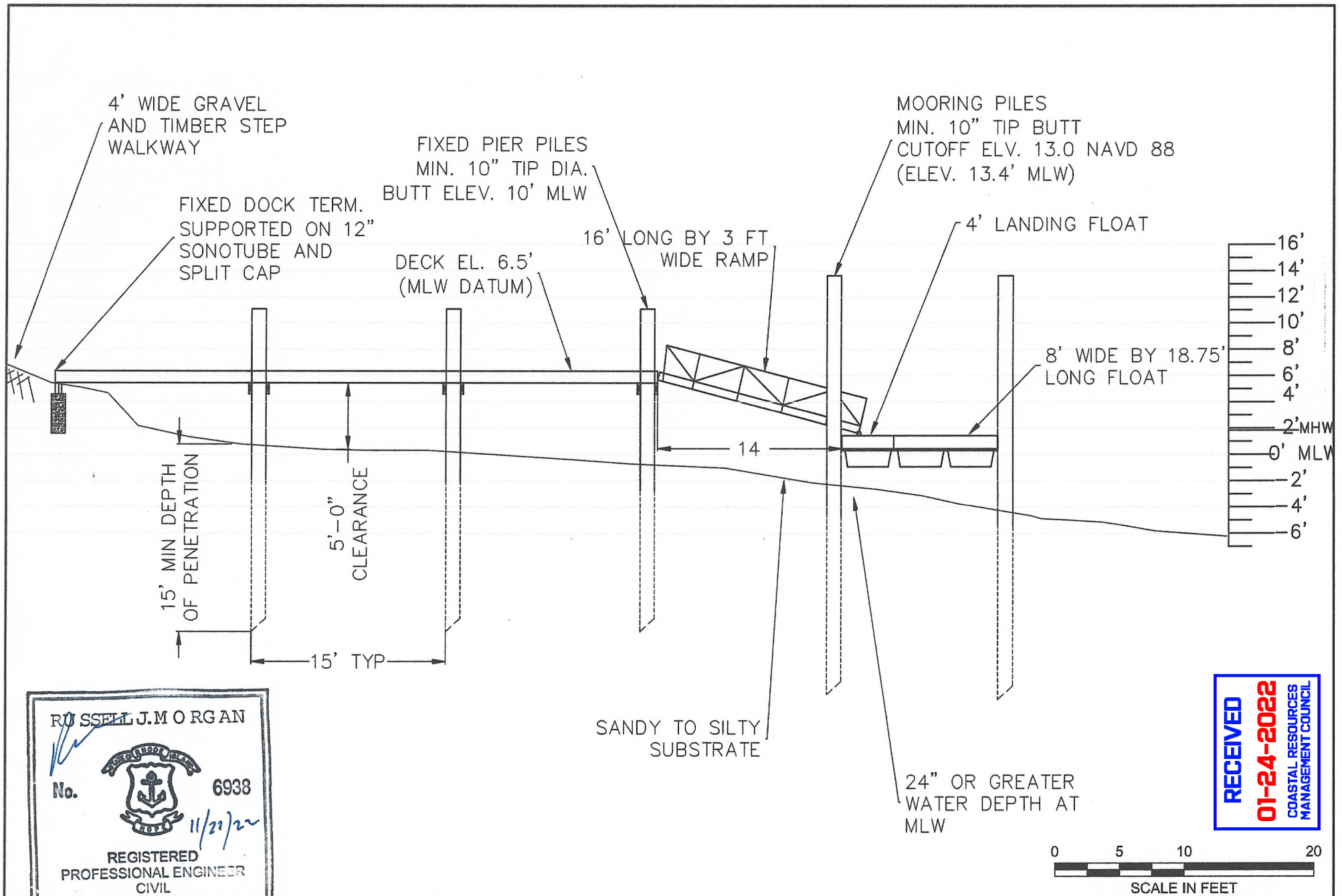
PREPARED BY:  
**Russell Morgan, P.E.**  
 49 Pond Street  
 Wakefield, RI 02879

PROJ MGR: RJM	REVIEWED BY:	CHECKED BY:
DESIGNED BY: RJM	DRAWN BY: RJM	SCALE: 1" = 20'
DATE: 9/26/2019	PROJECT NO. 18-01	REVISION NO. 0

PREPARED FOR:  
 Sally and Ken Pietrzak  
 200 Riverdell Drive  
 Narragansett, RI

4

SHEET NO. ---- OF XX



RUSSELL J. MORGAN

No. 6938

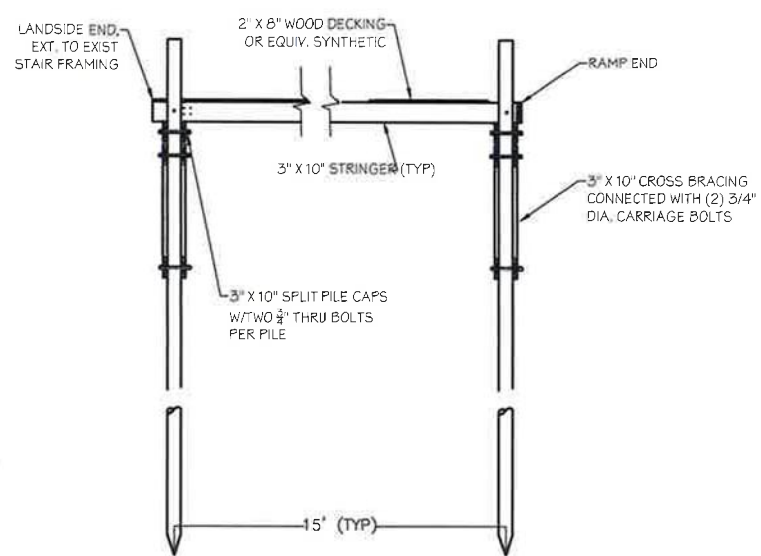
11/21/22

REGISTERED PROFESSIONAL ENGINEER CIVIL

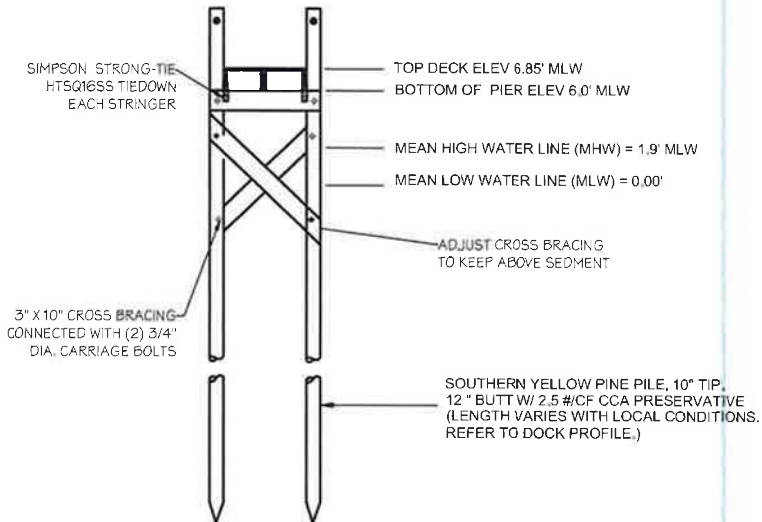
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 COASTAL RESOURCES MANAGEMENT COUNCIL

			PROPOSED DOCK 200 RIVERDELL DRIVE NARRAGANSETT, RI		PREPARED BY: <b>Russell Morgan, P.E.</b> 49 Pond Street Wakefield, RI 02879		PREPARED FOR: Sally and Ken Pietrzak 200 Riverdell Drive Narragansett, RI	
			<b>LONGITUDINAL DOCK SECTION</b>		PROJ MGR: RJM	REVIEWED BY:	CHECKED BY:	FIGURE <b>5</b>
					DESIGNED BY: RJM	DRAWN BY: RJM	SCALE: 1" = 10'	
					DATE: 9/20/2019	PROJECT NO. 18-01	REVISION NO. 0	
2	ROTATE TERM FLOAT	RJM	11/22/22					
1	MOVED FLOAT INLAND	RJM	11/14/19					
NO.	ISSUE/DESCRIPTION	BY	DATE	SHEET NO. --- OF XX				

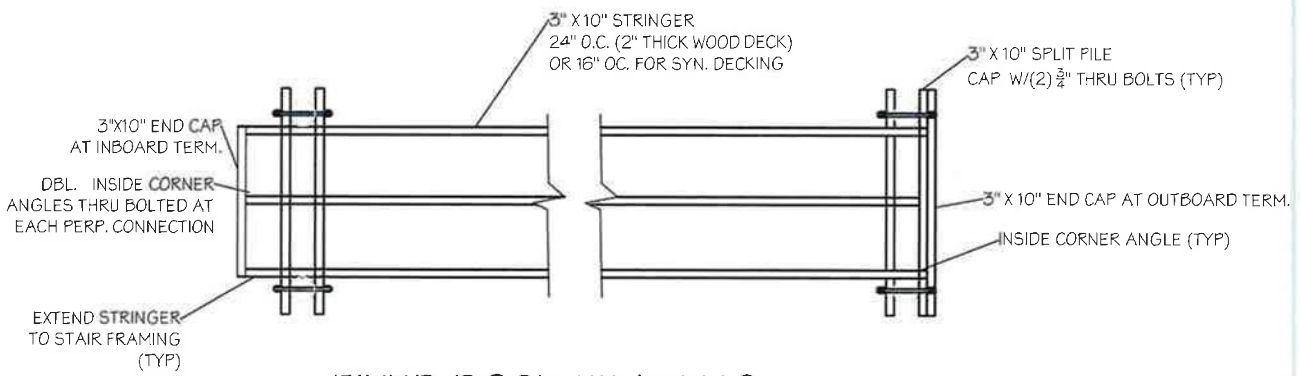
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FIXED DOCK - LONGITUDINAL SECTION  
(NTS)



FIXED DOCK - END SECTION  
(NTS)



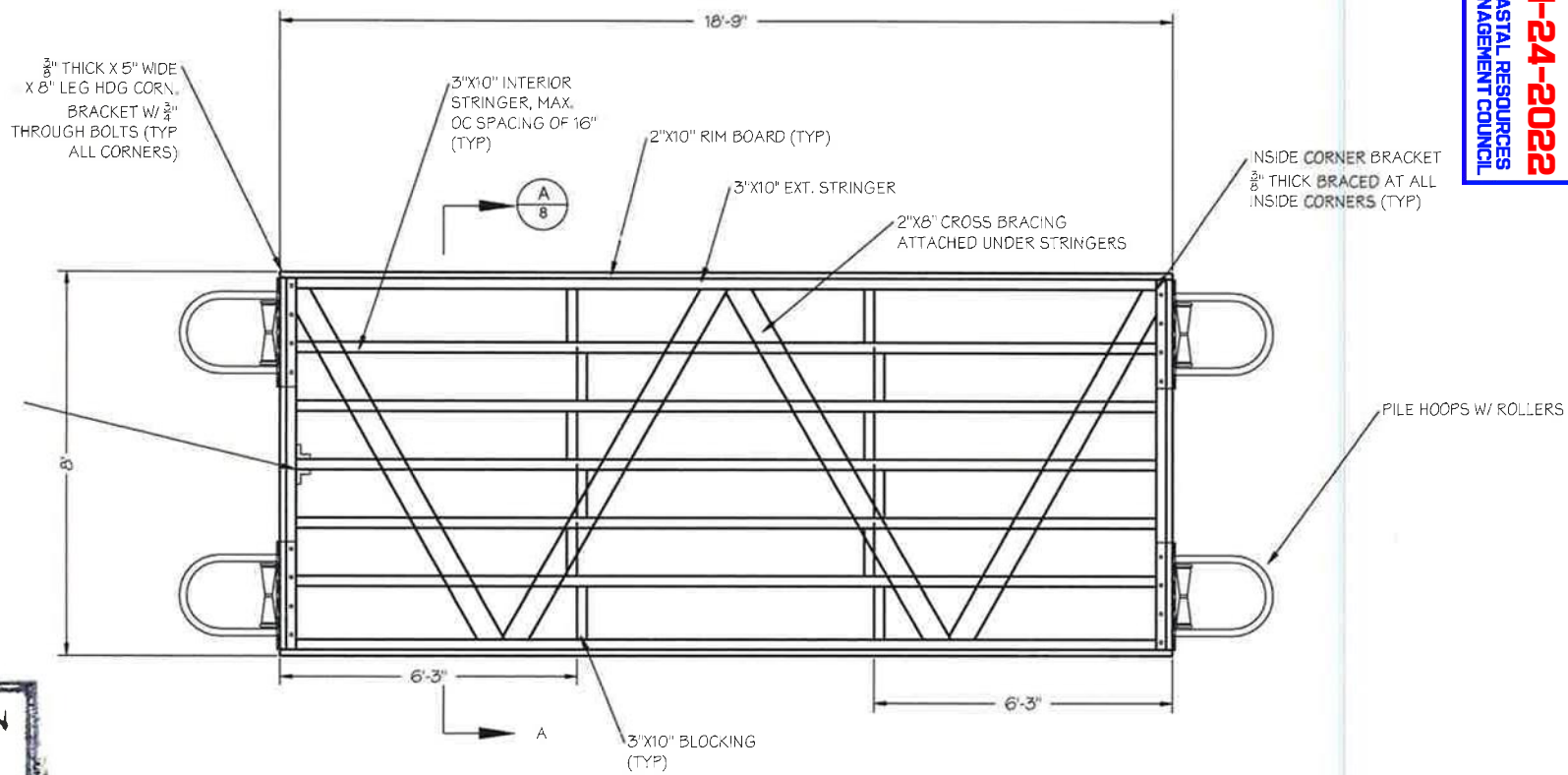
FIXED DOCK FRAMING  
(NTS)



10/19/19

			PROPOSED DOCK 200 RIVERDELL DR NARRAGANSETT, RI			PREPARED BY: <b>Russell Morgan, P.E.</b> 49 Pond Street Wakefield, RI 02879			PREPARED FOR: Sally Ken Pietrzak 200 Riverdell Dr. Narragansett, RI		
			<b>FIXED DOCK FRAMING PLAN AND DETAILS</b>			PROJ MGR: RJM	REVIEWED BY:		CHECKED BY:		FIG <b>6</b>
						DESIGNED BY: RJM	DRAWN BY: RJM		SCALE: NTS		
						DATE: 10/19/19	PROJECT NO. 18-01		REVISION NO. 0		SHEET NO. XX OF XX
NO.	ISSUE/DESCRIPTION		BY	DATE							

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FLOAT FRAMING AND HARDWARE



*10/19/16*



NO.	ISSUE/DESCRIPTION	BY	DATE

PROPOSED DOCK  
 200 RIVERDELL DRIVE  
 NARRAGANSETT, RI

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

PREPARED FOR:  
 Sally and Ken Pietrzak  
 200 Riverdell Drive  
 Narragansett, RI

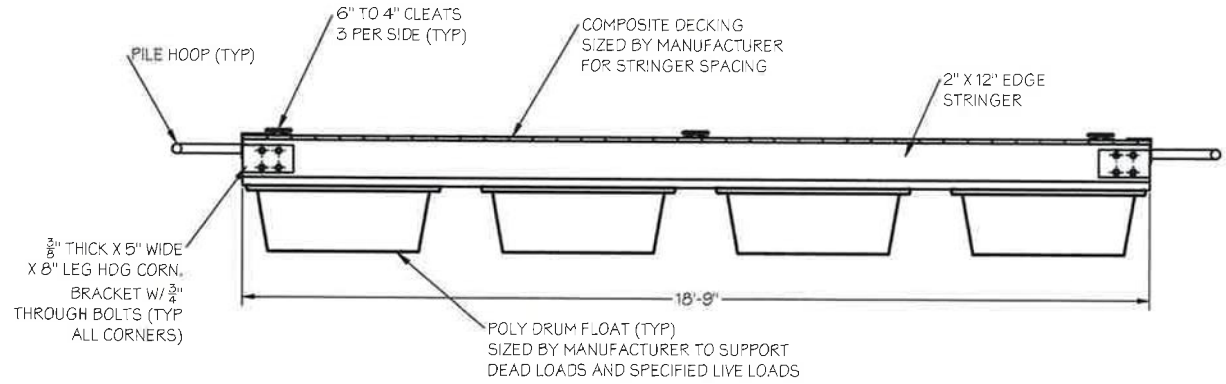
**FLOATING DOCK FRAMING**

PROJ MGR: RJM  
 DESIGNED BY: RJM  
 DATE: 10/19/19

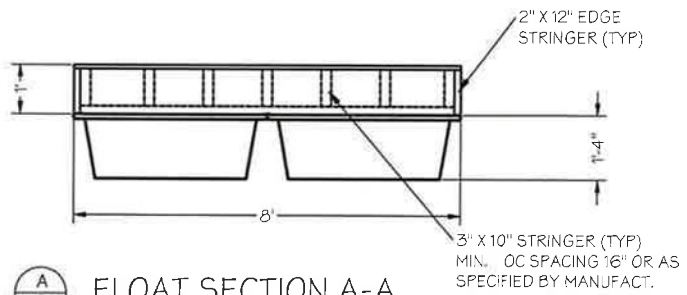
REVIEWED BY:  
 DRAWN BY: RJM  
 PROJECT NO. 18-01  
 CHECKED BY:  
 SCALE: 1/4" = 1'-0"  
 REVISION NO.  
 REV NO

FIG  
**7**  
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LONGITUDINAL FLOAT SECTION



ⓐ FLOAT SECTION A-A



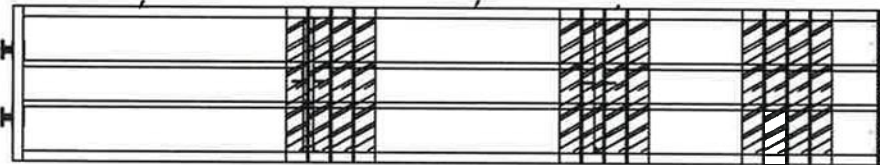
			PROPOSED DOCK 200 RIVERDELL DRIVE NARRAGANSETT, RI		PREPARED BY: <b>Russell Morgan, P.E.</b> 49 Pond Street Wakefield, RI 02879		PREPARED FOR: Sally and Ken Pietrzak 200 Riverdell Drive Narragansett, RI	
			<b>FLOATING DOCK SECTIONS</b>		PROJ MGR: RJM	REVIEWED BY:	CHECKED BY: CKD	<b>8</b> SHEET NO. XX OF XX
					DESIGNED BY: RJM	DRAWN BY: RJM	SCALE:	
					DATE: 10/19/2019	PROJECT NO. 18-01	REVISION NO. 0	
NO.	ISSUE/DESCRIPTION	BY	DATE					



HEAVY DUTY PINNED CONNECTION  
PLATES (TYP.)

2"X10" LMBER STRINGERS  
(TYP) MIN. 12' OC

SYNTHETIC OR WOOD DECKING  
2" (TYP)



10/19/19

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

## RAMP FRAMING (NTS)

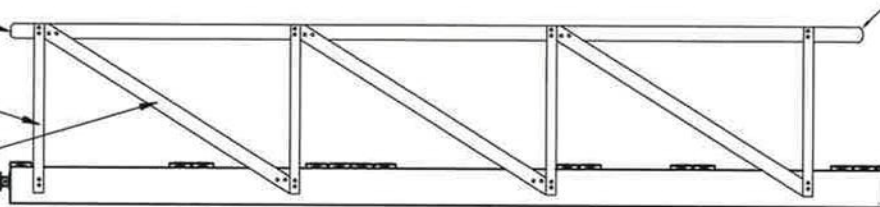


2X6 HAND RAIL

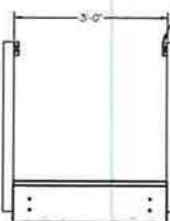
4X4 SUPPORT POST  
BOLTED THRU TO  
STRINGER

2X6 TRUSS BOLTED THRU  
TO STRINGER AND  
HANDRAIL

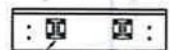
HINGED CONNECTION  
AT PIER



REINFORCED HANDRAIL  
AND POSTS.



(VIEW AT FLOAT)



(VIEW AT PIER)

GALV. HINGE CONNECTION PLATE.

ROLLERS (AT FLOAT)

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

				PROPOSED DOCK 200 RIVERDELL DRIVE NARRAGANSETT, RI		PREPARED BY: <b>Russell Morgan, P.E.</b> 49 Pond Street Wakefield, RI 02879		PREPARED FOR: Sally and Ken Pietrzak 200 Riverdell Drive Narragansett, RI	
				<b>RAMP FRAMING/SECTION</b>		PROJ MGR: RJM	REVIEWED BY:	CHECKED BY:	FIG <b>9</b>
						DESIGNED BY: RJM	DRAWN BY: RJM	SCALE: NTS	
						DATE: 10/19/2019	PROJECT NO. 18-01	REVISION NO. 0	SHEET NO. XX OF XX
NO.	ISSUE/DESCRIPTION	BY	DATE						

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 COASTAL RESOURCES  
 MANAGEMENT COUNCIL

**GENERAL NOTES:**

- DESIGN LIVE LOAD FOR THE FIXED PIER AND FLOATING DOCK: 40 PSF UNIFORM OR 400 POUND CONCENTRATED LOAD.
- ALL WORK TO BE PERFORMED IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL CODES.
- VERTICAL DATUM IS MEAN LOW WATER (MLW) = 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 # 44309C02025, DATED 10/16/2018 INDICATED SITE DESIGNATION IS AE WITH A FLOOD ELEVATION OF 11 FT (NAV D 88 DATUM).
- SITE ELEVATIONS DETERMINED USING A DIFFERENTIAL GPS SYSTEM (LEICA ZENOS 20) SURVEY GRADE GPS WITH ACCURACY LESS THAN 0.1 FEET (SITE SURVEY ACCURACY FOR SUBJECT PROJECT APPROXIMATELY 0.06 FEET).
- A SITE BOUNDARY SURVEY WAS COMPLETED TO DETERMINE PROPERTY LINES AND BOUNDING AND WAS COMPLETED BY SOUTH COUNTY SURVEY ON JUNE 29, 2019. THE SURVEY ALSO LOCATED SOME SITE FEATURES AS WELL AS THE LOCATION OF THE DOCKS NORTH AND SOUTH OF THE SUBJECT SITE.
- THE OWNER AND ENGINEER MAKE NO WARRANTY REGARDING THE ACCURACY OF THE INFORMATION PRESENTED IN THESE DRAWINGS REGARDING EXISTING CONDITIONS.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ENVIRONMENTAL PROTECTION AND KEEPING THE SURROUNDING WATERS CLEAN AND FREE OF ALL WASTE MATERIAL.
- ALL DIMENSIONS AND CONDITIONS MUST BE VERIFIED IN THE FIELD. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER BEFORE PROCEEDING WITH THE AFFECTED PART OF THE WORK.
- THE INSTALLATION OF A HANDRAIL ALONG THE FIXED PIER SHALL BE AT THE DISCRETION OF THE PROPERTY OWNER.
- FACILITY IS TO BE USED TO BERTH TWO 20 FT VESSELS. UTILITIES TO BE INSTALLED ON DOCK INCLUDE ELECTRICAL AND WATER.

**TIMBER NOTES:**

- 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 BUILT DIAMETER OF 12".
- ALL FRAMING AND DECKING SHALL BE NO. 1 GRADE IN ACCORDANCE WITH THE NATIONAL DESIGN STANDARDS.
- ALL TIMBER TO BE TREATED IN ACCORDANCE WITH AWPA BOOK OF STANDARDS TO THE FOLLOWING REQUIREMENTS:

- TIMBER PILES AND CROSS BRACING TO BE TREATED TO A RETENTION OF 25 POUNDS PER CUBIC FOOT OF CHROMATED COPPER ARSENATE (CCA)
  - ALL CAPS AND STRINGERS TO BE TREATED WITH EITHER CCA OR ALKALINE COPPER QUATERNARY (ACQ) TO A RETENTION OF 0.6 POUNDS PER CUBIC FOOT.
  - ALL DECKING AND RAILING TO BE TREATED WITH ACQ TO A RETENTION OF 0.6 PCF.
- ALL TIMBER FASTENERS, EXCEPT DECKING SCREWS, SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A153, ASTM F2329.
  - ALL CARRIAGE BOLTS SHALL BE INSTALLED WITH HEAVY WASHERS AND SECURED BY DEFORMING SEVERAL THREADS AT THE HEAD OF THE BOLT.
  - STAPPING BETWEEN EACH STRINGER/JOIST TO SPLIT CAP SHALL CONSIST OF ONE TIEDOWN STRAP PER STRINGER (TWO AT EACH CAP IF SPLICED). TIEDOWN SHALL CONSIST OF SIMPSON STRIGSS-505 (STAINLESS STEEL CONNECTOR AND FASTENERS).
  - STRINGERS SHALL BE SCAB SPLICED WITH AT LEAST 2 - 3/4" BOLTS PER STRINGER AND THROUGH BOLTED TO PILE WITH 2 - 3/4" BOLTS.
  - DECKING SHALL CONSIST OF SYP NO 1 GRADE 2X8 SPACED 1/4" APART OR 5/4" BY 6" SYNTHETIC DECKING. SYNTHETIC DECKING MANUFACTURER SHALL SPECIFY REQUIRED MIN. STRINGER SPACING.
  - DECKING SHALL BE INSTALLED WITH APPROXIMATELY 1/4" 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**

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

**FLOATING DOCK AND GANGWAY**

- DESIGN AND FABRICATE TIMBER OR ALUMINUM GANGWAY AS SHOWN IN THE DRAWINGS.
- ALUMINUM GANGWAY SHALL BE FABRICATED WITH HIGH STRENGTH MARINE GRADE ALUMINUM EXTRUSION FRAMING, ALUMINUM DECK WITH RIBBED OR NON-SLIP SURFACE, ALUMINUM PIPE RAILING AND HINGED ALUMINUM THRESHOLD/FLIP PLATES AT TOP AND BOTTOM.
- GANGWAY WIDTH INDICATED IN THE DRAWINGS IS THE CLEAR WIDTH BETWEEN HANDRAILS. RAILING HEIGHT ABOVE THE GANGWAY SURFACE SHALL BE 42 INCHES.
- THE GANGWAY SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER AND SHALL BE CAPABLE OF SUPPORTING

- A MINIMUM UNIFORM LIVE LOADING OF 40 PSF OR A 400 POUND CONCENTRATED LOAD WITH DEFLECTION DUE TO COMBINED LIVE AND DEAD LOAD NOT TO EXCEED 1/80 OF THE GANGWAY LENGTH.
- 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.
- THE FLOAT END OF THE GANGWAY SHALL BE FITTED WITH NON-MARKING DURABLE ROLLERS. THE DOCK CONNECTION FOR THE GANGWAY SHALL BE A HINGE CAPABLE OF SUPPORTING THE COMBINED LIVE AND DEAD LOAD REACTION PLUS A LATERAL LOAD OF 50% OF THE LIVE LOAD REACTION.
- ALUMINUM PLATES AND SHAPES SHALL BE FABRICATED FROM ALLOY 6061-T6 OR 6061-T6511 SUITABLE FOR MARINE USE. HARDWARE SHALL BE STAINLESS STEEL, TYPE 304 OR 316, SUITABLE FOR MARINE USE.
- DESIGN, PROVIDE AND INSTALL FLOATING DOCK OF THE SIZE INDICATED IN THE DRAWINGS. THE FLOATING DOCK SHALL PROVIDE BETWEEN 15 INCHES AND 18 INCHES OF FREEBOARD UNDER DEAD LOADING AND SHALL BE CAPABLE OF SUPPORTING A MINIMUM UNIFORM LIVE LOADING OF 20 PSF OR A 400 POUND CONCENTRATED LOAD ANYWHERE ON THE FLOAT WITH FREEBOARD NO LESS THAN 12 INCHES AND TILT NO MORE THAN 6 DEGREES FROM HORIZONTAL. UNDER THE GANGWAY LANDING PROVIDE ADDITIONAL FLOATION AS REQUIRED TO MAINTAIN A HORIZONTAL DECK.
- FLOATING DOCK AND PILE GUIDES SHALL BE DESIGNED AND FABRICATED TO RESIST MOORING FORCES IMPOSED BY A RECREATIONAL POWER OR SAILBOAT.
- FLOATION UNITS SHALL BE DESIGNED AND FABRICATED TO MAINTAIN THE R DESIGNED BOLLYANCY EVEN IF STRUCTURALLY DAMAGED. EACH UNIT SHALL BE INDIVIDUALLY REPLACEABLE. FLOATION UNITS SHALL CONSIST OF A ONE PIECE, HIGH DENSITY, UV RESISTANT POLYETHYLENE SHELL HAVING A NOMINAL THICKNESS OF .150 INCHES AND FILLED WITH EXPANDED POLYSTYRENE FOAM HAVING A MINIMUM DENSITY OF 10PCF AND A MAXIMUM DENSITY OF 15 PCF.
- FLOATING DOCK FRAMING, DECK AND FLOATION UNITS SHALL ACT TOGETHER TO RESIST AND TRANSMIT ALL IMPOSED LOADING. DOCK FRAMING SHALL AT A MINIMUM SHALL BE AS SHOWN ON THE ATTACHED DRAWINGS. FLOAT FRAMING SHALL SHALL BE NO. 1 SOUTHERN YELLOW PINE.
- DECKING SHALL CONSIST OF SYP NO 1 GRADE 2X8 SPACED 1/4" APART OR 5/4" BY 6" SYNTHETIC DECKING. SYNTHETIC DECKING MANUFACTURER SHALL SPECIFY REQUIRED MIN. STRINGER SPACING.
- ALL CARBON STEEL HARDWARE SHALL BE HOT DIP GALVANIZED. STAINLESS STEEL HARDWARE SHALL BE TYPE 304 OR 316, SUITABLE FOR MARINE USE.

PROPOSED DOCK  
200 RIVERDELL DRIVE  
NARRAGANSETT, RI

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

PREPARED FOR:  
Sally and Ken Pietrzak  
200 Riverdell Drive  
Narragansett, RI

**NOTES**

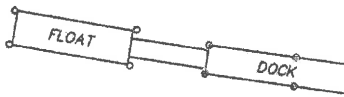
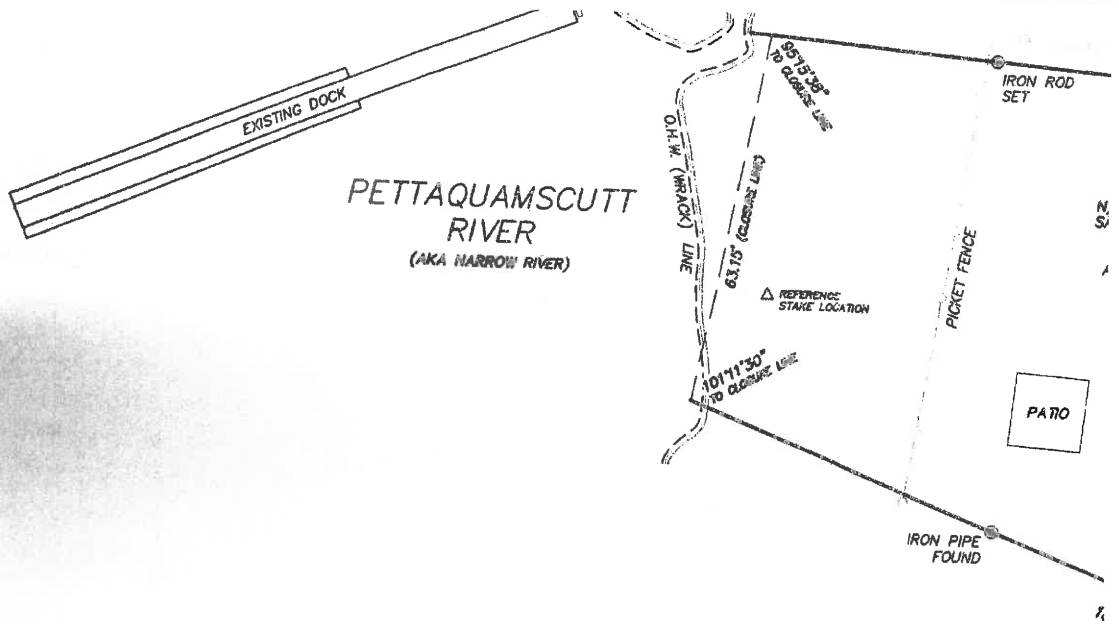
PROJ MGR: RJM	REVIEWED BY:	CHECKED BY:	FIG <b>10</b> SHEET NO. XX OF XX
DESIGNED BY: RJM	DRAWN BY: RJM	SCALE: NTS	
DATE: 10/19/2019	PROJECT NO. 18-01	REVISION NO. 0	

**RUSSELL I. MORGAN**

No. **6938**

10/19/19

REGISTERED PROFESSIONAL ENGINEER (CIVIL)



A.P. N-K,  
N/F THE BENTLE  
BK. 829,

**SURVEYOR'S CERTIFICATION**

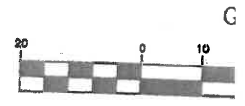
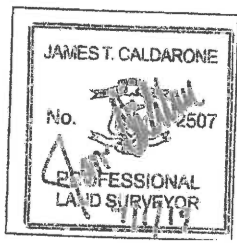
THIS SURVEY HAS BEEN CONDUCTED AND THE PLAN PREPARED PURSUANT TO SECTION 9 OF THE RULES AND REGULATION ADOPTED BY THE RHODE ISLAND STATE BOARD OF REGISTRATION FOR PROFESSIONAL LAND SURVEYORS ON NOVEMBER 23, 2015, AS FOLLOWS:

<b>TYPE OF BOUNDARY SURVEY:</b>	<b>MEASUREMENT SPECIFICATION:</b>
LIMITED CONTENT BOUNDARY SURVEY DATA ACCUMULATION	CLASS I CLASS III

**STATEMENT OF PURPOSE**

THE PURPOSE FOR THE CONDUCT OF THE SURVEY AND FOR THE PREPARATION OF THE PLAN IS AS FOLLOWS:  
TO DETERMINE THE PROPERTY BOUNDARY LINES OF A.P. N-K, LOT 2-1 AND TO SHOW LIMITED EXISTING CONDITIONS AT THE SITE.

BY: *James T. Caldarone*  
JAMES T. CALDARONE, PLS NO. 2507  
COA NO. 722



Tracy Silvia

2019-10-084

**From:** Russell Morgan <russmorgan1959@gmail.com>  
**Sent:** Tuesday, May 19, 2020 9:15 AM  
**To:** Tracy Silvia  
**Subject:** Re: Pietrzak status  
**Attachments:** ASCE Manual Practice 50 Planning of Small Craft Harbors.pdf; ROTATED FLOAT OPTION.pdf

Good Morning Tracy,

I wanted to respond to the objections raised regarding the Pietrzak proposed dock layout. The objections included:

- Jeopardizes the safety of the users of the current dock,
- Not enough room to avoid a highly dangerous situation,
- Forest Lake Dock Association via correspondence from Brad Carvalho indicates that the proposed dock is in the associations marina perimeter and the location is too tight and dangerous,

The questions seems to be based around safety and standards. I could not find a standard that met exactly the geometry of the proposed layout. However, I can reference a manual titled "Planning and Design Guidelines for Small Craft Harbors", ASCE Manual and Reports on Engineering Practice No. 50 (a portion of which is attached). Using this manual, a fairway, area between two dock can be as small as 1.5 the length of the longest dock. Using the current float layout, and by restricting a boat berth to the southern side of the float the distance between dock structure is 47 feet and this restricted area to maneuver will impact approximately 24 feet of the southern side of the Forest Lakes Preservation Association (FLPA) dock space which is the length were approximately 3 boats area berthed.

Using the design guidance in the manual the fairway width should be at least 1.5 slip lengths or in this case boat lengths. The product of 47 divided by 2.5 is 18.8 feet. Based on the google maps it appears that the boats berthed at the FLPA dock are less than 18.8 feet.

In speaking with the Pietrzaks the impact could be reduced further by rotating the float 90 degrees (see attached figure) this orientation would reduce the functionality of the dock but would reduce the number of slips impact at the FLPA dock to approximately 2.

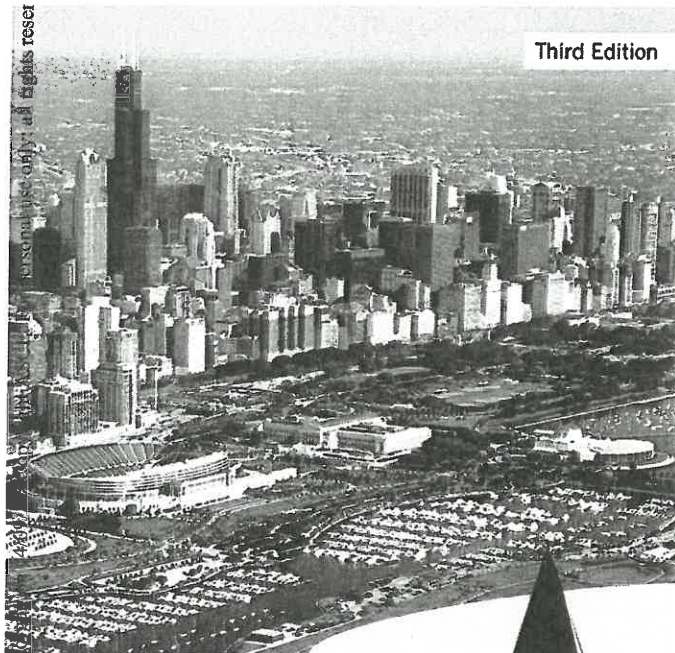
Let me know if you would like to discuss further.

Russ

Russell Morgan, P.E.  
49 Pond Street  
Wakefield RI 02879  
401-474-9550

On Thu, Apr 23, 2020 at 10:20 AM Tracy Silvia <[tsilvia@crmc.ri.gov](mailto:tsilvia@crmc.ri.gov)> wrote:

#2019-10-084 thx Jenn



Third Edition

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# PLANNING AND DESIGN GUIDELINES FOR Small Craft Harbors

ASCE Manuals and Reports on Engineering Practice No. 50



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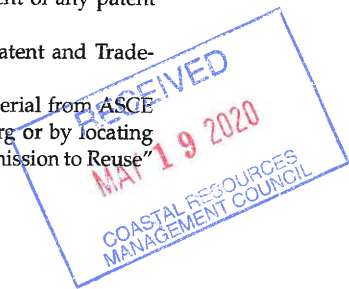
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goals. Every harbor development project presents unique market opportunities, regulations, land conditions, and financing options. Once clear objectives are established and all constraints are understood, an optimal solution can be defined through a sustainable design process that addresses the important economic, social, and environmental aspects of the project. This holistic design approach incorporating integrated technical, scientific, and financial analyses results in consensus on the small craft harbor master plan.

We have learned much about the technical aspects of planning and designing small boat harbors in the past 18 years. Manufacturers as well as marine contractors can now provide products that are much more predictable in their performance and, therefore, more cost-effective. Thanks to improved design methodologies available to today's engineer, the risk associated with capital improvements can be assessed at the outset of the project. This technical report will give the design engineer a set of guidelines with which to approach the harbor planning and design process.

The report is organized into four parts. Chapter 1: Planning, Environmental, and Financial Considerations suggests a logical, analytical planning process and provides approaches to funding and financing small craft harbors. Chapter 2: Entrance, Breakwater, and Basin Design covers the protection of mooring facilities and basin configuration. Chapter 3: Inner Harbor Structures provides a guide to the design of improvements along the perimeter of the boat basin and within the harbor itself. Finally, Chapter 4: Land-Based Support Facilities offers insights into the role and features of landside facilities such as parking, roads, promenades, and boater service buildings essential to the successful operation of small craft harbors and marinas.

This report provides a valuable reference to the professional civil engineer by presenting the factors involved in harbor development and by providing basic background information needed as design input. Additional references are listed at the end of each chapter for those readers who are interested in researching a particular topic in greater detail. Because this specialized area of civil engineering practice continues to evolve with time, it is recommended that the harbor designer keep informed of the state-of-the-art approaches to planning, design, and construction of harbors through continuing education.

Fred A. Klanchnik, P.E., F.ASCE  
Chairman, ASCE Marinas 2020 Committee  
Senior Vice President, SmithGroupJJR, Madison, WI



**Interior Channel** The interior channel width is determined by arriving at a minimum width to safely service two-way traffic for the type of craft that will use the harbor, taking into account the amount of boat traffic expected. Although sophisticated traffic models exist based upon automobile traffic methodology, the following formula is appropriate for the planning phase of design:

A minimum width of 5 times the width of the average size boat, plus an increment of 10% of the number of boats served by the channel in feet (3% in meters).

For example, a channel serving 300 boats (with an average beam of 5 m wide) would require a width of  $(5 \times 5) + (0.03 \times 300) = 34$  m. A channel serving 300 boats (15 ft wide) would require a width of  $(5 \times 15 \text{ ft}) + (0.10 \times 300) = 105$  ft. The channel should be somewhat wider at changes of direction.

**Boat Space Demand Determination** One of the first tasks in planning the harbor layout is to determine the number of boats of various sizes and types that will be accommodated. It is necessary for the harbor developer to survey the particular locality to determine existing requirements and to project, as far as possible, future demand. (Market studies are discussed in more detail earlier in this chapter.) Because demand estimates depend on many variables, it is wise to build a certain amount of flexibility into the dockage layout plan.

**Aisle and Slip Clearances for Berthing** Once you have determined the number and size of boats the harbor will accommodate, the next step is to examine the minimum space requirements for satisfactory berthing. This includes not only the actual space in the berth itself, but also the maneuvering space necessary to enter and leave the berth without damage to the operator's boat, other moored boats, or the structure, and without undue inconvenience to users.

There is a great variety in the way slips are laid out in different parts of the world. In the United States the typical berthing arrangement is as depicted by Fig. 1-15 and described below.

Berth widths should be based on the particulars of the vessels to be berthed. The minimum width of a berth should be

- Double berth:  $2 \times$  beam of the wider vessels served + clearance for environmental conditions, boater experience, and fendering system
- Single berth: Beam of the widest vessel served + clearance for environmental conditions, user experience, and fendering system.



Fuel and sewage pump-out piers should be located near the offshore marina entrance so traffic does not interfere with the everyday activities within the marina basin. The fuel and pump-out pier should be well protected from waves to reduce the chance of accidental liquid spillage or damage to boats.

Transient piers should be located near the marina office so dockmasters can easily monitor transient activities and provide services. If possible, transient docks should be located near the marina entrance for easy access in unfamiliar waters.

Launch and haul-out facilities should be located in quiet water away from other marina activities. It is also desirable for the holding piers for rack boats to be in the same part of the marina basin so small boat traffic does not interfere with normal activities. There should be fueling facilities for rack storage boats near their holding piers. Larger yachts require large amounts of power; therefore, if possible, yacht piers should be located as close to the power source as possible to reduce power transmission costs.

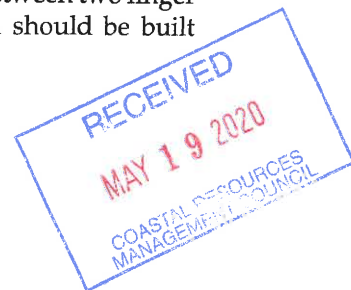
Head piers should be kept less than 180 m (600 ft) in length to make the slips convenient to restrooms, trash receptacles, parking, and the marina office.

*Slip Layout* The slip dimensions will be based on the data on boats to be accommodated. The input of marina operators familiar with the location, site, and approved information on unfavorable wind, weather, or other conditions that may not be readily apparent is recommended. Strong currents at river locations will also have an impact on slip orientation. In general, the size of the boat slip depends on the boat to be served, the environmental conditions, and the skill of the operator. Clearance allowances increase with boat length.

When planning a marina it is necessary to balance the boater's desire for convenient mooring with the objective of maximizing boat slip revenues. Table 1-2 gives an approximate number of boats and autos per hectare/acre for planning small craft harbors. The ultimate decisions on marina layout should be made based upon the benefits to the boater and marina operator. The developer's (public or private) objectives should be maximized, while initial costs and operating expenses should be minimized, within the previously identified site design constraints. Since the protected navigable water space is expensive to create, the harbor designer should make every attempt to arrive at the most efficient layout possible. Boater safety and convenience must also be considered in master planning the harbor.

The following schedule is an example of recommended berthing requirements for a modern marina:

- A single loaded slip provides a berth for one boat between two finger piers. Some single-loaded slips of a given length should be built





<b>PROPOSED DOCK</b> <b>200 RIVERDELL DRIVE</b> <b>NARRAGANSETT, RI</b>		<b>PREPARED BY:</b> Russell Morgan, P.E. 49 Pond Street Wakefield, RI 02879		<b>PREPARED FOR:</b> Sally and Ken Pietrzak 200 Riverdell Drive Narragansett, RI	
<b>SITE AREA - PROPOSED DOCK STRUCTURE</b>		<b>PROJ MGR:</b> RJM <b>DESIGNED BY:</b> RJM <b>DATE:</b> 9/20/2019	<b>REVIEWED BY:</b> RJM <b>DRAWN BY:</b> RJM <b>PROJECT NO.:</b> 18-01	<b>CHECKED BY:</b> SCALE: 1" = 30' <b>REVISION NO.:</b> 0	<b>FIGURE</b> <b>3</b>
NO.	ISSUE/DESCRIPTION	BY	DATE	SHEET NO. — OF XX	
1	MOVED FLOAT INLAND TO -2' CONTOUR	RJM	11/14/19		

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DEPARTMENT OF THE ARMY  
US ARMY CORPS OF ENGINEERS  
NEW ENGLAND DISTRICT  
696 VIRGINIA ROAD  
CONCORD MA 01742-2751

January 9, 2020

Regulatory Division  
File No. NAE-2019-03113

Kenneth & Sally Pietrzak  
200 Riverdell Drive  
Saunderstown, Rhode Island 02874

Dear Kenneth and Sally Pietrzak:

We have reviewed your application to the Rhode Island Coastal Resources Management Counsel (CRMC) to perform work, construct, and maintain a residential boating facility consisting of a 4 ft. x 46.5 ft. fixed timber pier supported by ten 10 inch timber piles, a 3 ft. x 14 ft. access ramp, and an 8 ft. x 18.75 ft. float. The structure will extend approximately 70 ft. beyond the mean high water line. This project is located in Pettasquamscutt River at 200 Riverdell Drive, Saunderstown, Rhode Island. This work is shown on the enclosed plans titled "PROPOSED DOCK 200 RIVERDELL, NARRAGANSETT, RI," on ten (10) sheets, with sheets 1 and 4 dated "9/26/2019," sheet 2 dated "9/26/19," sheets 3 and 5 dated "9/20/2019," and sheets 6 – 10 dated "10/19/19."

Based on the information that you have provided, we verify that the activity is authorized under General Permit # 4 of the enclosed March 3, 2017 Federal permits known as the Rhode Island General Permits (GPs).

Please review the enclosed GPs carefully, including the general conditions beginning on page 25, to be sure that you and whoever does the work understand its requirements. A copy of the GPs and this verification letter shall be available at the project site throughout the time the work is underway. The GPs are also available at <https://www.nae.usace.army.mil/Portals/74/docs/regulatory/StateGeneralPermits/RI/RIGP-w-erratasheet.pdf> Performing work within our jurisdiction that is not specifically authorized by this determination or failing to comply with any special condition provided above or all of the terms and conditions of the GPs may subject you to the enforcement provisions of our regulations. You must perform this work in compliance with the terms and conditions of the GPs.

This authorization expires on March 3, 2022. You must commence or be under contract to commence the work authorized herein by March 3, 2022 and complete the work by March 3, 2023. If not, you must contact this office to determine the need for further authorization before beginning or continuing the activity. We recommend that you contact us *before* this authorization expires to discuss permit reissuance. Please contact us immediately if you change the plans or construction methods for work within our jurisdiction. We must approve any changes before you undertake them.

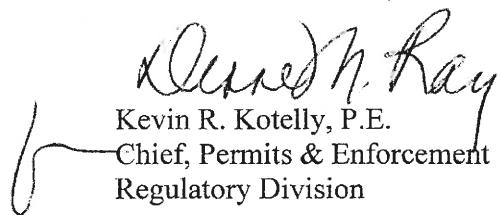
This authorization does not obviate the need to obtain other Federal, state, or local authorizations required by law.

This determination becomes valid only after the Rhode Island Coastal Resources Management Counsel issues their required authorization. The CRMC contact information is provided on Page 34 of the RI RGPs.

We continually strive to improve our customer service. In order for us to better serve you, we would appreciate your completing our Customer Service Survey located at [http://corpsmapu.usace.army.mil/cm\\_apex/f?p=regulatory\\_survey](http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey)

Please contact Diane Ray, of my staff, at (978) 318-8831 if you have any questions.

Sincerely,

  
Kevin R. Kotelly, P.E.  
Chief, Permits & Enforcement Branch  
Regulatory Division

Enclosures

cc:

Russell Morgan, 49 Pond Street, Wakefield, Rhode Island 02879, [russmorgan1959@gmail.com](mailto:russmorgan1959@gmail.com)

Town of Narragansett Conservation Commission, 25 Fifth Avenue, Narragansett, Rhode Island 02882, [bmcphillips@narragansettri.gov](mailto:bmcphillips@narragansettri.gov)

Jean Abbruzzese, CRMC, Wakefield, RI; [jabbruzzese@crmc.ri.gov](mailto:jabbruzzese@crmc.ri.gov)

Erica Sachs, U.S. EPA, Region 1, Boston, Massachusetts, [sachs.eric@epa.gov](mailto:sachs.eric@epa.gov)



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

HISTORICAL PRESERVATION & HERITAGE COMMISSION

Old State House • 150 Benefit Street • Providence, R.I. 02903-1209

TEL (401) 222-2678

FAX (401) 222-2968

TTY / Relay 711

Website [www.preservation.ri.gov](http://www.preservation.ri.gov)

Jennifer R. Cervenka, Chair  
Coastal Resources Management Council  
Stedman Government Center, 4808 Tower Hill Road  
Wakefield, RI 02879

CRMC File Number: 2019-10-084  
Applicant: S. and K. Pietrzak  
Town: Narragansett  
Response Date: 11/5/19

Dear Ms. Cervenka,

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

These comments are provided in accordance with Section 220 of the Coastal Resources Management Plan. If you have any questions, please contact Jeff Emidy, Project Review Coordinator, or Charlotte Taylor, Senior Archaeologist, at this office.

Very truly yours,

J. Paul Loether  
Executive Director, RIHPHC  
State Historic Preservation Officer





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

### PUBLIC NOTICE

File Number: 2019-10-084 Date: November 22, 2019

This office has under consideration the application of:

Kenneth & Sally Pietrzak  
200 Riverdell Drive  
Saunderstown, RI 02874

for a State of Rhode Island Assent to construct and maintain: A residential boating facility consisting of a 4' x 46.5' timber fixed pier, a 3' x 14' access ramp and a 8' x 18.75' (150sf) terminal float. The facility will extend ~45' seaward of the cited MLW mark (including float restraint pilings. The facility requires a 100% property line setback variance as it proposes to extend ~35' across the southern property line extension due to existing site conditions.

Project Location:	200 Riverdell Drive
City/Town:	Narragansett
Plat/Lot:	N-K / 2-1
Waterway:	Narrow River (Upper)

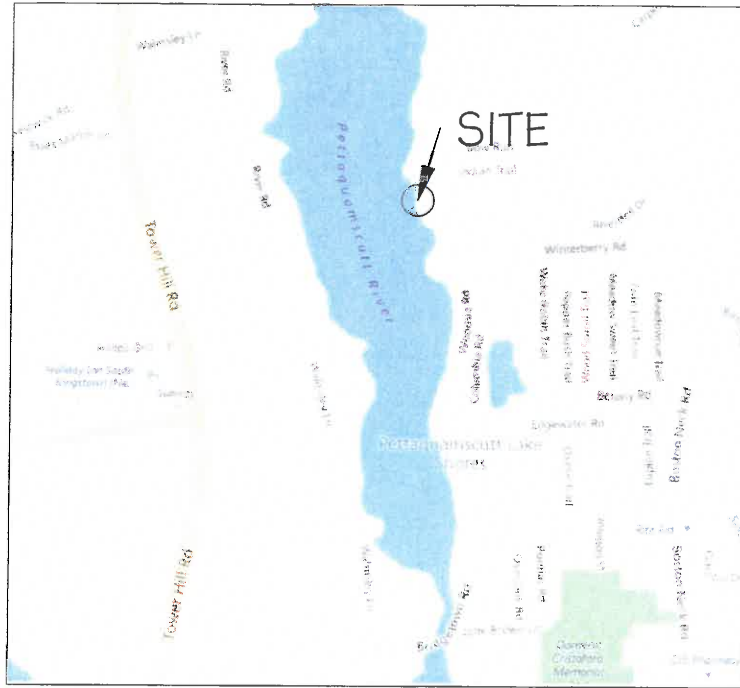
Plans of the proposed work may be seen at the CRMC office in Wakefield.

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 26, 2019.

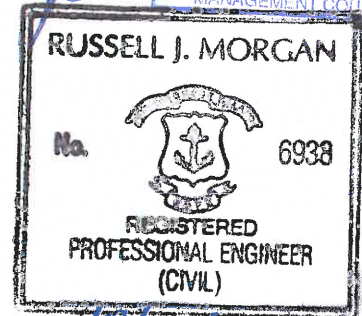
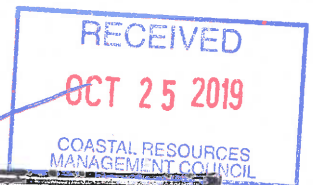




## SITE LOCUS (NTS)

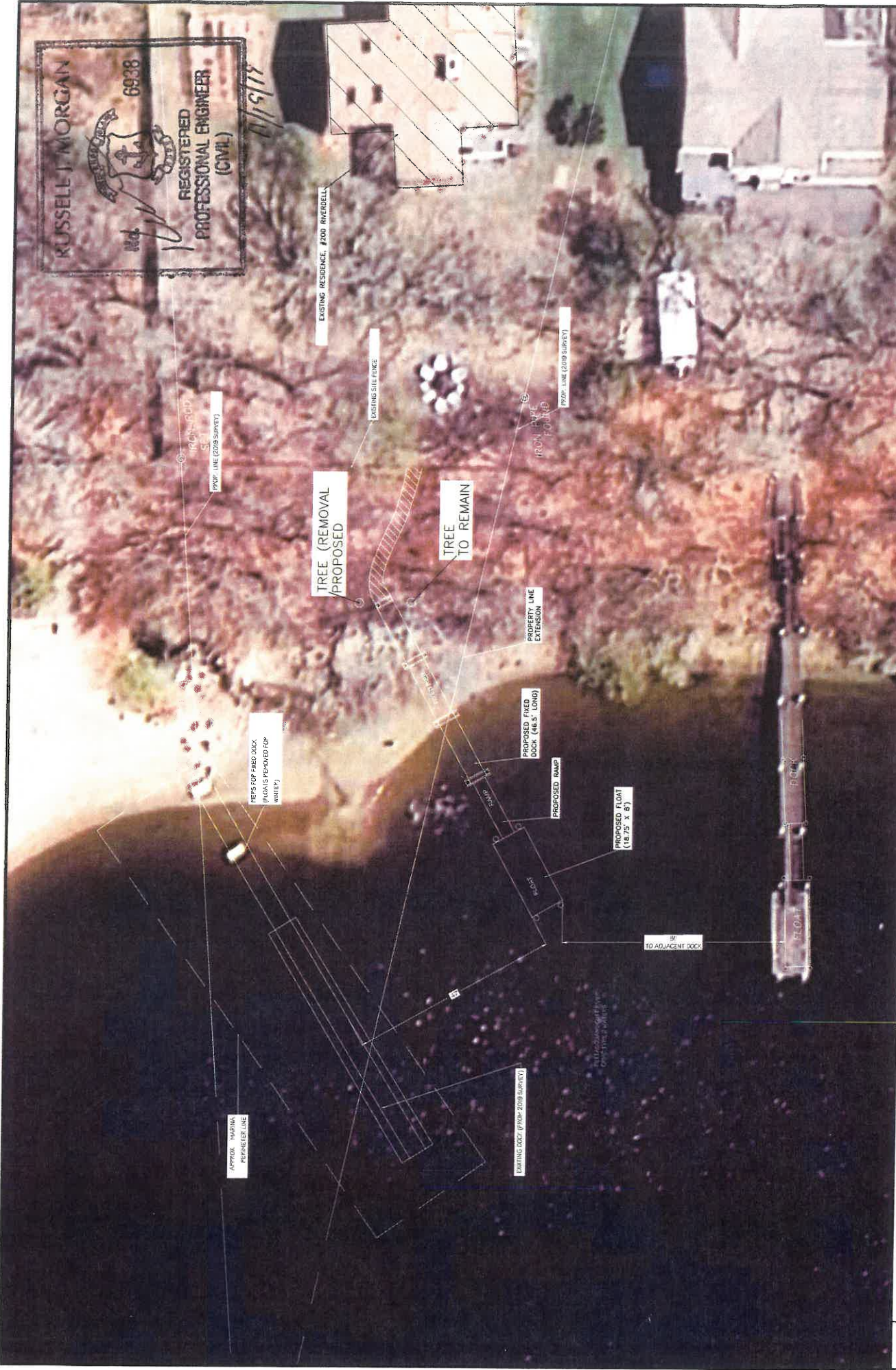
### PROJECT DRAWING LIST

DRAWING	TITLE
FIG. 1	SITE LOCUS AND DRAWING SCHEDULE
FIG. 2	AREAL PHOTO - EXISTING CONDITIONS
FIG. 3	AREAL PHOTO - PROPOSED DOCK LAYOUT
FIG. 4	PROPOSED DOCK LAYOUT
FIG. 5	PROPOSED DOCK SECTION
FIG. 6	FIXED DOCK FRAMING AND DETAILS
FIG. 7	FLOATING DOCK FRAMING
FIG. 8	FLOATING DOCK SECTIONS
FIG. 9	RAMP FRAMING AND SECTION
FIG. 10	NOTES



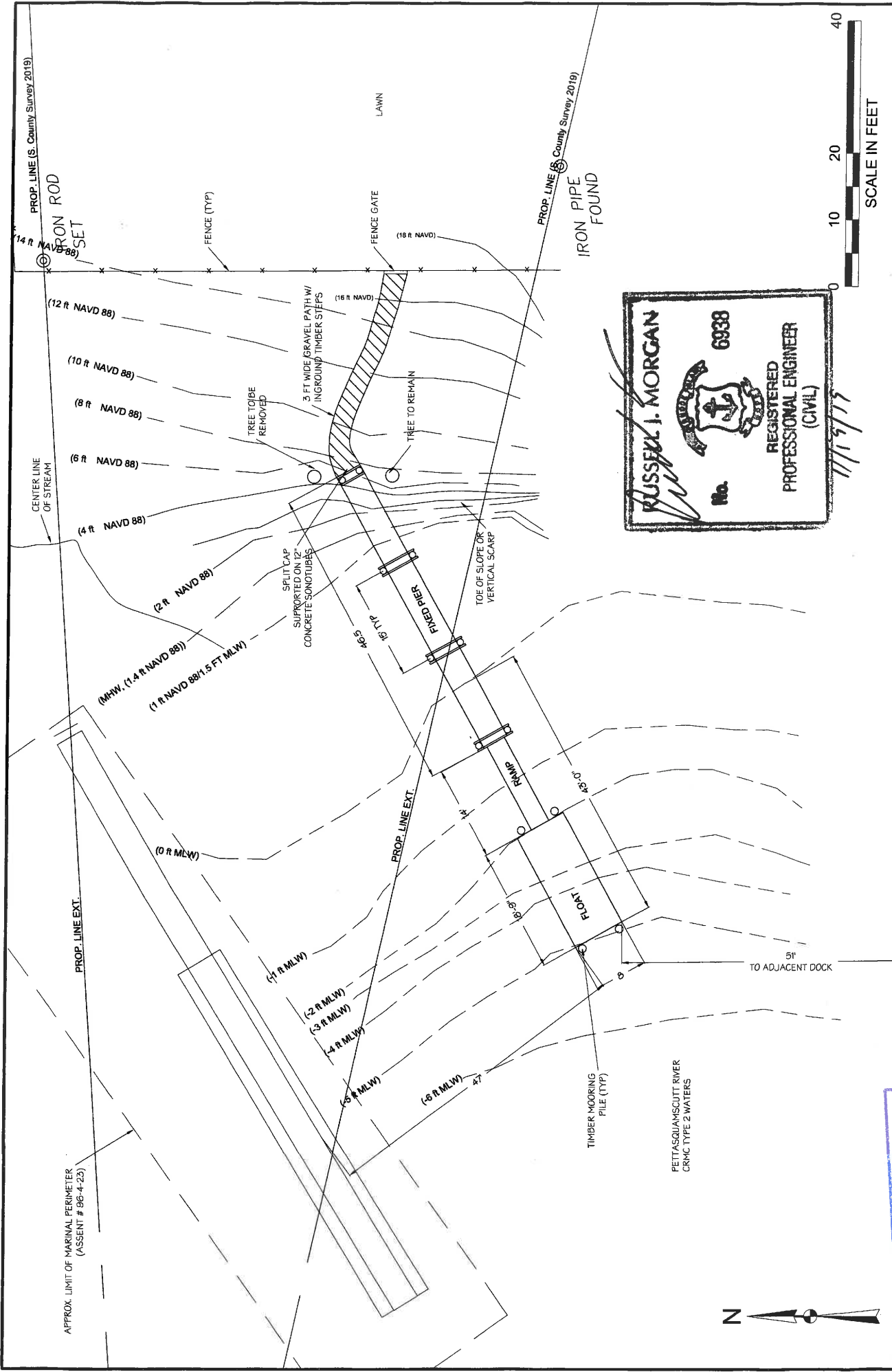
*10/19/19*

		NO.	ISSUE/DESCRIPTION	BY	DATE	
PREPARED BY:		<b>PROPOSED DOCK</b> 200 RIVERDELL, NARRAGANSETT, RI			<b>FIGURE</b>  1	
<b>RUSSELL MORGAN P.E.</b> 49 POND STREET WAKEFIELD, RI 02879 (401) 474-9550						
PREPARED FOR:		<b>COVER SHEET AND LOCUS</b>			SHEET NO.	
Sally and Ken Pietrzak						
PRDJ MGR:	RJM	REVIEWED BY:	CHECKED BY:	DATE	PROJECT NO.	REVISION NO.
DESIGNED BY:	RJM	DRAWN BY:	RJM	SCALE:	9/26/2019	18-01

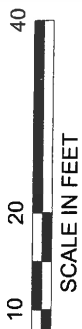
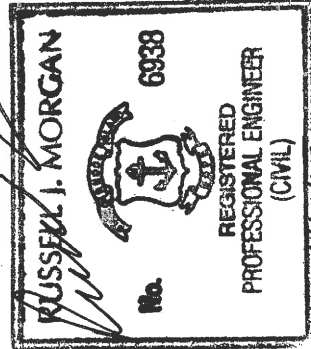


<p><b>PROPOSED DOCK</b>          200 RIVERDELL DRIVE          NARRAGANSETT, RI</p>		<p>PREPARED BY:  <b>Russell Morgan, P.E.</b>          49 Pond Street          Wakefield, RI 02879</p>		<p>PREPARED FOR:          Sally and Ken Pietzak          200 Rivercell Drive          Narragansett, RI</p>	
		<p>PROJ. MGR: RJM          DESIGNED BY: RJM          DATE: 9/20/2019</p>		<p>CHECKED BY:          SCALE: 1" = 30'          REVISION NO.: 0</p>	
<p><b>SITE AREAL - PROPOSED DOCK STRUCTURE</b></p>		<p>REVIEWED BY: RJM          DRAWN BY: RJM          PROJECT NO.: 18-01</p>		<p>FIGURE  <b>3</b>          SHEET NO. --- OF XX</p>	
NO.	ISSUE/DESCRIPTION	BY	DATE		
1	MOVED FLOAT INLAND TO -2' CONTOUR	RJM	11/14/19		

RECEIVED  
 NOV 21 2019



APPROX. LIMIT OF MARINAL PERIMETER (ASSENT # 96-4-23)	PROPOSED DOCK 200 RIVERDELL DRIVE NARRAGANSETT, RI		PREPARED FOR: Sally and Ken Pietrzak 200 Riverdell Drive Narragansett, RI
	PROPOSED DOCK STRUCTURE		CHECKED BY: SCALE: 1" = 20' REVISION NO. 0
1. MOVED FLOAT INLAND TO -2' CONTOUR		PROJECT NO. 18-01	FIGURE 4
ISSUE/DESCRIPTION		DATE: 9/26/2019	SHEET NO. --- OF XX



RECEIVED  
 NOV 21 2019  
 COSTA COLLETTIER  
 MUNICIPAL ENGINEER

NO.	DATE
RJM	11/4/19

4' WIDE GRAVEL AND TIMBER STEP WALKWAY

FIXED DOCK TERM. SUPPORTED ON 12" SONOTUBE AND SPLIT CAP

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

MOORING PILES MIN. 10" TIP BUTT CUTOFF ELY. 13.0 NAVD 88 (ELEV. 13.4' MLW)

16' LONG BY 3 FT WIDE RAMP

DECK EL. 6.5' (MLW DATUM)

8' WIDE BY 18.75' LONG FLOAT

24" OR GREATER WATER DEPTH AT MLW

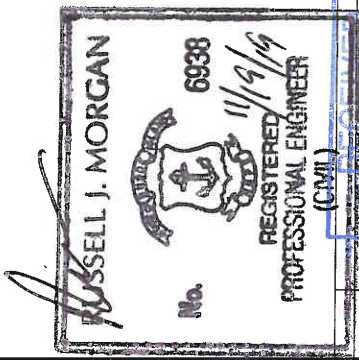
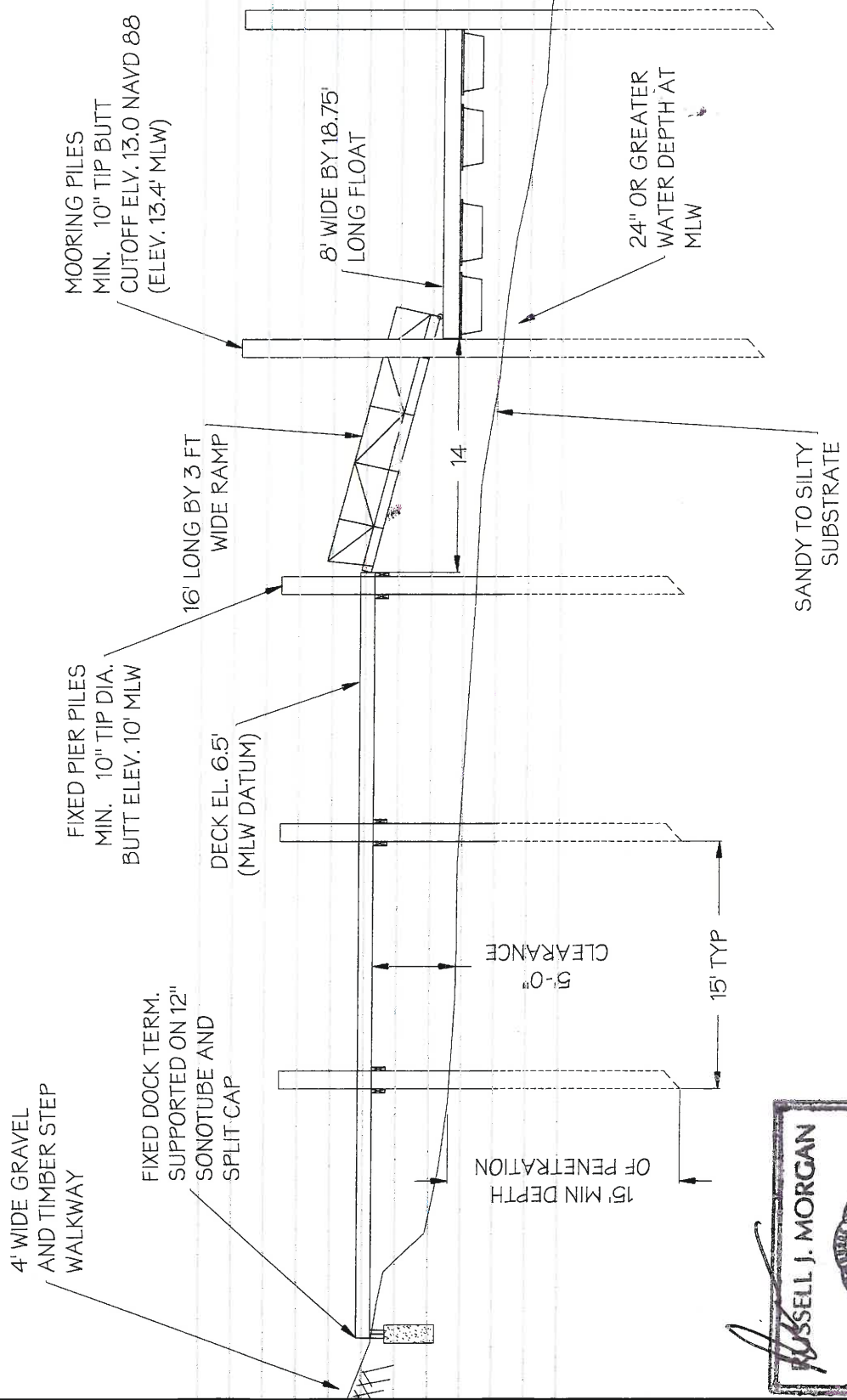
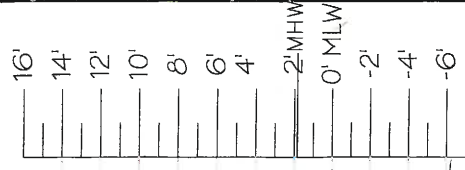
SANDY TO SILTY SUBSTRATE

15' MIN DEPTH OF PENETRATION

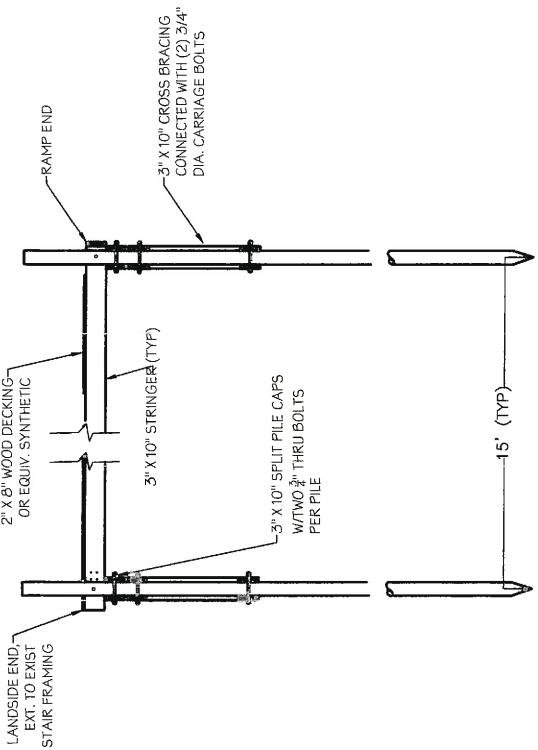
5'-0" CLEARANCE

15' TYP

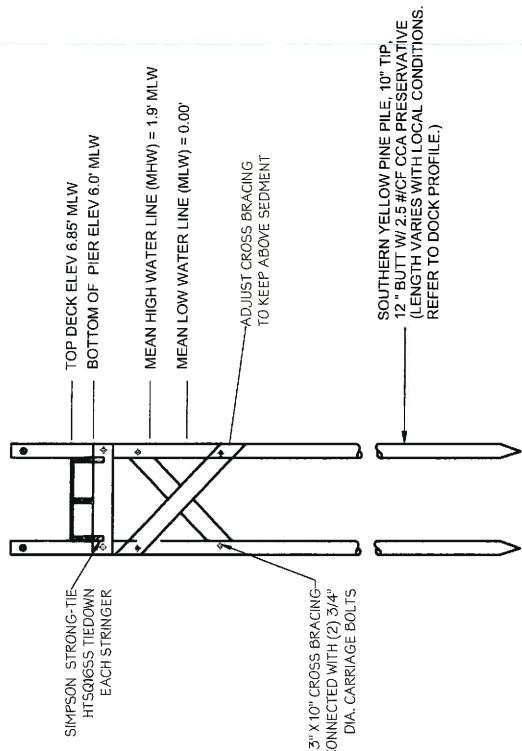
14



PROPOSED DOCK 200 RIVERDELL DRIVE NARRAGANSETT, RI		PREPARED BY: Russell Morgan, P.E. 49 Pond Street Wakefield, RI 02879	PREPARED FOR: Sally and Ken Pietzak 200 Riverdell Drive Narragansett, RI
<b>LONGITUDINAL DOCK SECTION</b>		PROJ MGR: RJM DESIGNED BY: RJM DATE: 9/20/2019	CHECKED BY: SCALE: 1" = 10' REVISION NO.: 0
1. MOVED FLOAT INLAND TO -2" CONTOUR		REVIEWED BY: DRAWN BY: RJM PROJECT NO.: 18-01	<b>FIGURE 5</b> SHEET NO. --- OF XX

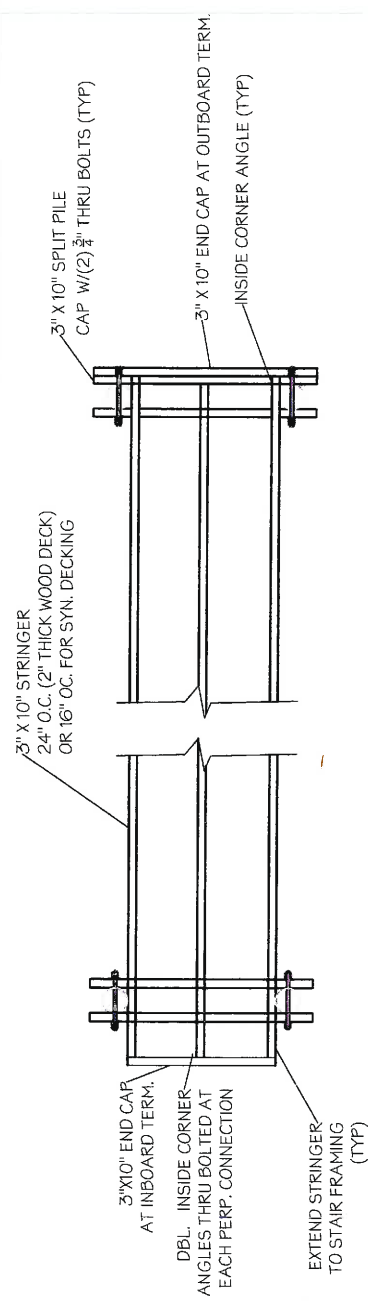


FIXED DOCK - LONGITUDINAL SECTION  
(NTS)



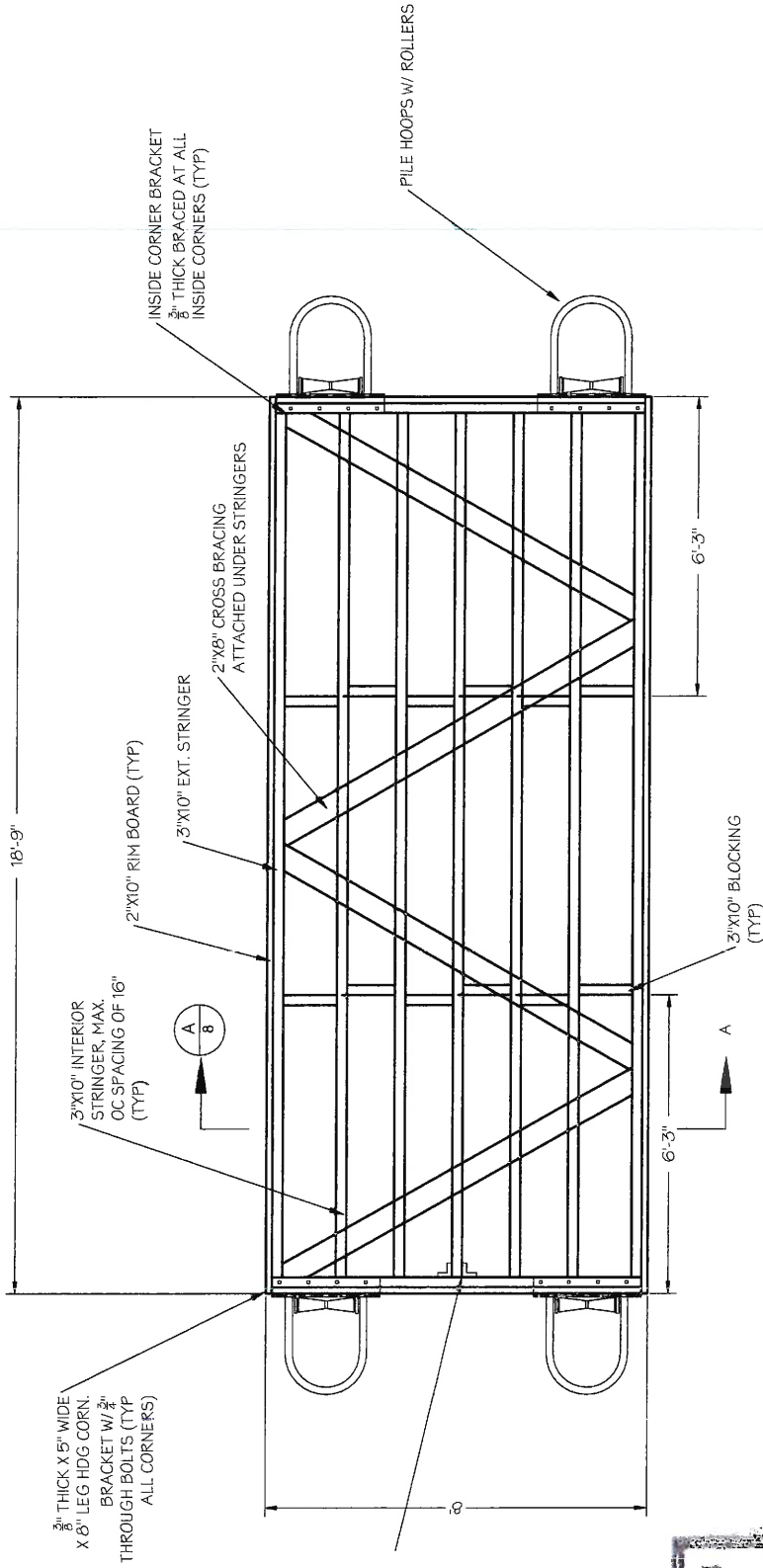
FIXED DOCK - END SECTION  
(NTS)

**RUSSELL J. MORGAN**  
 No. **6938**  
  
**REGISTERED PROFESSIONAL ENGINEER (CIVIL)**  
 10/19/16



FIXED DOCK FRAMING  
(NTS)

PROPOSED DOCK 200 RIVERDELL DR NARRAGANSETT, RI		PREPARED BY: <b>Russell Morgan, P.E.</b> 49 Pond Street Wakefield, RI 02879	PREPARED FOR: Sally Ken Pleitzak 200 Riverdell Dr. Narragansett, RI
<b>FIXED DOCK FRAMING PLAN AND DETAILS</b>		PROJ MGR: RJM DESIGNED BY: RJM DATE: 10/19/19	CHECKED BY: NTS SCALE: REVISION NO. 0
FIG		<b>6</b>	
SHEET NO. XX OF XX		18-01	



3/8" THICK X 5" WIDE  
X 8" LEG HDG CORN.  
BRACKET W/ 3/8"  
THROUGH BOLTS (TYP)  
ALL CORNERS

3"X10" INTERIOR  
STRINGER, MAX.  
OC SPACING OF 16"  
(TYP)

2"X10" RIM BOARD (TYP)

3"X10" EXT. STRINGER

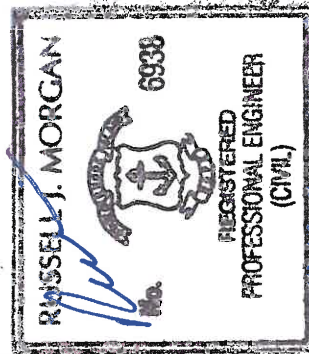
2"X8" CROSS BRACING  
ATTACHED UNDER STRINGERS

INSIDE CORNER BRACKET  
3/8" THICK BRACED AT ALL  
INSIDE CORNERS (TYP)

PILE HOOPS W/ ROLLERS

DBL. ANGLES, THRU BOLTED  
DBM. EACH PERP. CONNECTION

### FLOAT FRAMING AND HARDWARE



PROPOSED DOCK  
200 RIVERDELL DRIVE  
NARRAGANSETT, RI

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

PREPARED FOR:  
Sally and Ken Pietrzak  
200 Riverdell Drive  
Narragansett, RI

### FLOATING DOCK FRAMING

PROJ. MGR.:	RJM	REVIEWED BY:	RJM
DESIGNED BY:	RJM	DRAWN BY:	RJM
DATE:	10/19/19	PROJECT NO.:	18-01
CHECKED BY:		SCALE:	1/4" = 1'-0"
REVISION NO.:		REV NO	

FIG 7

SHEET NO. XX OF XX

RECEIVED

OCT 25 2019

COASTAL RESOURCES  
MANAGEMENT COUNCIL



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** <sup>5</sup>

## APPLICATION FOR STATE ASSENT

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

Project Location <u>200 Riverdell Drive, Narragansett</u> <div style="display: flex; justify-content: space-between; font-size: small;"> <span>No.</span> <span>Street</span> <span>City/Town</span> </div>	File No. (CRMC USE ONLY) <div style="font-size: large; color: blue; text-align: center;">2019-10-084</div>
Owner's Name <u>Sally and Ken Pietrzak</u>	Plat: N-K Lot(s): 2-1
Mailing Address <u>200 Riverdell Drive</u> <div style="display: flex; justify-content: space-between; font-size: small;"> <span>City/Town <u>Saunderstown</u></span> <span>State <u>RI</u></span> <span>Zip Code <u>02874</u></span> </div>	Contact No.: 401-474-6778
Contractor RI Lic. # <u>32416</u> Address <u>HBB Construction 237 Liberty Lane, West Kingston, RI</u>	Tel. No. 401-439-0618
Designer <u>Russell Morgan, P.E.</u> Address <u>49 Pond Street, Wakefield, RI 02879</u>	Tel. No. 401-474-9550
Name of Waterway <u>Pettasquamscutt River</u>	Fee: \$ 1,500.00
<b>Describe accurately the work proposed. (Use additional sheets of paper if necessary and attach this form.)</b> See attached narrative	

**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): 1980-01-004 (Residence), 2005-05-067 (Stockade Fence)

**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:** \_\_\_\_\_

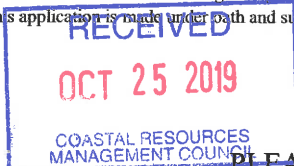
**Name and Addresses of adjacent property owners whose property adjoins the project site.** (Accurate addresses will insure proper notification. Improper addresses will result in an increase in review time.)

Forest Lake Preservation Association, Plat N-K, Lot 4, c/o David Krugman, 21 Indian Trail, Saunderstown, RI 02874 (Northern Abutter)

Bentley Family Trust, c/o Frant and Susan Bentley, Plat N-K, Lot 2-2, 198 Riverdell Dr. Saunderstown, RI 02874 (Southern Abutter)

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

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



*Kenneth Pietrzak*  
 \_\_\_\_\_  
 Owner's Signature (sign and print)

PLEASE REVIEW REVERSE SIDE OF APPLICATION FORM

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

October, 19, 2019

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

Re: CRMC Residential Dock Assent Request  
200 Riverdell Drive  
Assessor's Plat N-K, Lot 2-1  
Saunderstown, Rhode Island

Dear Council:

On behalf of Sally and Ken Pietrzak, we have prepared the attached application for construction of new residential dock at the above-mentioned property in Saunderstown, Rhode Island. The property is located on the Pettasquamscutt River in Type 2 waters.

Attached are the following materials:

- Application Fee (\$1500 for a new residential boating facility).
- Four copies of completed CRMC Assent Request Form.
- Proof of property ownership for the lot that comprises the site in the form of a letter from the Narragansett Tax Assessors Office.
- Four copies of project narrative.
- Four copies of location map, stamped plans, cross-sections, and descriptions of proposed construction activity.
- Set of recent photographs of the site.
- Copy or Site Survey Plan prepared by South County Survey and dated July 1, 2019

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

Very truly yours,



Russell J. Morgan, P.E.





**CRMC ASSENT REQUEST  
93 RIVERSIDE DRIVE – RESIDENTIAL DOCK CONSTRUCTION  
SOUTH KINGSTOWN, RHODE ISLAND**

**Owner:** Sally and Ken Peitzak

**Mailing Address:** 200 Riverdell Drive, Saunderstown, RI 02874

**Project Location:** Plat N-K, Lot 2-1, 200 Riverdell Drive, Saunderstown, 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 Dock Layout
Figure 4	Proposed Dock Layout
Figure 5	Proposed Dock Section
Figure 6	Fixed Dock Framing and Details
Figure 7	Floating Dock Framing
Figure 8	Floating Dock Sections
Figure 9	Ramp Framing and Section
Figure 10	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 River north of Bridgetown Road Bridge. This area of the River is designated as Type 2 waters, low intensity use. There are several structures at the site including a residence (CRMC Assent #1980-01-004) and a stockade fence (CRMC Assent 2005-05-067).

The site is characterized by a residence located at the eastern end of the property, with a maintained grassed and landscaped yard extending to the top of the coastal bluff and existing stockade fence that borders the western and northern limits of the property. The site slopes gently from east to west up to the fence. From the fence to the waterway the site slopes at an approximately 2 horizontal to 1 vertical relief (elev. 16 ft to elev. 2 ft, NAVD 88).

The coastal structure consists of a bluff fronted by a sandy beach. There has been localized erosion of the toe of the bluff. The site is also characterized by a stormwater outfall located just north of the property that discharges to the beach fronting the property.

The property to the north of the site is owned by the Forest Lake Preservation Association. The Association property contains a small marina that project to the southwest. A marina Perimeter Line was established by Assent #96-4-23. This perimeter line is presented on the attached Figures 3 and 4 and should be considered an approximate locations as the description in the Assent was not geo-referenced. The Association marina exists within property line extensions associated with the subject site.

The property to the south, 198 Riverdell Drive, plat map N-K, Lot 2-2, consists of a residential dwelling and dock.

The proposed dock layout for the subject site consists of a 53 ft fixed dock section, 14 ft ramp and 18.75 ft long terminal float. The total length of dock beyond MLW is 49 ft. Access between the landscaped yard and dock is proposed to be a 3 ft wide path constructed using crushed stone walking service with treated timber steps.

The proposed work also includes removal of an existing tree located at the landside dock terminus. This tree is currently undermined by bluff toe erosion and is tilting/hanging towards the west. It is our opinion that the tree will eventually fall and the proposed dock location is the most appropriate for the site conditions, therefore we request approval to remove the tree during the dock installation. We also request approval to remove a low hanging branch from a tree located just south of the proposed dock terminus. The following figure presents site location and tree removal.



The river bottom sediment in the area is silty with some sand. There was no wetland vegetation observed along the riverfront in the area of the proposed dock. The site location and existing conditions are presented on Figures 1 and 2.

The site plan and topography was developed using a survey grade GPS unit. The upland grades are referenced to NAVD 88, the grades below MHW are referenced to MLW Datum. 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. This survey identified several site bench marks that were used to develop the nearshore river bathymetry. River bathymetry was developed by completing two survey lines from shore and were referenced to MLW datum. The results of this work is presented on the attached Figures.

The proposed dock layout was developed to meet the Rhode Island Coastal Resourced Management Program, guidance and standards. The proposed footprint is controlled by minimum water depth requirements and distances from adjacent water use structures (marina to the north and residential dock to the south.). The proposed float configuration was designed to minimize the structure length beyond MLW. The fixed dock will be installed with a deck elevation of 6.5 ft (MLW). This will allow approximately 5 feet between the dock frame and river sediment below the structure. The proposed fixed pier will be supported on four timber pile bents. The eastward limit of the dock will be supported on

concrete filled sonotube foundations. The dock will be 4 feet wide. The dock is to be serviced by water and electrical utilities.

A three foot wide ramp will transition from the fixed dock to a 8 ft by 18.75 ft terminal float. The float will be moored with four piles. The top of the mooring piles will be cut off at elevation 13 feet MLW to prevent lift off the float section during the 100 year storm.

The land end of the proposed facility was determined using a high accuracy GPS, the outboard terminus location was determined based on the state plan coordinate referenced plan. At the center of the pier at the eastern terminus is to be located at State Plane Coordinate Northing: 342317.870 and Easting: 152298.219. At the center of the pier at the western terminus is to be located at State Plane Coordinate Northing: 342242.437 and Easting: 152256.389.

The proposed facility will be constructed using machines and materials accessed via barge. Site work will be limited to the installation of 2 sonotube foundation piers and clearing, landscaping timber installation, and surface grading with crushed stone associated with the 3 ft wide walkway. The contractor will install the pile bents by driving the piles a minimum of 15 feet below the subgrade. 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.

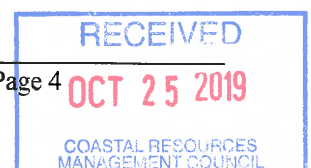


TITLE 680 – COASTAL RESOURCE MANAGEMENT COUNCIL, CHAPT 20 – COASTAL MANAGEMENT PROGRAM

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 current property owners desire a dock with a terminal float to allow use of the waterway from their residence.*
  - b. Demonstrate that all applicable local zoning ordinances, building codes, flood hazard standards, and all safety codes, fire codes, and environmental requirements have or will be met; local approvals are required for activities as specifically prescribed for nontidal portions of a project in §§ 1.3.1(B), (C), (F), (H), (I), (K), (M), (O) and (Q) of this Part; for projects on state land, the state building official, for the purposes of this section, is the building official; *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. There is a marina located on property abutting the subject property to the north. The marina dock and marina perimeter line are located approximately 50 ft and 40 ft respectively from the proposed terminal float.*
  - c. Describe the boundaries of the coastal waters and land area that is anticipated to be affected; *The coastal waters are the Pettasquamscutt River, a Type 2 water. The landside terminus of the dock will be located on the coastal bluff, require removal of a tree, and the installation of a walking path to access the dock across the bluff.*
  - d. Demonstrate that the alteration or activity will not result in significant impacts on erosion and/or deposition processes along the shore and in tidal waters; *The proposed dock will be elevated on pile bents and will not impact currents or the depositional process along the shoreline.*
  - e. Demonstrate that the alteration or activity will not result in significant impacts on the abundance and diversity of plant and animal life; *The proposed dock is elevated and will allow angular sunlight beneath the structure. There are not wetlands in the immediate vicinity of the dock to be impacted.*
  - 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, there are numerous similar existing docks along the shoreline, and the proposed dock is less intrusive than neighboring docks.*
  - 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*

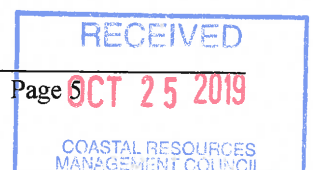


- i. Demonstrate that there will be no significant deterioration in the quality of the water in the immediate vicinity as defined by DEM; *The proposed dock will not degrade the water quality, the materials used in the dock are timber treated with material accepted in the marine environment and encapsulated plastic floats will not adversely impact the water.*
- 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, in general, is of the same magnitude as others along the shoreline so this dock will not adversely impact boating along this length of shoreline.*
- k. Demonstrate that measures have been taken to minimize any adverse scenic impact (see § 1.3.5 of this Part). *The proposed dock construction is similar to other docks along the shoreline and there are no features that would change the appearance relative to other residential docks in the area.*

1.3.1 (D)

7. Prohibitions

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

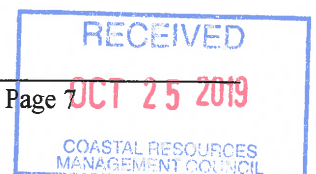


- e. Rhode Island is an EPA designated a No Discharge State; all vessel discharges within State Waters are prohibited.
- f. In Type 2 waters, the building of private launching ramps that propose to alter a coastal feature are prohibited, except along manmade shorelines. Where a coastal wetland fronts a manmade shoreline, the building of private launching ramps shall be prohibited. This prohibition does not apply to marinas with Council-approved marina perimeters (MPL). *Not Applicable*
- g. New residential or limited recreational boating facilities are prohibited from having both a fixed T section or L-section, and a float. *Proposed dock does not have structure described above.*
- h. Terminal Floats at residential and limited recreational docks in excess of two hundred (200) square feet are prohibited. *Proposed Terminal Float is 150 square feet in area.*
  - i. Residential recreational docks shared by owners of waterfront property are prohibited from exceeding more than two (2) terminalfloats and a combined total terminal float area in excess of three-hundred (300) square feet. *Not Applicable*
  - J. Marine railway systems are prohibited except in association with: a marina; or, a commercial or industrial water dependent activity in type 3, 5 and 6 waters. *Not Applicable*
  - k. The installation or use of more than one (1) residential or limited recreational boating facility per lot of record as of October 7, 2012 is prohibited. *Not Applicable*
  - I. The construction and use of cribs for residential or limited recreational boating facilities is prohibited when located within coastal wetlands. *Proposed work does not include cribs.*
- 8. Standards
  - a. All new or significantly expanded recreational boating facilities shall be located on site plans that clearly show the Mean Low Water (MLW) and Mean High Water Elevation (MHW) contours. The MLW shall be determined utilizing the "Short Term Tide Measurement" method. The Executive Director shall have the discretion to require a more accurate method of MLW determination when utilizing the Short Term Tide Measurement method will not provide accurate results. Guidance for the Short Term Tide Measurement is available from the CRMC. At the discretion of the Executive Director, a previously established tidal determination may be utilized if the areas have similar tidal characteristics. *Engineering completed for this project utilized 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). *No SAV was observed in the area of the proposed structure. The substrate consisted of sand and silt.*

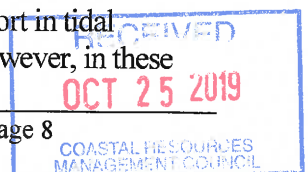
11. Residential and limited recreational docks, piers, and floats standards

- 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, no SAV was observed at the site. The proposed upland work consists of a walking path and is presented on the design drawings. All plans are stamped by a RI PE.*
- c. Fixed structures which are for pedestrian access only shall be capable of supporting forty (40) pounds per square foot live load as well as their own dead weight; floating structures shall be capable of supporting a uniform twenty (20) pounds per square foot live load, or a concentrated load of four hundred (400) pounds. A written certification by the designer that the structure is designed to support the above design loads shall be included with the application. *The fixed and floating structures were designed using the design basis stated above.*
- d. No creosote shall be applied to any portion of the structure. *There is no use of creosote on this project.*
- e. A residential or limited recreational boating facility shall be a



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

- f. All new or replacement floats shall utilize floatation that was specifically fabricated for marine use and warranted by its manufacturer for such use. Foam billets or foam bead shall not be utilized unless they are completely encapsulated within impact resistant plastic. *The terminal float will be constructed using impact resistant plastic floats drums specifically designed and manufactured for this use.*
- g. Where possible, residential boating facilities shall avoid crossing coastal wetlands. In accordance with § 1.3.1(Q) of this Part, those structures that propose to extend beyond the limit of emergent vegetative wetlands are considered residential boating facilities. Facilities shall be located along the shoreline so as to span the minimal amount of wetland possible. Facilities spanning wetlands shall be elevated a minimum of four (4) feet above the marsh substrate to the bottom of the stringers, or constructed at a 1:1 height to width ratio. Construction in a coastal wetland shall be accomplished by working out from completed sections. When pilings are placed within coastal wetlands, only the immediate area of piling penetration may be disturbed. Pilings should be spaced so as to minimize the amount of wetland disturbance. No construction equipment shall traverse the wetland while the facility is being built. *There were not wetlands observed in the vicinity of this project.*
- h. Owners are required to maintain their facilities in good working condition. Facilities may not be abandoned. The owner shall remove from tidal waters and coastal features any structure or portions of structures which are destroyed in any natural or man-induced manner. CRMC authorization for a recreational boating facility allows a dock owner to undertake minor repairs of approved facilities without further review, where such repairs will not alter the assented and/or permitted design, capacity, purpose or use of the facility. For the purposes of this policy, minor repairs shall include the repair or replacement of dock decking or planks, hand railings and support, and other activities of a similar and non-substantial nature. Minor repairs do not include alterations to the approved design of the facility, expansion of the facility, or work requiring the use of heavy machinery, such as a pile driver; these activities require that a Certification of Maintenance be obtained from the Council.
- i. Float ramps and other marine appurtenances or equipment shall not be stored on a coastal feature or any area designated as a CRMC buffer zone. *The float and ramp will be stored in place.*
- j. The use of cribs for structural support shall be avoided. The use of cribs as support in tidal waters may be permitted given certain environmental design considerations. However, in these





instances the size and square footage shall be minimized and not exceed six (6) feet by six (6) feet in footprint dimension and the structure cannot pose a hazard to navigation. When cribs are permitted for structural support, they must be removed when the useful life of the structure has ceased (e.g. the structure is no longer used as a means of accessing tidal waters). *There are no cribs being installed as part of this project.*

k. Residential and limited recreational boating facilities shall not intrude into the area within twenty five (25) feet of an extension of abutting property lines unless:

- (1) it is to be common structure for two or more adjoining owners, concurrently applying or
- (2) a letter or letters of no objection from the affected owner or owners are forwarded to the CRMC with the application.
- (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.

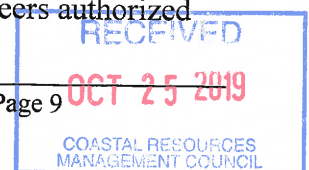
*The site has unique restraints relative to dock location relative to the extended property lines. We have located the dock at a location that provides the best fit to the site and limits impacts to abutter waterway uses. This layout results in non conformance with the offset requirements from the southern property line extension. A letter of no objection from the southern abutter cannot be attained.*

*In accordance with CRMC guidance a site survey of the subject property was completed to locate property lines and location of existing adjacent docks. A copy of the survey plan is attached to this submittal. The property line and adjacent dock data have been incorporated into the site plans for this design submittal and are indicated on Figures 2, 3, and 4.*

I. Residential and limited recreational boating facilities shall not extend beyond that point which is:

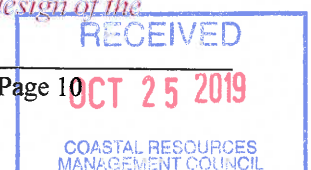
- (1) 25% of the distance to the opposite shore (measured from mean low water), or
- (2) fifty (50) feet seaward of mean low water, whichever is the lesser. *The proposed facility does not extend 25% of the distance across the river and the proposed seaward limit is 49 feet beyond the MLW contour.*

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: 342317.870 and Easting: 152298.219. At the center of the pier at the western terminus is to be located at State Plane Coordinate Northing: 342242.437 and Easting: 152256.389.*
- 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. 6.5 MLW to allow lateral access between the bottom of the stringers and beach.*
- 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.

Laura and William T. Edmonds  
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401-323-3095  
lauramflynn@yahoo.com

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

January 7, 2020

Re: File Number 2019-10-084

To Whom It May Concern:

This letter is to express our concern regarding the proposal to build a new dock at 200 Riverdell Drive in Narragansett (file number 2019-10-1084).

We are members of the Forest Lakes Preservation Association (FLPA) and residents on neighboring Indian Trail. We oppose the new dock proposed to be placed to the south of the existing dock. It is apparent from the plans that the existing FLPA dock was not in the water at the time of the photos used to demonstrate the plans. We are concerned that the space available is not properly accounted for. It must be noted that the boats on the FLPA dock perpendicular to the dock, not parallel, so extend at least 12-16 feet farther to the south. This leaves simply too little room to add an additional dock in the proposed space, which **jeopardizes the safety** of the current users of the docks in place and their families and guests, swimmers and boaters alike.

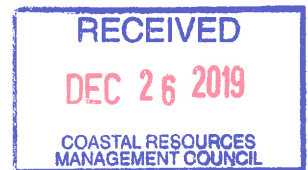
We do not currently dock a boat at the FLPA dock, but feel the **safety concerns** regarding a new dock placement are important to highlight and should be **weighed most heavily** in your decision-making process. Thank you for your consideration. We would be happy to discuss more if needed.

Sincerely,



Laura Edmonds and William T. Edmonds





To: State of Rhode Island and Providence Plantations  
Coastal Resource Management Council  
Oliver H. Stedman Government Center  
4808 Tower Hill Road, Suite 3  
Wakefield, RI 02879

From: Bryan M. DeAngelis  
210 Indian Trail  
Saunderstown, RI  
02874

Re: Consideration of application of Kenneth & Sally Pietrzak, 200 Riverdell Drive, Saunderstown, RI 02874.

**File Number: 2019-10-084**

To Whom it May Concern,

I am a resident of the Forest Lakes neighborhood (Indian Trail) and a member of the dock association. This letter does NOT represent the Forest Lakes Preservation Association (FLPA, neighborhood association), or the Forest Lakes Dock Association (FLDA), but only my views and opinions as a neighborhood and Narragansett resident.


I am highly concerned that the building of an additional dock between the FLPA dock and the existing dock to the south will present a dangerous situation.

I would like to ensure that CRMC recognizes that the boats docked within the Forest Lakes Marina Perimeter are *not* docked parallel to the dock, but rather, the boats are *perpendicular* to the dock. The drawings submitted to CRMC by the applicant did not make this clear. Therefore, the standard distances and buffer zones used, should reflect this situation. It does not appear there is enough room (using the drawings proposed) to avoid a highly dangerous situation. Using multiple examples in Great Salt Pond (Pt. Judith Pond) where boats are docked perpendicularly to an existing dock that is docking parallel, the average distance is well over 100' apart. The smallest distance I could find in was in Mettatuxet, where the dock to dock distance averages 70' between two parallel-docking boats. The distance proposed by the applicant is roughly 42' feet, float to float. The lack of space for maneuverability is going to result in boat collisions.

I'm not fundamentally opposed to residents installing new docks as long as they meet the environmental and regulatory standards of CRMC. However, in this case I am truly fearful of a dangerous situation presenting itself with the addition of another hard structure in what is a very limited degree of shoreline.

Thank you for taking this under consideration.

Sincerely,

  
Bryan M. DeAngelis  
210 Indian Trail  
Saunderstown, RI 02874

2019-10-084

From: Brad Carvalho CARVALHOCONSTRUCTION@ME.COM  
Subject: Fwd: Proposed Riverdell Dock  
Date: Dec 26, 2019 at 9:47:40 AM  
To: Brad Carvalho CARVALHOCONSTRUCTION@ME.COM

**To whom it may concern,**

My name is Brad Carvalho and I live at 75 Indian trail Saunderstown. My wife and I are both part of the FLPA (Forest Lakes preservation association) as well as the FLDA (Forest Lakes dock association). My wife, two children and I are strongly oppose to the plans to build a dock between our neighborhood dock and our existing neighbors dock to the south. Also our 12 dock association members voted on whether we opposed or had no opinion as to the proposed new build. The majority vote came back that we were against the new build as there is not enough room and it would be very dangerous to navigate our boats if not impossible once they put a boat on there dock

I am a contractor who works on residential homes. I have limited experience with dock building. I am not a lawyer or surveyor. I don't know the exact laws or rules being broken with this proposed build but have enough common sense to know that something is horribly wrong with the plans that we have been given. I tried to do my due diligence, reading up and learning about our marina perimeter limit and setbacks. I believe this dock is in our marina perimeter limit. Also without our float or boats on it is a horrible representation of what is currently existing. The facts are right now with no new dock between us and our existing neighbor we have a safe amount of water to safely back out around sandbars and shallows and make the swing into the pond. To think that we could fit another dock between us is absolutely ridiculous. I included an overlay with our boats on the dock. you will see once they put a boat on their new dock there wouldn't even be a boats length between us for us to back out. even if it could be done it would be very dangerous and next to impossible if there is any wind or boat wake. It would be far to tight and dangerous. I am promising you as a member of the dock who has docked on the south side and a father who this summer taught both my 11 and 13 year old to run a tiny boat (9ft dingy with a 2.5hp) that there is not enough room to squeeze in this proposed dock. It may look like there is on a Google earth overlay with our dock penciled in but in real life...With boats...not even close. I'm not sure if they're hoping they can sneak the dock in and then later force us to move ours because we didn't object?

But that would result in us losing almost our entire beach which is not fair to the rest of the neighborhood for generations to come. Again I am not a lawyer and unfortunately our neighborhood does not have the funds to hire a proper lawyer. All we have been doing is going back-and-forth. "What can we do?" "Is there even anything that we can do?" "Do we need to know the exact laws they are breaking to object?". The clock just keeps ticking. We all have jobs, family's and limited if any knowlage on the topic. Yesterday come to find out our neighbor who has been keeping us informed and is the only one to reach out to crmc with questions on our behave happens to be friends with the property owner proposing to build the new dock. Perfect.

To my knowledge today is the last day to object. I have received emails and had conversations with neighbors and dock members asking if I would please send an email,

before the deadline, on our behalf.

We were all busy, misguided and uninformed. That is why I'm writing this email on Christmas morning before the rest of my family comes over. I do not have any proof of rules or laws directly being violated or broken by the proposed build. I just know there is no room and it will ruin our neighborhood dock and maybe even the neighborhood beach. Our dock association opposes and my family strongly opposes. I would be willing to show up to any meetings and speak in person even if that means speaking directly with the property owner.

They had to have known when they purchased this home that there wasn't enough room for a dock. I'm hoping that this process is just a formality and that all parties know that there is absolutely no room for the proposed dock. The area in which they propose to build is also very shallow and there are a couple beautiful trees that we have been worried about for years. I believe it is due to erosion but they are barely hanging on and I don't see how they will survive the the construction and changes. They look to have so little frontage I don't even understand how this is a consideration. I can't imagine where the fixed pier would go and what directions their floats will jet out as our penciled in dock on the overlay is a terrible example as to what currently exists

I believe they are breaking the law by building a dock within our marina perimeter limit

This dock would be very very dangerous for everyone.

They seem to have sent two different plans.

In the first plans the overlay I got on Google earth lines up perfectly but there is obviously not enough room for the dock

In their second plan they seem to get closer to our dock and shift where our actual dock is in real life.

For some reason in both of their plans they use an aerial view without our dock and boats. They pencil in only the dock. This is to their advantage. It is clear there is no room when you see our boats and add a small 16' boat to their dock.

I also believe their measurements to be wrong in both plans (With penciled and docks) and their most recent set of plans to be altered from the actual aerial view of the two existing docks. I have attached both the first and second plan with overlays from Google earth

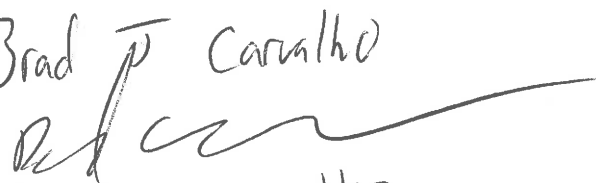
I would like a hearing my contact info is below

I overlaid Google earth with our boats over both of their plans. Please picture one of our boats backing out with a boat on their dock... Very Dangerous. I'm also not convinced that their measurements are correct. On their first plans they give a measurement of 50 feet from our dock to the CENTER of their 9 foot float leaving 45.5 feet. a 16 foot boat with motor backing out from between 16 foot boats with motors takes over 35 feet (Don't even know if i would call 40 Feet safe) leaves 5.5 feet left to their float WITHOUT A BOAT AND FENDERS ON THEIR DOCK. A small 17foot Carolina skiff and fender on their dock takes up 9 ft. A pontoon boat takes up much more. I don't believe their measurements to be accurate but the best they can show Doesn't even leave us room to back out with a small boat on their dock. Swimmers, wind or chop would make this impossible. We would have to grab onto their boat and spin ourselves out. I am not sure what we would do if they put a pontoon boat in. Even if we all installEd bow thrusters we still would not be able to safely maneuver in and out of our slips. We constantly have children playing, swimming, crabbing, fishing and Kayaking around our marina. If some how this new build is legal in our opinion it is dangerous even reckless to build so close to our marina. As I said before I'm hoping that this is just a formality.

Regards,  
Brad Carvalho

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<image0.png>

Brad Carvalho  
  
Keggins Carvalho  
Keggins Carvalho





PROPOSED WALKWAY  
PROPERTY LINE

PROPOSED TREE DOCK  
(PLANTER FOR  
WOOD)

TREE (REMOVAL  
PROPOSED)

EXISTING DOCK FROM CONCRETE

TREE  
TO REMAIN

PROPOSED TREE  
DOCK (4.5' LONG)

PROPERTY LINE  
EXTENSION

PROPOSED ROAD

PROPOSED PLANT  
(18.75' X 8')

PROPERTY LINE

