



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

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

APPLICATION FOR STATE ASSENT

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

Project Location <u>2574 Davisville Rd, North Kingstown</u> <small>No. Street City/Town</small>	File No. (CRMC USE ONLY) 2022-08-059
Owner's Name <u>Quonset Development Corporation</u>	Plat: 193 Lot(s): 010
Mailing Address <u>95 Cripe St North Kingstown, Rhode Island 02852</u> <small>Address City/Town, State Zip Code</small>	Owner's Contact: Mr. Greg Coren, P.E. Number: 401-295-0044 Email Address: gcoren@quonset.com
Contractor RI Reg. # <u>TBD</u> Address _____	Email address: Tel. No. TBD
Designer <u>GZA</u> Address <u>188 Valley Street, Suite 300, Providence, RI 02909</u>	Tel. No. 401-374-3468
Name of Waterway <u>Narragansett Bay</u>	Estimated Project Cost (EPC): <u>n/a</u> Application Fee: see attached narrative
Provide Below a Description of Work As Proposed (required). Construction of a new, multi-use Pier at Terminal 5 within the Port of Davisville. Details in 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): 2022-03-129

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/mailling addresses of adjacent property owners whose property adjoins the project site. Accurate mailing addresses will insure proper notification. _____ Applicant **must** initial to certify accuracy of adjacent property owners and accuracy of mailing addresses.
Quonset Development Corporation, 95 Cripe Street, North Kingstown, RI 12852

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

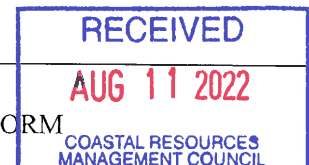
NOTE: The applicant acknowledges by evidence of their signature that they have reviewed the Rhode Island Coastal Resources Management Program, and have, where possible, adhered to the policies and standards of the program. Where variances or special exceptions are requested by the applicant, the applicant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

08/04

STEVEN J. KING
 Owner Name (PRINT)

Owner's Signature (SIGN)

PLEASE REVIEW REVERSE SIDE OF APPLICATION FORM





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188 Valley Street
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T: 401.421.4140
F: 401.751.8613
www.gza.com

August 5, 2022
File No. 03.0033645.11

Ms. Lisa Turner
Coastal Resources Management Council
Stedman Government Center – Suite 3
4808 Tower Hill Road
Wakefield, Rhode Island 02879

Mr. Neal Personeus
Rhode Island Department of Environmental Management
Office of Water Resources
235 Promenade Street
Providence, Rhode Island

Mr. Michael Wierbonics
United States Army Corps of Engineers
New England District, Regulatory District
696 Virginia Road
Concord, MA 01742

Re: Application for CRMC Assent, USACE Individual Permit, and RIDEM Water Quality Certificate
Pier at Terminal 5
Quonset Development Corporation
North Kingstown, Rhode Island

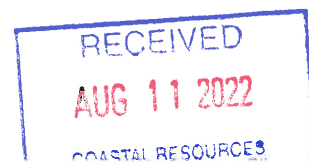
Dear Ms. Turner, Mr. Personeus, & Mr. Wierbonics:

On behalf of our client, Quonset Development Corporation (QDC), this application, for the construction of a new pier along an existing bulkhead, is being submitted by GZA GeoEnvironmental, Inc. (GZA) pursuant to applicable requirements of the following:

- Rhode Island Coastal Resources Management Council (CRMC) Assent;
- United States Army Corps of Engineers (USACE) Individual Permit; and
- Rhode Island Department of Environmental Management (RIDEM) Water Quality Certificate.

INTRODUCTION

QDC is proposing to construct a new, multi-use Pier at Terminal 5 within the Port of Davisville (Port). The Port is consistently ranked as one of the top 10 automobile importers in North America. The new Pier will support a variety of vessels, including those handling general cargo, project cargo, finished vehicles, and offshore wind power components. The Port's Master Plan includes the construction of the Pier at Terminal 5. The proposed Pier will provide QDC with additional berthing space, which will give them greater flexibility in meeting market demands and supporting maritime commerce. It will also place the Port of Davisville in a favorable position in the competitive business of servicing the offshore wind/renewable energy industry. Ultimately, the proposed pier will attract business to the state, increase state income, and create jobs for Rhode Island.





The Pier will be located at the Quonset Business Park District (QBPD) in North Kingstown, approximately 530 feet south of the existing Pier 1 and adjacent to a portion of the existing Bulkhead identified as Plat 193, Lot 10. The CRMC has classified the waters surrounding the proposed Pier as Type 6 – Industrial Waterfronts and Commercial Navigation Channels. Highest priority uses include construction and maintenance of port facilities to support commercial shipping and loading and unloading of commercial vessels. The RIDEM has designated the Water Use Classification as SB – waters suitable for primary and secondary contact recreational activities, fish and wildlife habitat, and shellfish harvesting for controlled relay and depuration.

PROPOSED PIER DETAILS

Existing conditions at the proposed location of the Pier are shown in **Sheet 2 of 6**. There are no present structures or breakwaters, and tidal waters range in depth from 10 to 15 feet. The proposed Pier will extend into Narragansett Bay approximately 815 feet from the existing bulkhead. The width will vary from 165 feet at its widest point in the Bay to 75 feet at the existing bulkhead. The Pier will be pipe pile supported with pre-cast and cast-in-place concrete deck construction. Total surface area is approximately 110,000 +/- square feet and the final surface will be impervious concrete. The Pier will be approximately 1.83 feet “thick”, and the bottom surface will be roughly 16 feet from the existing benthic surface (water body floor). The distance from the bottom of the Pier to the water surface will vary with the tide, from 10± feet at mean low water (MLW) to 6± feet at mean high water (MHW). Precipitation that falls on the deck will runoff unimpeded, through scuppers in the pier curb, as sheet flow into the Bay. This is similar to the existing drainage configuration at both Pier 1 and Pier 2.

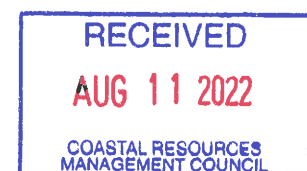
At the existing bulkhead, a 50-foot long pile supported concrete “relieving platform” is expected to be constructed to minimize the effect of surcharge loads on the bulkhead. An approximately 25-foot long cast-in-place concrete approach slab will be added at the landward end of the “relieving platform”.

At the waterward end of the Pier, a 5-foot wide (clear width), pre-engineered aluminum catwalk will be provided to aid in mooring vessels along the Pier. The catwalk will extend a total of 385 feet beyond the end of the concrete Pier and will be supported by four (4) 30-foot long by 30-foot wide mooring/breasting dolphins and one (1) intermediate support bent. The combined length of the concrete Pier and catwalks is 1,200 feet (the same length as the existing Pier 1). The Pier will be fitted with mooring bollards at approximately 40-foot intervals. Bollard capacity will be 100 metric tons. Load carrying capacity of Pier will be 1,000 pounds per square foot.

On the south side of the Pier, six (6) 19-pile timber cluster dolphins will be constructed to aid in vessel positioning when docking. While nearly all vessels are expected to berth on the north side of the Pier, there may be times when barges may tie up at the east end of the pier. Also, since the Pier may be constructed in Phases, the timber cluster dolphins will serve to assist vessels when the full pier has not yet been constructed.

The piles supporting the Pier and the mooring/ breasting dolphins will be steel and 2 feet in diameter. Cluster dolphin piles will be timber and 14 inches in diameter. At the mooring/breasting dolphins, piles required to resist tension forces may be constructed with internal anchors that are drilled and grouted into bedrock. The drilling and anchor installation, if required, will be advanced completely within the confinement of the pipe pile. Drill spoils will be contained, collected, and disposed of off-site at an appropriate location in accordance with all local, state, and federal regulations

Along the north side of the Pier and on the mooring/breasting dolphins, high-capacity foam fenders will be placed at regular intervals. Along the south side of the mooring/breasting dolphins, cone fenders with fender panels, similar to those installed at Pier 2, will be placed at regular intervals. These will act to cushion vessel contact and absorb lateral energy.





Description of Construction Methods

With the exception of the piles for the “relieving platform”, it is anticipated that all pile driving will be conducted from barges. Pile driving will be conducted using both vibratory and impact hammer driving equipment. A soft-start pile-driving procedure will be used at the beginning of each pile-driving session and when hammering ceases for more than 30 minutes. It is anticipated that piles for the relieving platform will be installed from land-based equipment. Cofferdams will not be used for any of the water-based activities.

Prior to construction activities, the contractor will install sediment and erosion controls consisting of straw wattles around the approach slab and relieving platform. The staging area for storage of materials and equipment for the project will be on the paved, grassed and graveled areas inland of the adjacent bulkhead. There will be no disturbance of inland wetland areas, therefore no restoration of inland wetland areas is required. This project does not require coastal bank stabilization and will not permanently alter the existing coastal feature (manmade waterfront). No dewatering will occur during construction activities. If needed, a turbidity curtain will be used to eliminate any migration of sediment.

Construction activities are estimated to last approximately two (2) years.

Estimated Pile Displacement Areas and Volumes

There will be no fill placed below the existing mean high water (MHW) line and high tide line (HTL) with the project activities. The concrete Pier and dolphins will be supported by steel piles. Cluster dolphins will consist of timber piles. The bottoms of the Pier and catwalks will be a certain distance above the existing water surface, as described above.

Once installed, each pile displaces a certain amount of water. With approximately 714 piles of various diameters, the total estimated area displacement is about 2,010 square feet and estimated volume displacement is 1,130 cubic yards (at MHW/HTL). Both, the MHW and HTL are depicted on the attached plan sheets. The MHW line is based on NAVD88 datum and the HTL was estimated during field visits observing the line of vegetation and any other debris along the bulkhead. In this case there was no difference observed between the MHW and HTL. The displacement areas and volumes are as follows:

- Area (square feet) displaced by piles:

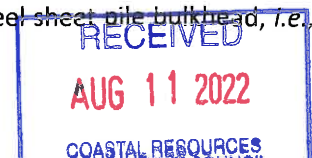
	<u>MHW</u>	<u>HTL</u>
540 Steel Piles associated with main pier	1,700	1,700
60 Steel Piles associated with mooring/breasting dolphins	190	190
114 Timber Piles associated with cluster dolphins	120	120
Total Estimated Area Displacement	2,010	2,010

- Volume (cubic yards) displaced by piles:

	<u>MHW</u>	<u>HTL</u>
540 Steel Piles associated with main pier	950	950
60 Steel Piles associated with mooring/breasting dolphins	110	110
114 Timber Piles associated with cluster dolphins	70	70
Total Estimated Volume Displacement	1,130	1,130

1.0 CRMC PROGRAM REQUIREMENTS

The proposed Pier is within Type 6 Waters, which are designated as Industrial Waterfronts and Commercial Navigation Channels. The coastal feature in the immediate area of the proposed Pier consists of a steel sheet pile bulkhead, i.e. a





manmade shoreline. Landward of the bulkhead is an asphalt-surfaced automobile storage lot where automobiles from the ocean-going vessels are temporarily parked during the loading/unloading process. Based on review of the tables in Section 1.1.5A of the Coastal Resources Management Program (650-RICR-20-00-1; the “Redbook”), we have addressed the following CRMC sections as listed below:

- SECTION 1.1.4 Alterations and Activities that Require an Assent from the Coastal Resources Management Council;
- SECTION 1.1.10 Climate Change and Sea Level Rise;
- SECTION 1.2.1(G) Type 6 Waters – Industrial Waterfronts and Commercial Navigation Channels;
- SECTION 1.2.2(F) Manmade Shorelines;
- SECTION 1.3.1(A) Category B Requirements;
- SECTION 1.3.1(B) Filling, Removing, or Grading of Shoreline Features;
- SECTION 1.3.1(C) Residential, Commercial, Industrial, and Recreational Structures; and
- SECTION 1.3.6 Protection and Enhancement of Public Access to the Shore.

1.1 SECTION 1.1.4 ALTERATIONS AND ACTIVITIES THAT REQUIRE AN ASSENT FROM THE COASTAL RESOURCES MANAGEMENT COUNCIL

A CRMC Assent is required for any alteration or activity proposed for tidal waters within the territorial seas, shoreline features, and areas contiguous to shoreline features. This narrative has been prepared to address CRMC requirements necessary to secure an Assent.

1.2 SECTION 1.1.10 CLIMATE CHANGE AND SEA LEVEL RISE

Climate change and resultant sea level rise are recognized by CRMC as ongoing, and the various scenarios are integrated into its programs to prepare Rhode Island for these new and evolving scenarios. As prescribed in the Redbook, a Coastal Hazard Application Worksheet has been completed and attached. The FEMA 100-year Flood Insurance Map (panel 44009C0106J) shows that Pier will extend into a coastal flood zone with a velocity hazard from wave action (VE). The base flood elevation (BFE) for the project area is 15 feet (NAVD88) which equals Elev. + 17.18 (MLW datum) and Elev. +18.05 (QVD Datum).

1.3 SECTION 1.2.1(G) TYPE 6 WATERS – INDUSTRIAL WATERFRONTS AND COMMERCIAL NAVIGATION CHANNELS

As noted earlier, the Port is within waters denoted by CRMC as Type 6. These are water areas that are extensively altered to accommodate commercial and industrial water dependent and water enhanced activities. Modernization and increased commercial shipping activities are encouraged. The completed Pier will concur with CRMC’s highest priority uses for Type 6 waters:

- Berthing, loading, and unloading, and servicing of commercial vessels;
- Construction and maintenance of port facilities, navigation channels, and berths; and
- Construction and maintenance of facilities required for the support of commercial shipping and fishing activities.

Incidentally, the proposed location of the pier (Quonset Point) is specifically noted in Section 1.2.1(G) as inclusive of Type 6 Waters.

1.4 SECTION 1.2.2(F) MANMADE SHORELINES

The coastal feature (i.e., bulkhead) where the Pier will be joined to is characterized as a Manmade Shoreline. CRMC’s goals for these Shorelines are:





- To encourage the maintenance of structures that effectively mitigate erosion and/or sustain landforms adjacent to the water; and
- To prevent the accumulation of debris along the shore where such structures are ineffective or no longer in active use.

The activities proposed for this project will not materially alter the function of the existing bulkhead. An approximately 75-foot section (represents the width of the proposed Pier) will be covered by the cast-in-place concrete “relieving platform”. The platform will go over the bulkhead and be secured inland by an independent concrete foundation. The existing bulkhead will not be functionally disturbed, nor will the Pier be physically attached to it. Accordingly, the proposed Pier will not conflict with CRMC’s goals for Manmade Shorelines.

1.5 SECTION 1.3.1(A) CATEGORY B REQUIREMENTS

The proposed construction activities satisfy the basic requirements for a Category B Assent, specifically:

- a) Proposed Pier Need: QDC is the owner of the two (2) piers at the Port of Davisville (Piers 1 and 2). Both piers are actively used for loading/unloading commercial vessels and collectively are a North American leader in Auto imports. The proposed third pier (the Pier at Terminal 5) will allow QDC to further expand operations and specifically prepare the facility to play a major role in supporting the blossoming offshore wind energy industry.
- b) Code Satisfaction: All applicable zoning ordinances, building and design codes, flood hazard standards, and all safety codes, fires codes, and environmental regulations will be met. In addition to a CRMC Assent, a Water Quality Certificate from RIDEM (if needed) and an Individual Permit from USACE will be secured prior to commencement of construction activities. The Rhode Island Building Code does not regulate construction of piers. Pile work will be conducted from sea barges. Minimal activities on land at the interface with the existing bulkhead may require temporary soil disturbance, for which the contractor will deploy erosion controls such as straw bales, silt fences, and turbidity curtains (if required) to prevent sediment from leaving the immediate work area. The project team will coordinate with the US Coast Guard as needed.
- c) Coastal Waters Affected: Boundaries of the proposed Pier are identified on the attached **Sheet 3 of 6**. Length will be 815 feet and various widths from 75 to 165 feet for the cast-in-place concrete Pier followed by a 385-foot long mooring dolphin and personnel access system. Excluding the 50-foot landward section, the proposed Pier will extend approximately 1,200 feet into Narragansett Bay. For comparison, the adjacent Pier 1 extends approximately 1,200 feet into the Bay as well. In keeping with CRMC policies, we have defined the Structural Perimeter Limit (SPL) to extend 10 feet beyond the structural components of the Pier (inclusive of catwalks and cluster dolphins). The SPL is also identified on the attached **Sheet 3 of 6**.
- d) Minimal Erosion/Deposition: The construction activities are not expected to permanently impact erosion or deposition processes along the shore or in tidal waters, and minimal soil disturbance is anticipated at the landward connection area. During the construction phase, if soil disturbance on land is required, best management practices (straw bales, silt fences) will be incorporated to minimize soil erosion and deposition. If needed, a turbidity curtain will be used to eliminate migration of sediment from the immediate work area.
- e) Minimal Impacts to Plants/Animals: Construction of the proposed Pier will not detrimentally impact existing plant and animal life. There is no eel grass, salt marsh, or submerged aquatic vegetation (SAV) in the area waters. As previously mentioned, soft-start techniques will be used during pile driving operations to provide aquatic animals/fish an opportunity to vacate the area prior to production driving.
- f) Impacts to Public Access: There is currently no public access to shoreline along the existing bulkhead and this will not change. The tidal waters where the Pier is proposed is occasionally used by large transport vessels as they maneuver around existing Pier 1. Immediately south of the proposed Pier connection point to the bulkhead is a rip-rapped shoreline followed by coastal beaches and dunes.





- g) Minimal Impacts to Water Circulation: The proposed Pier will not cause significant impacts to water circulation, flushing, turbidity, or sedimentation. With the exception of the piles, none of the structural components will rest on or below the water surface, and temporary impacts during construction will be limited.
- h) Minimal Water Quality Deterioration: Deterioration of water quality in the immediate vicinity of the proposed Pier is not anticipated. RIDEM has assigned a water use classification of SB in the area, which are designated for primary and secondary contact recreational activities and fish and wildlife habitat. They shall be suitable for aquaculture uses (other than shellfish for direct human consumption), navigation, and industrial cooling. The proposed use of the waters will not change.
- i) No Historic and Archaeological Impacts: A review of available information has concluded that the area does not have any identifiable historic or archaeological significance.
- j) No Impacts to Water Dependent Uses: The area is currently being used for commerce. Waters in the area are classified by CRMC as Type 6 - industrial waterfronts and commercial navigation channel. Activities associated with the proposed Pier will further reinforce these uses. Hence, this project will not result in conflicts with water dependent uses.
- k) No Adverse Scenic Impacts: The aesthetics of the Pier are in keeping with the existing Port of Davisville Infrastructure, particularly Piers 1 and 2.

1.6 SECTION 1.3.1(B) FILLING, REMOVING, OR GRADING OF SHORELINE FEATURES

The completed Pier will not result in any filling, removing, or grading of the shoreline. The Pier will be located along a 75-foot section of a 500-foot long existing bulkhead. As discussed earlier, the Pier will not be physically attached to the bulkhead. Rather, a 50-foot-long "relieving platform" will span over the bulkhead. Nearly all construction activities for the proposed Pier will be conducted from an offshore barge. Only the installation of the cast-in-place concrete approach slab and "relieving platform" will be conducted from the land. A small section of the existing parking area will be disturbed during the construction of these structures. Soils disturbed during the foundation work will be stockpiled in QDC's designated soil stockpile areas in the park. None of the soils in the area of the approach slab are known to contain any hazardous substances.

1.7 SECTION 1.3.1(C) RESIDENTIAL, COMMERCIAL, INDUSTRIAL, AND RECREATIONAL STRUCTURES

The proposed Pier will be a commercial/industrial structure located in Type 6 Waters. The Pier has been designed and certified by Professional Engineers licensed in the state of Rhode Island and shall be in conformance with all local authority requirements with respect to safety codes, fire codes, and environmental requirements. There will be no onsite wastewater treatment systems and no connections to public water supplies. There shall be no mining or extraction of minerals from the Bay, no dredging, and no solid waste disposal onsite.

All commercial and industrial structures and operations in tidal waters must have a defined structural perimeter limit (SPL) for in water facilities. The SPL defines and limits that area in which repairs or alteration activities may take place. We have identified the SPL on **Sheet 3 of 6**, which represents 10 feet outside of all structures; this includes the Pier as well as the aluminum catwalks and cluster dolphins. The SPL is more than 50 feet from any mooring fields (none in the general area of the Pier). In addition, there are no federal navigation projects (navigation channels and anchorage sites) in close proximity to the Pier location.

1.8 SECTION 1.3.6 PROTECTION AND ENHANCEMENT OF PUBLIC ACCESS TO THE SHORE

The existing bulkhead where the new Pier will be located does not currently allow any public access to the shore. This will not change with the addition of the new Pier. This is an area that has a history of commercial and industrial shipping operations and due to safety and security initiatives, only Port users are allowed access.





A completed application form and a form stating that the State Building Commission has seen the plans and is prepared to issue building permits are included with this application package.

With respect to the Permit Application Fee, the QDC has calculated a required fee of \$150,250 based on the CRMC's fee schedule and the estimated project cost of \$40,000,000. Pursuant to past practice, the QDC respectfully requests that this fee be waived.

2.0 USACE INDIVIDUAL PERMIT REQUIREMENTS

We believe the project meets authorization requirements under the USACE Individual Permit. As noted above, the proposed Pier will cover approximately 110,000 +/- square feet (2.52 acres) of Narragansett Bay. The Pier will be supported by 2-foot diameter steel piles and will rest approximately six (6) feet above the mean high-water line allowing for birds and other animals to move around below the Pier. There will be no impacts to coastal or freshwater wetlands as there are none in the immediate area. There will be no filling in wetlands and no impacts to submerged aquatic vegetation (SAV). A review of Rhode Island's eel grass maps and recent confirmation by CRMC indicates that there is no eel grass in this area of the Port of Davisville.

This project is not anticipated to impact aquatic life movements or water flows in Narragansett Bay, nor create any discharges of pollutants. Prior discussions with RIDEM appear to indicate that a Water Quality Certificate may not be needed. Furthermore, aside from pile installation, this project does not require any in-water excavating, dredging, or filling, and is not expected to impact potential fish habitat.

In accordance with the General Conditions of the USACE Individual Permit, the Project will obtain all other required Federal, State, and Local authorizations. Temporary impacts will be minimized to the extent possible. All piles will be installed by barge using the slow start method. Temporary impacts related to erosion and sedimentation in upland areas (where the Pier connects to the shoreline) will be mitigated utilizing a perimeter straw wattle barrier. A turbidity curtain will be deployed if required. The Pier will not create new impervious surfaces along the shoreline; therefore, treatment of stormwater runoff will not be required.

The construction of the Pier represents a single and complete project and does not depend on any upland activities. This project is not located on a property owned by the USACE nor will it impact property or easements owned by the USACE. There is no Federally maintained channel in the area. There will be no impacts to navigation. The project team will coordinate with the United States Coast Guard, as needed, to address aids to navigation that may be required.

This project is not located within any National Wildlife Refuge, National Forest, National Marine Sanctuary, or other National Park, or in a historic or archeological significant area. Review of the United States Fish and Wildlife Service Information for Planning and Consultation indicated that there are no critical habitats at the project Site (available at <https://ecos.fws.gov/ipac/location/RSSCFNWPP5BOFD7WQPZWIK5KAU/resources>).

There are no vernal pools at the Site. To the extent practicable this project will avoid impacts to the surrounding environment.

Once this project has obtained authorization from the regulatory agencies, copies of the permits/approvals will be kept onsite during construction. Since we believe this project qualifies as an Individual Permit application, a completed USACE ENG FORM 4345 is included with this application package.





3.0 RIDEM WATER QUALITY CERTIFICATION REQUIREMENTS

The waters in the vicinity of the new pier location (RIDEM ID No. RI0007027E-03B) have been assigned a use classification of SB. SB waters are designated for primary and secondary contact recreational activities and fish and wildlife habitat. They shall be suitable for aquaculture uses (other than shellfish for direct human consumption), navigation, and industrial cooling. These waters shall have good aesthetic value.

There will be no permanent grading changes to the work area along the existing bulkhead (limit of work). Infiltration of precipitation will not be altered. There will be no storage of uncovered materials that may contaminate runoff. The project does not create any additional impervious surface requiring stormwater treatment. Precipitation that falls on the proposed concrete Pier will sheet flow into the Bay through scuppers placed at roughly 20-foot intervals along the edges. Soil disturbance on land will be minimal and consist of installation of the piles for the "relieving platform" and formwork for the concrete approach slab. Subsurface sediment disturbance will be limited to the immediate area around each pile. There will be no dredging as part of this project. We believe this project will not adversely impact the water quality of the West Passage waters of Narragansett Bay.

Prior discussions with RIDEM personnel concluded that a WQC or RIPDES permit will likely not be required; all pertinent RIDEM issues/requirements will be addressed by the CRMC Assent. Hence, a completed application form is not included with this application package. Should any additional RIDEM permits be required, please advise and we shall prepare whatever is necessary.

Should you have any questions or require additional information, please do not hesitate to contact Igor Runge at (401) 374-3468. Thank you for your attention to this matter.

Very truly yours,

GZA GEOENVIRONMENTAL, INC.

Cheryl Coviello, P.E.^{NH}, D.PE
Associate Principal

Igor Runge, Ph.D., P.H.
Consultant/Reviewer

Dino Fiscoletti, P.E.
Consultant/Reviewer

- Attachments:
- 6-Sheet Plan Set
 - Application Forms (CRMC Assent, USACE Form 4345)
 - Site Photographs
 - Proof of Ownership
 - Abutters List
 - CRMC Coastal Hazard Application Worksheet
 - State Building Commission Letter





6-SHEET PLAN SET

RECEIVED
AUG 11 2022
COASTAL RESOURCES
MANAGEMENT COUNCIL

DAVISVILLE TERMINAL 5 PIER

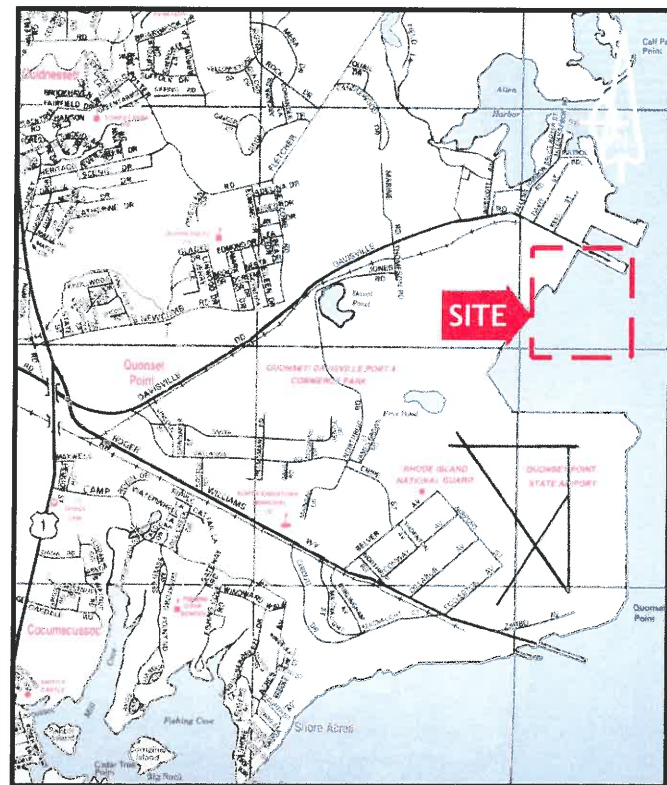
PLANS ACCOMPANYING CRMC CATEGORY B ASSENT APPLICATION

BY

QUONSET DEVELOPMENT CORPORATION
 NORTH KINGSTOWN, RHODE ISLAND
 A.P. 193, LOT 10 / CONTRACT NO.

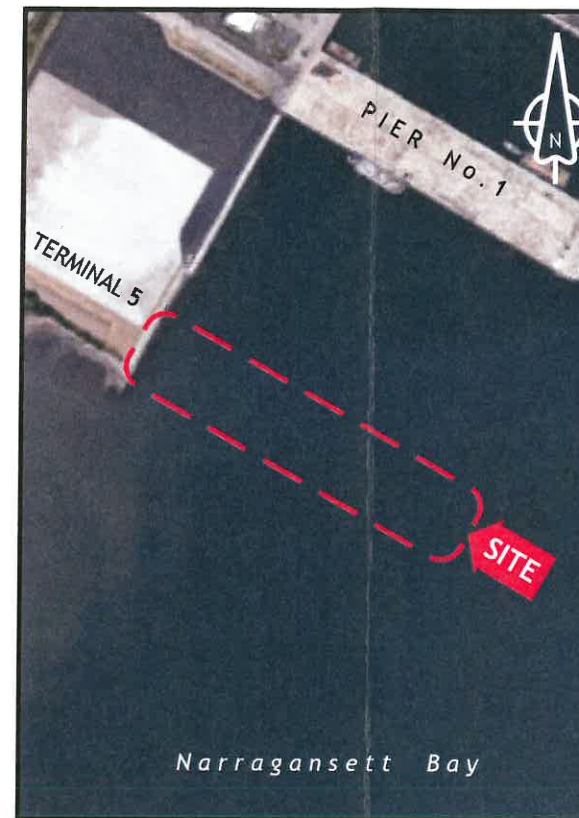


Development Services
 95 Cripe Street
 North Kingstown, RI 02852
 Tel: (401) 295-0044
 Fax: (401) 268-9885



SITE VICINITY MAP

INDEX OF DRAWINGS			
REVISION NO.	NO.	SHEET	TITLE
	01	1	COVER, INDEX OF DRAWINGS, LOCATION AND VICINITY MAPS
	02	2	EXISTING CONDITIONS PLAN
	03	3	OVERALL PIER LAYOUT PLAN
	04	4	TYPICAL PIER SECTION
	05	5	DOLPHIN PLAN AND ELEVATION
	06	6	SECTION AND DETAILS



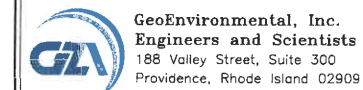
SITE LOCATION MAP

VERTICAL DATUM			
	NAVD 88	QVD	2017 MLW
MHHW	1.88	4.93	4.06
MHW	1.63	4.68	3.81
NAVD '88	0.00	3.05	2.18
MLW	-2.18	0.87	0.00
MLLW	-2.33	0.72	0.15
QVD	-3.05	0.00	-0.87

VERTICAL DATUM CONVERSION DIAGRAM

NOTES:

1. THE TIDAL DATA SHOWN WAS TAKEN FROM THE U.S. DEPARTMENT OF COMMERCE, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) ONLINE VERTICAL DATUM TRANSFORMATION PROGRAM, DETERMINED AT THE FOLLOWING LOCATION:
 LOCATION: Quonset, Rhode Island
 LATITUDE: 41.614 N
 LONGITUDE: 71.405 W
2. REFERENCE TO QVD WAS OBTAINED FROM A PLAN TITLED "SURVEY CONTROL PLAN FOR RHODE ISLAND ECONOMIC DEVELOPMENT CORPORATION" PREPARED BY FOSTER SURVEY COMPANY OF WARWICK, RI AND LAST REVISED JULY 23, 2008.



IF SHEET IS LESS THAN (24" x 36")
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 SCALE REDUCED ACCORDINGLY

PERMIT SUBMISSION

NO.	REVISION	DATE	APP.

DESIGN BY: CWC	CHECKED BY: DDF
DRAWN BY: ADD	PROJECT MANAGER: CWC
SCALE: AS SHOWN	PROJECT NO.: 33645.11

CONTRACT NO.:
 FILE NAME: 33645.11_RD_2-COVER.DWG

APPROVED:

RECEIVED

AUG 11 2022

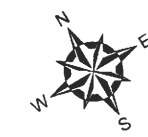
DATE: AUG 11 2022

DRAWING TITLE:
**COASTAL RESOURCES MANAGEMENT COUNCIL
 DAVISVILLE
 TERMINAL 5 PIER**

COVER, INDEX OF DRAWINGS, LOCATION AND VICINITY MAPS
 Quonset Business Park,

SHEET NO.	DRAWING NO.
1 OF 6	01

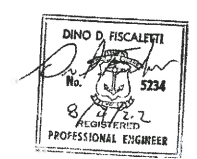
PIER NO. 1
EL +12.24



Development Services
95 Cripe Street
North Kingstown, RI 02852
Tel: (401) 295-0044
Fax: (401) 268-9885



GeoEnvironmental, Inc.
Engineers and Scientists
188 Valley Street, Suite 300
Providence, Rhode Island 02909



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DRAWN BY: ADD	PROJECT MANAGER: CWC
SCALE: AS SHOWN	PROJECT NO.: 33645.11

CONTRACT NO.:
 FILE NAME: **RECEIVED**
 APPROVED: **AUG 11 2022**
 DATE: **COASTAL RESOURCES**
MANAGEMENT COUNCIL

**DAVISVILLE
 TERMINAL 5 PIER
 EXISTING CONDITIONS
 PLAN**

Quonset Business Park,
NORTH KINGSTOWN, RI

SHEET NO. 2 OF 6	DRAWING NO. 02
----------------------------	--------------------------

TERMINAL 4

NARRAGANSETT BAY
 RICRMC TYPE 6 WATERS

FEMA FLOOD ZONE VE 18.05 QVD
 (EL. 15.0 NAVD 88)
 NOTE: ENTIRE SITE IS BELOW FEMA BFE = 18.05 QVD

SHEET PILE BULKHEAD

HTL, MHHW TO MLLW ALONG VERTICAL FACE OF BULKHEAD

CRMC 200 FOOT JURISDICTION LINE

TERMINAL 5

RIP RAP REVETMENT

HTL, MHHW

MLLW

N:192460.53
E:352749.87



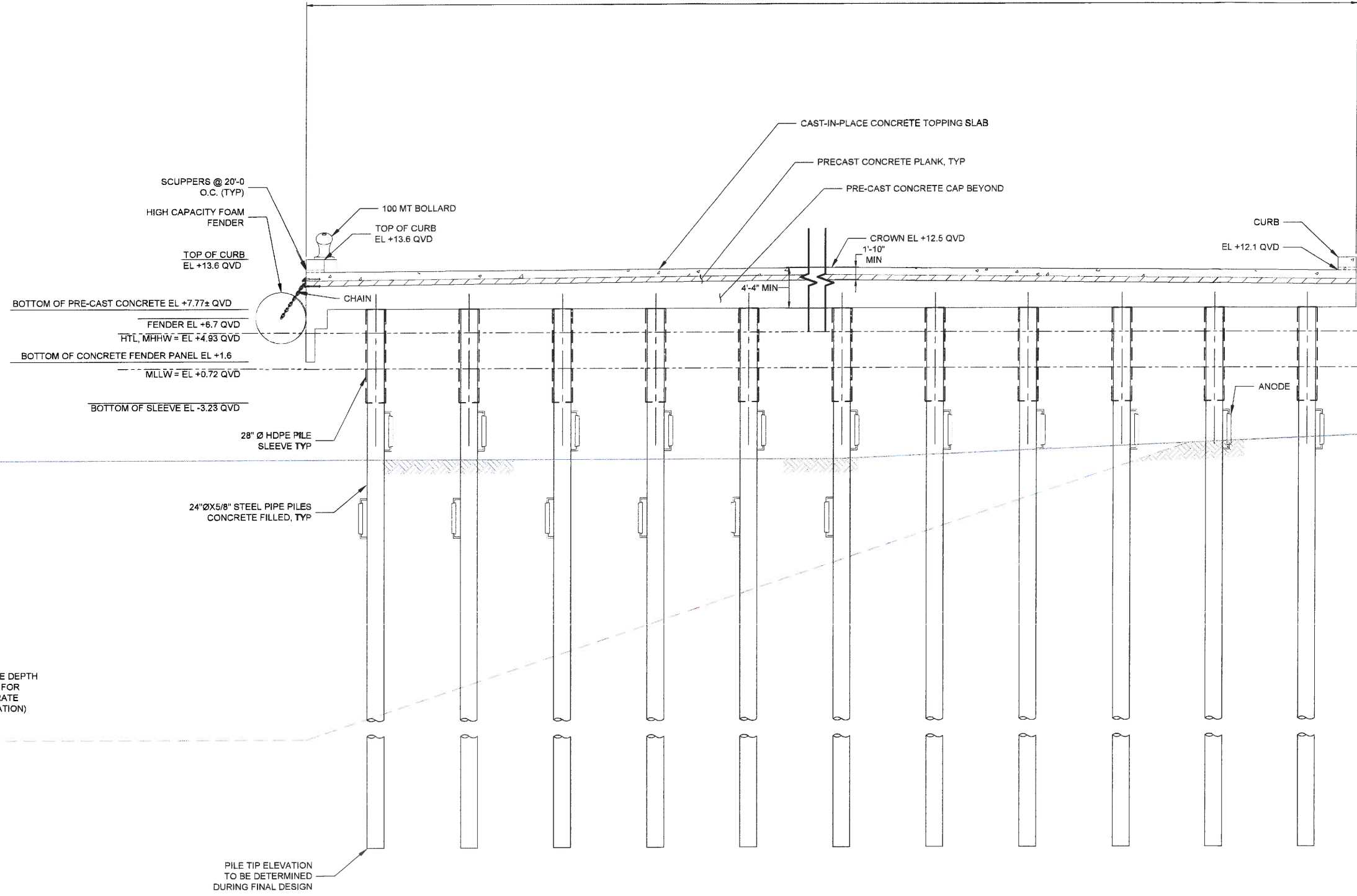
REFERENCE NOTES:

- BASE MAP DEVELOPED FROM THE FOLLOWING FILES TRANSMITTED BY QDC TO GZA BETWEEN JANUARY 31 AND FEBRUARY 9 2022.
 - UPLAND TOPOGRAPHY, UTILITIES AND SHORELINE STRUCTURES: "TERMINAL 5 EXISTING CONDITIONS.DWG", UNDATED, WITH REFERENCE TO PHOTOGRAMMETRIC MAPPING BY WSP-SELLS DATED 3-27-2021 AND HISTORICAL U.S.N. SUBSURFACE OR UNDERGROUND UTILITY PLAN IMAGE FILE.
 - BATHYMETRY: "BAT-QDC-R1-CONDITIONS_MERGED_PIER_TRIMMED_25XM_MLLW.DWG", UNDATED AND WITHOUT SOURCE OR REFERENCE NOTES.
- THE SB WATER CLASSIFICATION LINE IS BASED ON THE RIDEM WATER QUALITY REGULATIONS (250-RICR-150-05-01) EFFECTIVE 01/04/2022.
- BATHYMETRIC DATA SHOWN ON THIS PLAN ARE IN FEET AND REFERENCE THE MEAN LOWER LOW WATER (MLLW) VERTICAL DATUM.
- TOPOGRAPHIC DATA SHOWN ON THIS PLAN ARE IN FEET AND REFERENCE QVD VERTICAL DATUM.

LEGEND

- MINOR CONTOURS
- MAJOR CONTOURS
- RIDEM SA/SB WATERS BOUNDARY
- CRMC 200 FOOT JURISDICTION LINE

SECTION A 165'-0" 14 PILES PER BENT
 SECTION B 120'-0" 11 PILES PER BENT
 SECTION C 75'-0"± 7 PILES PER BENT



A TYPICAL PIER SECTION
 SCALE: 1" = 6'-0"



Development Services
 95 Cripe Street
 North Kingstown, RI 02852
 Tel: (401) 295-0044
 Fax: (401) 268-9885



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 Providence, Rhode Island 02909



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DESIGN BY: CWC CHECKED BY: DDF
 DRAWN BY: ADD PROJECT MANAGER: CWC
 SCALE: AS SHOWN PROJECT NO.: 33645.11

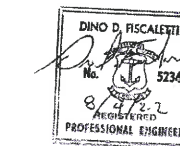
CONTRACT NO.:
 FILE NAME:
 APPROVED: **AUG 11 2022**
 DATE: **COASTAL RESOURCES MANAGEMENT COUNCIL**

DRAWING TITLE:
DAVISVILLE TERMINAL 5 PIER

TYPICAL PIER SECTION

Quonset Business Park

SHEET NO. DRAWING NO.
 4 OF 6 04



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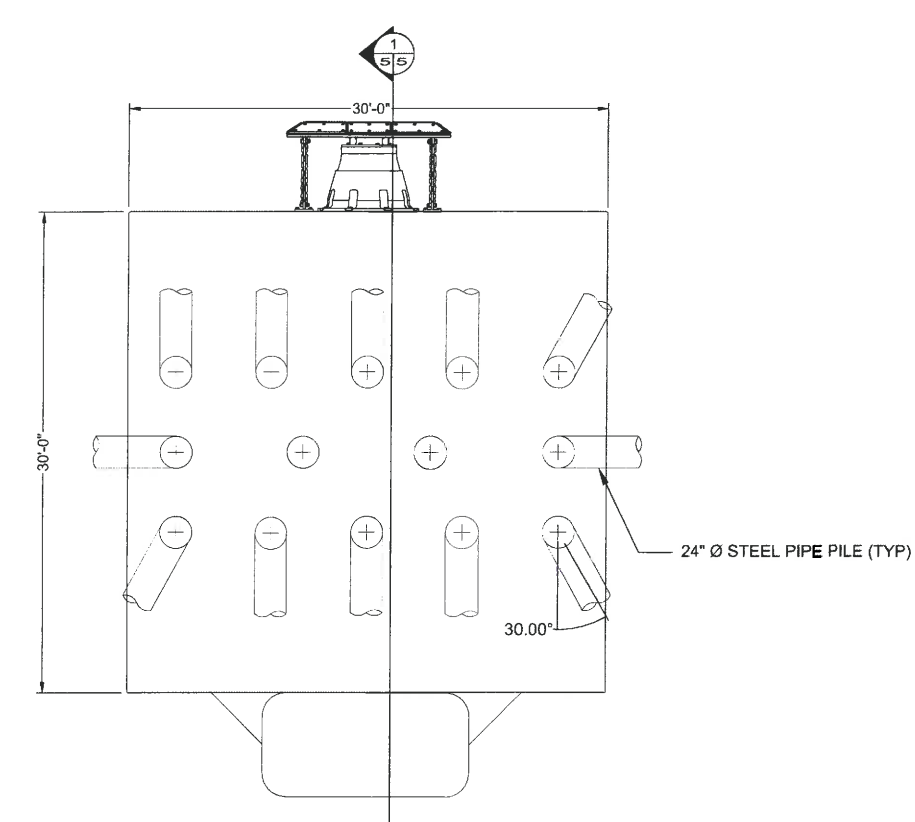
NO.	REVISION	DATE	APP.

DESIGN BY: CWC	CHECKED BY: DDF
DRAWN BY: ADD	PROJECT MANAGER: CWC
SCALE: AS SHOWN	PROJECT NO.: 2020-11
CONTRACT NO.:	RECEIVED
FILE NAME:	AUG 11 2022
APPROVED:	COASTAL RESOURCES MANAGEMENT COUNCIL
DATE:	

DRAWING TITLE:
**DAVISVILLE
TERMINAL 5 PIER
DOLPHIN PLAN
AND ELEVATION**

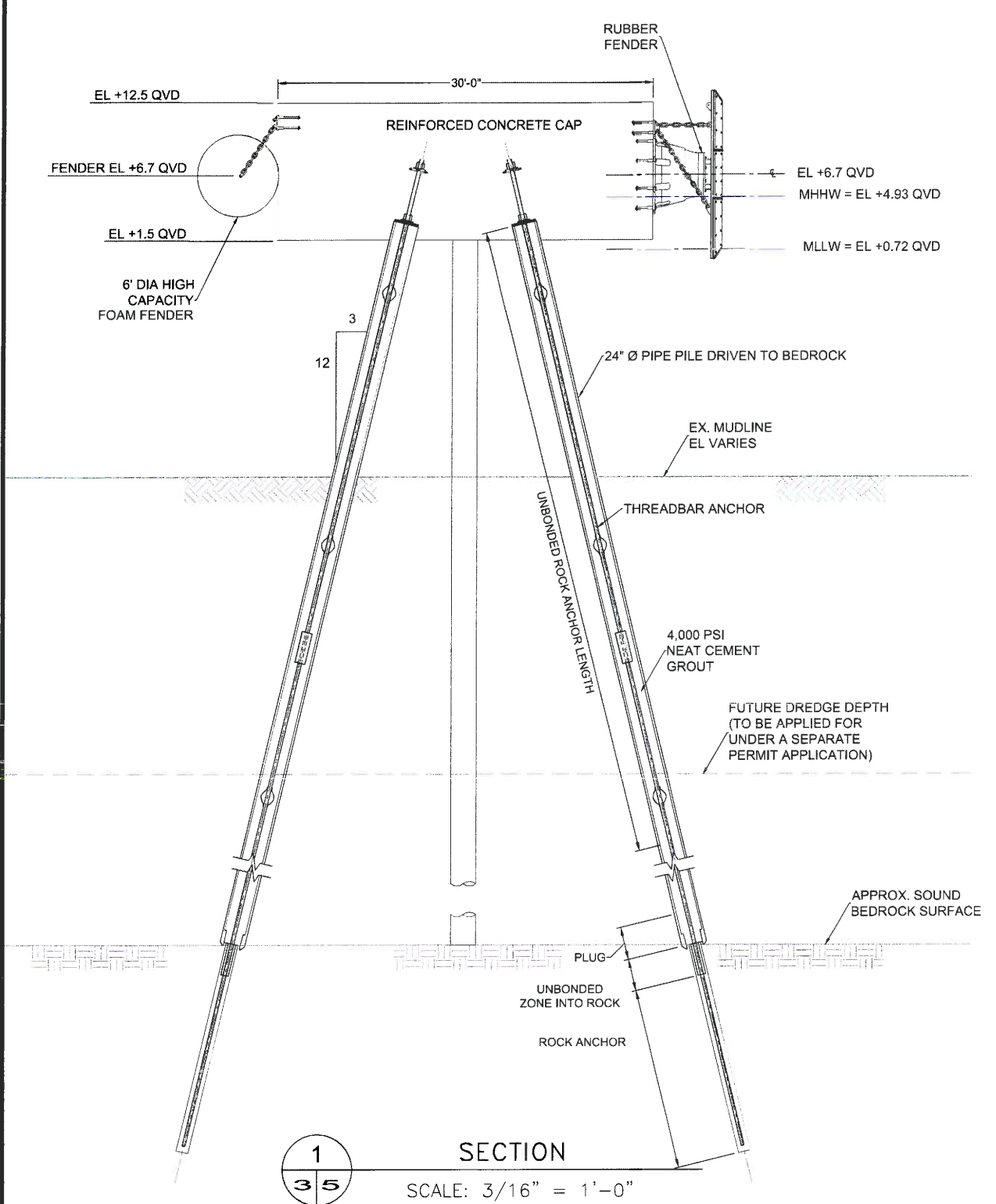
Quonset Business Park

SHEET NO. 5 OF 6	DRAWING NO. 05
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**MOORING/BREASTING
DOLPHIN PILE PLAN**

SCALE: 3/16" = 1'-0"



SECTION

SCALE: 3/16" = 1'-0"





IF SHEET IS LESS THAN (24" x 36")
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PERMIT SUBMISSION

NO.	REVISION	DATE	APP.

DESIGN BY: CWC	CHECKED BY: DDF
DRAWN BY: ADD	PROJECT MANAGER: CWC
SCALE: AS SHOWN	PROJECT NO.: 33645.11

CONTRACT NO.:

FILE NAME:

APPROVED: **RECEIVED**
AUG 11 2022
DATE: **COASTAL RESOURCES**
DRAWING TITLE: **MANAGEMENT COUNCIL**

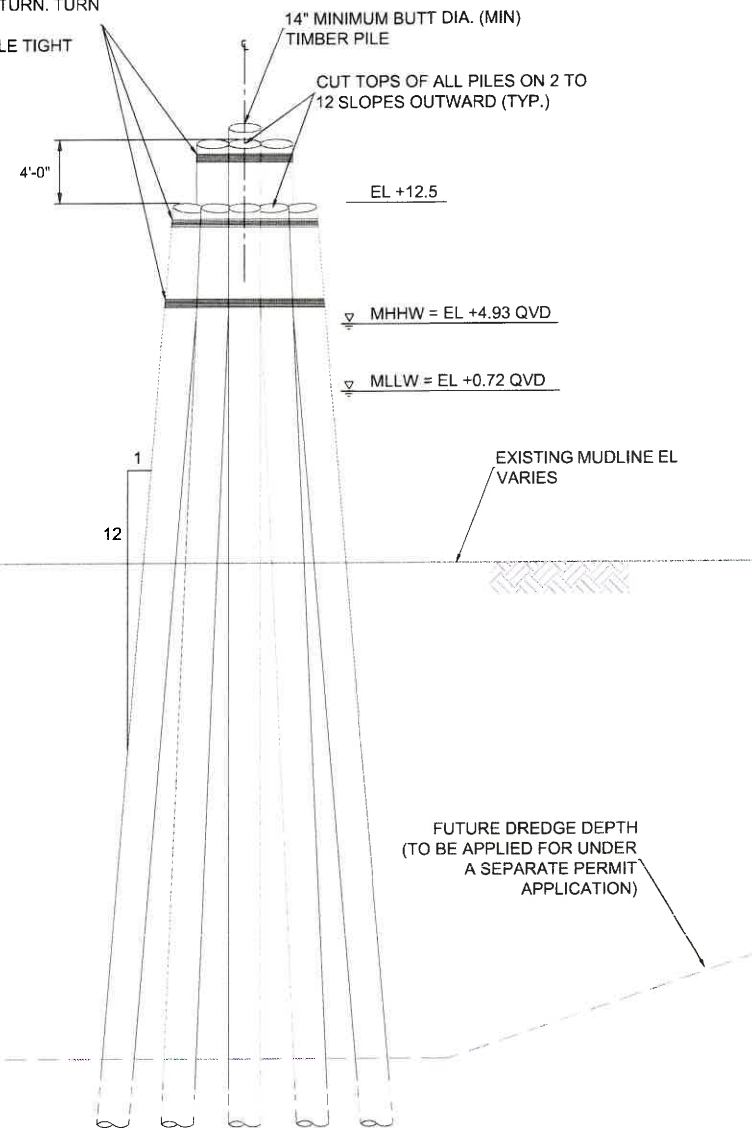
**DAVISVILLE
TERMINAL 5 PIER**
SECTION AND DETAILS

Quonset Business Park

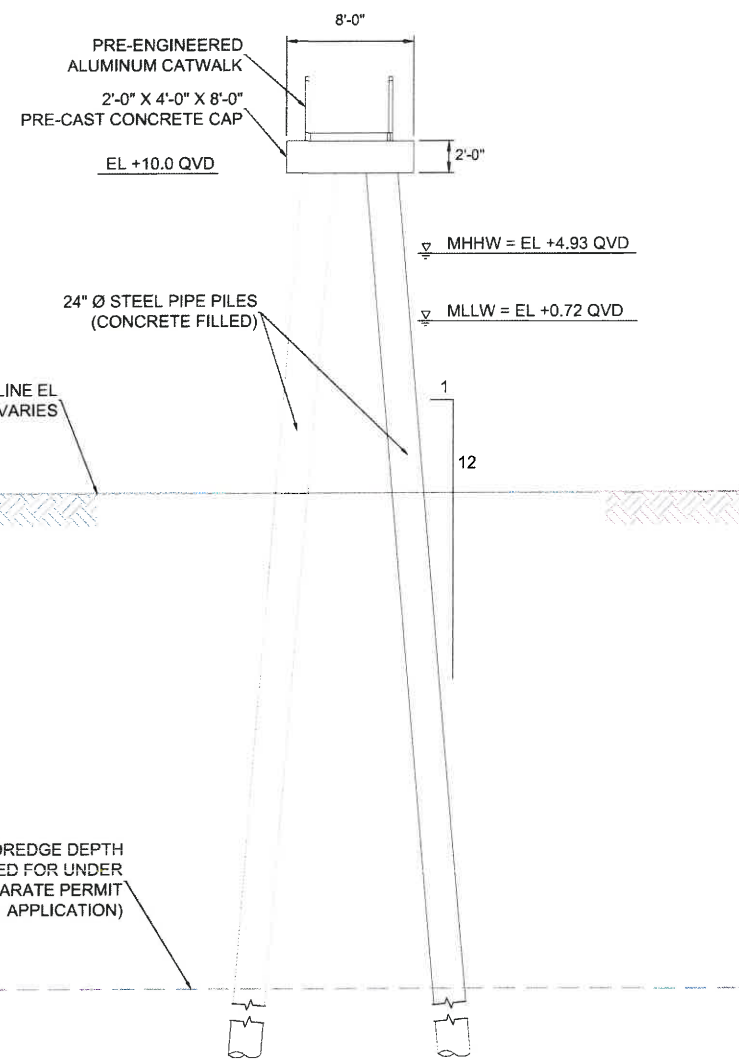
SHEET NO. DRAWING NO.

6 OF 6 06

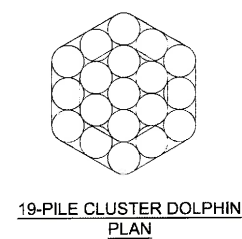
6 WRAPS OF 1" DIA GALVANIZED CABLE
STAPLED TO EACH PILE AT EVERY TURN. TURN
ENDS BACK AND DOUBLE STAPLE.
PILES TO BE IN CONTACT AND CABLE TIGHT
BEFORE STAPLING AT TOP.



2
3 6
TYPICAL CLUSTER
DOLPHIN ELEVATION
SCALE: 3/16" = 1'-0"



3
3 6
CATWALK INTERMEDIATE
SUPPORT
SCALE: 3/16" = 1'-0"



19-PILE CLUSTER DOLPHIN
PLAN



APPLICATION FORMS (CRMC ASSENT, USACE 4345)

RECEIVED
AUG 11 2022
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

APPLICATION FOR STATE ASSENT

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

Project Location <u>2574 Davisville Rd, North Kingstown</u> <small style="display: flex; justify-content: space-between; width: 100%;"> No. Street City/Town </small>	File No. (CRMC USE ONLY)
Owner's Name <u>Quonset Development Corporation</u>	Plat: 193 + Lot(s): 010 +
Mailing Address <u>95 Cripe St North Kingstown, Rhode Island 02852</u> <small style="display: flex; justify-content: space-between; width: 100%;"> Address City/Town, State Zip Code </small>	Owner's Contact: Mr. Greg Coren, P.E. Number: 401-295-0044 + Email Address: gcoren@quonset.com +
Contractor RI Reg. # <u>TBD</u> + Address	Email address: Tel. No. <u>TBD</u> +
Designer <u>GZA</u> + Address <u>188 Valley Street, Suite 300, Providence, RI 02909</u>	Tel. No. <u>401-374-3468</u> +
Name of Waterway <u>Narragansett Bay</u>	Estimated Project Cost (EPC): <u>n/a</u> + Application Fee: <u>see attached narrative</u>
Provide Below a Description of Work As Proposed (required). Construction of a new, multi-use Pier at Terminal 5 within the Port of Davisville. Details in 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): 2022-03-129 +

Is this site within a designated historic district? YES NO
 Is this application being submitted in response to a coastal violation? YES NO

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

Name/ mailing addresses of **adjacent property owners** whose property adjoins the project site. Accurate mailing addresses will insure proper notification. _____ Applicant **must** initial to certify accuracy of adjacent property owners and accuracy of mailing addresses.
Quonset Development Corporation, 95 Cripe Street, North Kingstown, RI 12852 +

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

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

08/04

Owner Name (PRINT) _____

Owner's Signature (SIGN) _____

PLEASE REVIEW REVERSE SIDE OF APPLICATION FORM



STATEMENT OF DISCLOSURE AND APPLICANT AGREEMENT AS TO FEES

The fees which must be submitted to the Coastal Resources Management Council are based upon representations made to the Coastal Resources Management Council by the applicant. If after submission of this fee the Coastal Resources Management Council determines that an error has been made either in the applicant's submission or in determining the fee to be paid, the applicant understands that additional fees may be assessed by the Coastal Resources Management Council. These fees must be paid prior to the issuance of any assent by the Coastal Resources Management Council.

The applicant understands the above conditions and agrees to comply with them.

Owner Signature

Date

Print Name and Mailing Address



17. DIRECTIONS TO THE SITE

The Site is within the Quonset Business Park District (QBPD) in North Kingstown, approximately 530 feet south of the existing Pier 1 and adjacent to a portion of the existing Bulkhead identified as Plat 193, Lot 10. See attached narrative for more information.

18. Nature of Activity (Description of project, include all features)

Construction of a new, multi-use Pier within the Port of Davisville. See attached narrative for more information.

19. Project Purpose (Describe the reason or purpose of the project, see instructions)

Project purpose is to support a variety of vessels, including those handling general cargo, project cargo, finished vehicles, and offshore wind power components. See attached narrative for more information.

USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

Type	Type	Type
Amount in Cubic Yards	Amount in Cubic Yards	Amount in Cubic Yards

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

Acres
or
Linear Feet

23. Description of Avoidance, Minimization, and Compensation (see instructions)



24. Is Any Portion of the Work Already Complete? Yes No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

a. Address- See attached narrative.

City - State - Zip -

b. Address-

City - State - Zip -

c. Address-

City - State - Zip -

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
CRMC	Assent	Pending			

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT

DATE

SIGNATURE OF AGENT

DATE

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

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AUG 11 2022 Page 3 of 3

COASTAL RESOURCES MANAGEMENT COUNCIL



SITE PHOTOGRAPHS

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MANAGEMENT COUNCIL



View of proposed Pier location from Terminal 5 (Looking Northeast)



View of Terminal 5 from Pier 1 (Looking Southwest)

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MANAGEMENT COUNCIL



PROOF OF OWNERSHIP

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COASTAL RESOURCES
MANAGEMENT COUNCIL



Town of North Kingstown, Rhode Island

July 28, 2022

To Whom It May Concern:

This is to certify that property at Davisville Road known as North Kingstown Assessor's Plat 193 Lot 010 is owned by R I Commerce Corporation. This property was acquired on December 30, 1998 and the deed is recorded in Book 1152 Page 184 and as of the above date has not transferred ownership.

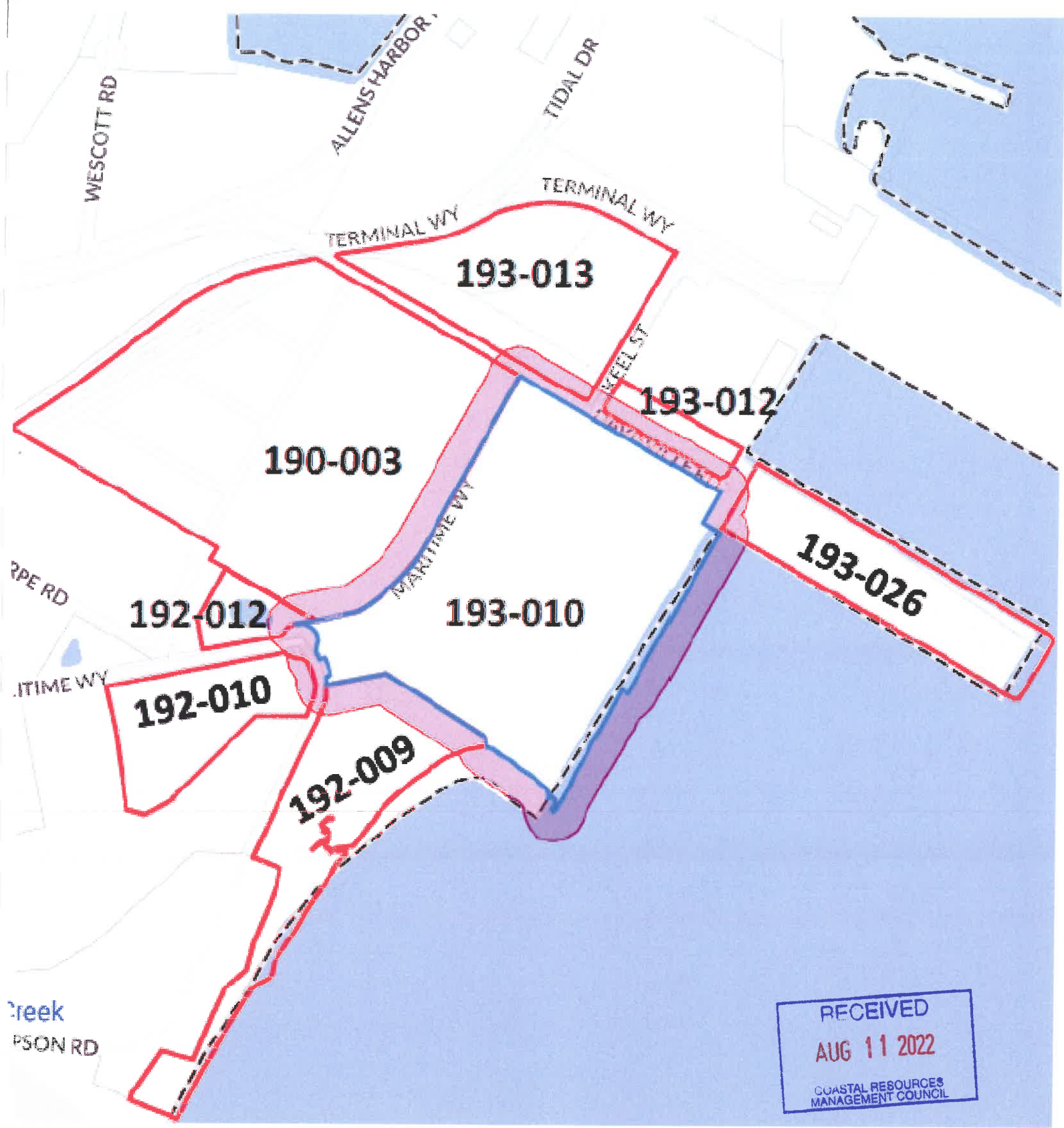
Deborah Garneau
Assessor





ABUTTERS LIST

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MANAGEMENT COUNCIL



Property ID	Site Address	Owner	Mailing Address	City	State
192-009	Broadway Av	RI Commerce Corporation	95 Cripe Street	North Kingstown	RI
192-010	Maritime Way	RI Commerce Corporation	95 Cripe Street	North Kingstown	RI
192-012	Maritime Way	RI Commerce Corporation	95 Cripe Street	North Kingstown	RI
193-003	2555 Davisville Road	RI Commerce Corporation	95 Cripe Street	North Kingstown	RI
193-012	2578 Davisville Road	RI Commerce Corporation	95 Cripe Street	North Kingstown	RI
193-013	Terminal Way	RI Commerce Corporation	95 Cripe Street	North Kingstown	RI
193-026	Davisville Road	RI Commerce Corporation	95 Cripe Street	North Kingstown	RI



CRMC COASTAL HAZARD APPLICATION WORKSHEET

RECEIVED
AUG 11 2022
COASTAL RESOURCES
MANAGEMENT COUNCIL

RICRMC COASTAL HAZARD APPLICATION WORKSHEET

APPLICANT NAME: Quonset Development Corporation

PROJECT SITE ADDRESS: 2574 Davisville Rd, North Kingstown, RI 02852

STEP 1. PROJECT DESIGN LIFE

- A. For properties in a FEMA-designated **A**, or **X** Zone, provide the first floor elevation (FFE) of the proposed structure referenced to NAVD88, **OR** For properties in a FEMA-designated **V** or **Coastal A** Zone, please provide the elevation of the lowest horizontal structural member (LHSM) referenced to NAVD88. FFE ft
OR
LHSM elevation 15 (12 QVD) ft
- B. How long do you want your project to last? Identify the expected design life for the project (CRMC recommends a **minimum of 30 years**) Design Life: 30 yrs
- C. Add the number of years you identified in 1B to the current year. Design Life Year: 2052

D. CHECK beneath the sea level rise (SLR) projection that matches or comes closest to project design life year.

Year	2030	2040	2050	2060	2070	2080	2090	2100
SLR	1.47	2.13	3.05	4.00	5.15	6.49	7.94	9.41
	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Source: Sea Level Rise (SLR) Projections (Feb. 2017). NOAA High Curve, 83% Confidence Interval. Newport, RI Tide Gauge. All values are expressed in feet relative to NAVD88. <http://www.corpsclimate.us/ccaceslcurves.cfm>

NOTE: The STORMTOOLS sea level rise scenarios depict how high the water will be above the average height of the daily high tide over the 19-year period between 1983 and 2001. There have been between 4 and 5 inches of sea level rise in Rhode Island since then. The higher modeled water level accounts for the uncertainties in ice sheet and ocean dynamics.

STEP 2. SITE ASSESSMENT

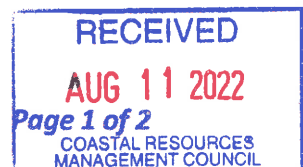
- A. Open [RICRMC Coastal Hazard Mapping Tool](#). Following the tutorial along the left side of the screen, enter the project site address and turn on the sea level layer closest to the number you circled in 1D.
- B. **ENTER** the STORMTOOLS SLR map layer closest to the SLR value you checked in Step 1D above. If the value falls between the available STORMTOOLS SLR map layers, round to the closest of these sea level rise (SLR) numbers: 1ft, 2ft, 3ft, 5ft, 7ft, 10ft, or 12ft 3 ft
- C. Does the STORMTOOLS SLR map layer you circled above expose your project site to future tidal inundation? **CHECK YES or NO** YES
 NO
- D. List any **roads or access routes** that are potentially inundated from SLR. To do this, ZOOM OUT from your project location, change BASEMAP on the viewer to "street view" – see Step 2A.

****Please be advised that CRMC staff may also review the implications of sea level rise in combination with nuisance storm flooding and discuss these potential project concerns with the applicant. Nuisance flooding impacts may be viewed in STORMTOOLS [here](#).**

STEP 3. STORMTOOLS DESIGN ELEVATION (SDE)

- A. Select your SLR Scenario using the tabs along the top of the online map (**NOTE: RECOMMENDED scenario is 100-year storm plus 3-feet of sea level rise**). Follow the tutorial included along the left panels of the viewer to enter the address of your project site. Select the tab across the top that corresponds to the sea level rise projection you identified in STEP 1. Enter your address on the map, and then click on the project site to identify **STORMTOOLS Design Elevation (SDE)** from the pop-up box. **Enter the SDE value:**

21.5 ft



RICRMC COASTAL HAZARD APPLICATION WORKSHEET

STEP 4. SHORELINE CHANGE

A. Using the [CRMC Shoreline Change maps](#), indicate the transect number closest to your site, and erosion rate listed for that transect. **NOTE: Transects are not available for every site. If this is the case, please enter N/A.**

Transect Number: N/A Seawall

Erosion Rate: _____ **ft/year**

B. CHECK below the Projected Erosion Rate that corresponds to the design life you identified above.

Year	2050	2060	2070	2080	2090	2100
Projected Future Erosion Multiplier	1.34	1.45	1.57	1.70	1.84	2.00
	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Source: Projected Shoreline Change Rate multipliers. (Oakley et al., 2016)

C. COMPLETE EROSION SETBACK CALCULATION:

Historic shoreline changerate, STEP 4A	Design Life, STEP 1B	Projected Future Erosion Multiplier, STEP 4B	Erosion Setback (ft) 4A x 1B x 4B
-------------------------------------------------------	---------------------------------	-------------------------------------------------------------	----------------------------------------------

X X = N/A Seawall

NOTE: Setbacks are required per the CRMC Red Book, Section 1.1.9. A minimum setback of 50-feet is required, but a greater setback may be necessary and/or desirable based on this analysis.

STEP 5. CERI & OTHER SITE CONSIDERATIONS

A. If you live in a community where a Coastal Environmental Risk Index (CERI) has been completed (Barrington, Bristol, Charlestown, Narragansett, South Kingstown, Warren, Warwick, Westerly), CHECK the level of projected damage to your location, as indicated on the map that corresponds to the design life identified in STEP 1.

CERI Level: **Moderate** **High** **Severe** **Extreme** **Inundated by 2100** **Not applicable**

B. Consider and discuss with your design consultant other forces or factors that might impact the development, such as coastal habitats, shoreline features, public access, wastewater, storm water, depth to water table/groundwater dynamics, saltwater intrusion, or other issues not listed above. In addition, pressure from rising sea levels will result in rising subsurface groundwater levels ultimately effecting wells and septic systems.

STEP 6. LARGE PROJECTS

This step is for Large Projects and Subdivisions only, six (6) or more units, as defined by the [CRMC Red Book Section 1.1.6.l\(1\)\(f\)](#). This step may be skipped for other projects.

A. Use the Sea Level Affecting Marshes Model (SLAMM) Maps to assess potential impacts to large projects and subdivisions from salt marsh migration resulting from projected sea level rise. CRMC SLAMM maps can be accessed [here](#). The CRMC recommends using the 5-foot SLR projection within SLAMM to assess future potential project impacts on migrating marshes. Does the SLAMM map that corresponds to the design life you identified in STEP 1 expose your project site to future salt marsh migration? CHECK YES or NO

YES NO

STEP 7: DESIGN EVALUATION

A. Using Chapter 7 of the RI Shoreline Change SAMP as a guide, investigate mitigation options for the exposure identified above and include that in the final application.

This fully completed Coastal Hazard Application Guidance worksheet must accompany the application. If you are a design engineering professional, please print and sign here that you have discussed the findings of this worksheet with the Owner.



DESIGN/ENGINEER SIGNATURE: _____

DATE: 8/4/22

OWNER'S SIGNATURE: _____



STATE BUILDING COMMISSION LETTER

RECEIVED
AUG 11 2022
COASTAL RESOURCES
MANAGEMENT COUNCIL

TO: **Coastal Resources Management Council**
4808 Tower Hill Road Suite 3
Wakefield, RI 02879
Phone: (401) 783-3370



FROM: Building Official

DATE: 7/27/2022

SUBJ: Application of: Quonset Development Corporation

Location: Terminal 5, Port of Davisville

Address: 2574 Davisville Rd, North Kingstown, RI 02852 Plat No. 193 Lot No. 010

To Construct: A steel pile supported concrete Pier

I hereby certify that I have reviewed X foundation plan(s).

 plan(s) for entire structure

X site plans

Titled: Davisville Terminal 5 Pier

PLANS ACCOMPANYING CRMC CATEGORY B ASSENT APPLICATION BY QUONSET DEVELOPMENT CORPORATION

GZA Environmental

Date of Plan (last revision): 7/26/2022

 and find that the issuance of a local building permit is not required as in accordance with Section of the Rhode Island State Building Code.

X and find that the issuance of a local building permit is required. I hereby certify that this permit shall be issued once the applicant demonstrates that the proposed construction/activity fully conforms to the applicable requirements of the RISBC.

 and find that a Septic System Suitability Determination (SSD) must be obtained from the RI Dept. of Environmental Management.

X and find that a Septic System Suitability Determination (SSD) need not be obtained from the RI Dept. of Environmental Management.

~~and find that said plans conform with all elements of the zoning ordinance, and that if said plans require zoning board approval, that the applicant has secured such approval and that the requisite appeal period has passed with no appeal filed or appeal is final. The Zoning Board approval shall expire on .~~

[Signature]
Building Official's Signature

8.1.22
Date

~~and find that said plans conform with all elements of the zoning ordinance, and that if said plans require zoning board approval, that the applicant has secured such approval and that the requisite appeal period has passed with no appeal filed or appeal is final.~~

Zoning Officer's Signature

Date



