

**STATE OF RHODE ISLAND
COASTAL RESOURCES MANAGEMENT COUNCIL
ENGINEERING REVIEW**

TO: Jeffrey M. Willis, Executive Director
DEPT: Coastal Resources Management Council
FROM: Danni Goulet, PE
DEPT: CRMC Engineering Section

Date: December 28, 2022

SUBJ: CRMC File No: A2022-08-059

Owner: Quonset Development Corp Quonset Development Corp
Site Address: 2574 Davisville Road Plat: 193 Lot: 10
Site Town: North Kingstown
Project: Construct a new 815 foot long multi-use pier at Terminal 5 in the Port of Davisville.

Water Type/Name: Type 6, Industrial Waterfronts and Commercial Navigation Channels
Coastal Feature: Manmade Shoreline - Bulkhead

Staff Comments/Recommendation:

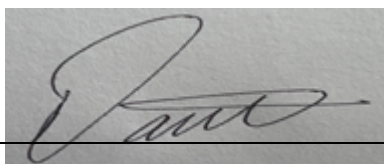
The project proposes to construct and maintain a steel pile supported pier that will extend 815-ft seaward from an existing bulkhead in Type 6 waters. The width of the pier varies from 165-ft at its widest point to 75-ft wide at the bulkhead. The deck of the pier will consist of a mixture of pre-cast and cast in place concrete units. The overall surface area of the deck is approximately 110,000 square feet. Landward of the existing bulkhead there is a 25' long cast in place concrete slab proposed. At the seaward end of the proposed pier there is a 5-ft wide catwalk that will extend 385-ft further into the bay (1,200-ft total). This catwalk will provide access to four 30-ft x 30-ft pile supported mooring/berthing dolphins along with one intermediate catwalk support pile bent. The south side of the pier has six - 19 timber pile dolphins to aide and allow berthing on the south face.

The pier will have typical mooring bollards, cleats and high capacity foam fenders placed at regular intervals along the pier. There is no dredging proposed as part of the pier construction or the overall project. It is anticipated that construction of this facility will take two years.

The applicant submitted a complete application which addressed all of the pertinent sections of the Red Book including the CHA worksheet. This application material was accepted on August 26, 2022. The project was put out for a 30 public notice on September 12, 2022 and then the public comment end date was extended until October 21, 2022 at the request of the Town of North Kingstown. There were no comments received for this proposal. The HPHC received a copy of the public notice and replied on September 23, 2022 that there will be no effect on historic or cultural resources. The RIDEM has determined that this proposal does not require a Water Quality Certificate.

It is the opinion of staff engineer that the material submitted as part of the application is complete and meets the requirements of the RICRMP. The review and evaluation of these materials by staff is elaborated in the table below.

Signed _____



Staff Engineer

It is the opinion of staff that the proposal meets the policies and standards of the RICRMP and approval is recommended with the typical stipulations for this type of commercial pier project.

RICR Section Number	Section Title	
1.1.10	Climate Change and Sea Level Rise	The applicant has completed the CHA form. While higher elevations to avoid inundation are preferred, there are practical limits based on adjacent land and ship loading / unloading elevations that are needed for safe and efficient operations. It is the opinion of staff that the proposal balances these competing needs while incorporating the RICRMP policies for this section.
1.2.1(F)	Type 6 Industrial Waterfronts and Commercial Navigation Channels	It is the Councils policy for Type 6 waters and adjacent lands under Council jurisdiction to support modernization and increased commercial activity related to shipping and commercial fisheries. It is the opinion of Staff that this proposal meets the Councils policy.
1.3.1(A)	Category B Requirements	The applicant submitted detailed responses / evaluations of the 11 elements of the Category B application requirements. It is the opinion of Staff that these responses are complete and the requirements of this section of the RICRMP have been meet.
1.3.1(B)	Filling, Removing, or Grading of Shoreline Features	The filling and grading of the shoreline facility is for the approach slab / relieving platform (25' cast in place slab) which is required to distribute heavy loads away from the bulkhead. The work proposed appears to be the minimum necessary and meets the policies and standards of this section of the RICRMP in the opinion of staff.
1.3.1(C)	Residential, Commercial, Industrial, and Recreational Structures	The proposed pier has been designed by a Professional Engineer and as such is certified to meet all applicable / required standards. Additionally, it is the opinion of the engineering staff that the proposal meets the Councils policies for long term coastal structures outlined in the Red Book. The proposed pier has an Structural Perimeter Limit (SPL) shown on the plans that meets the Councils guidelines and is appropriate for the site. It is the opinion of staff that the proposal meets the policies and standards of this section of the RICRMP.
1.3.6	Protection and Enhancement of Public Access to the Shore	The location of the proposed pier currently is a MARSEC area that does not allow public access and that security requirement will not change when this pier is completed. The QDC has a facility wide public access plan that the Council has previously approved the meets the requirements of this section of the RICRMP.