

CRMC DECISION WORKSHEET

2025-06-055

Quonset Development Corporation / RI
Commerce Corporation

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
2025-06-055	North Kingstown	1347 Roger Williams Way		B	<input type="checkbox"/>	<input type="checkbox"/>
		Plat	186			
		Owner Name and Address				
Date Accepted	6/23/2025	Quonset Development Corp.		Work at or Below MHW	<input checked="" type="checkbox"/>	
Date Completed	8/20/2025	95 Cripe St.		Lease Required	<input type="checkbox"/>	
		North Kingstown, RI 02852				

PROJECT DESCRIPTION

The applicant is proposing maintenance dredging at the RI Fast Ferry Basin at Quonset Point. The material is to be dewatered onsite immediately adjacent to the dredge area and transported via truck to Parcel 7A to be spread and beneficially used prior to capping as part of ongoing QDC operations and improvements. A similar scope of work (with different disposal location) was approved as a CAT A in 2018, but the work was never performed. This project is going to Council due to an objection during the public comment period.

KEY PROGRAMMATIC ISSUES

Coastal Feature: Manmade Shoreline

Water Type: Type 6, Industrial Waterfronts and Commercial Navigation Channels

Red Book: 1.3.1(A), 1.3.1(I)

SAMP: N/A

Variances and/or Special Exception Details:

The applicant has not requested any variances or special exceptions.

Additional Comments and/or Council Requirements:

Please see Staff Report for comments on objections and Staff recommendations.

Specific Staff Stipulations (beyond Standard stipulations):

Please see Staff Report for additional stipulations.

STAFF RECOMMENDATION(S)

Engineer	<u>EMS</u>	Recommendation:	<u>Approval</u>
Biologist	<u></u>	Recommendation:	<u></u>
Other Staff	<u></u>	Recommendation:	<u></u>

Engineering Supervisor Sign-Off _____ date _____

Executive Director Sign-Off _____ date _____

Supervising Biologist Sign-off _____ date _____

Staff Sign off on Hearing Packet (Eng/Bio) _____ date _____

[Signature]
21 AUG 25

[Signature]
8/20/25

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CRMC File No.: 2025-06-055
Staff Report



STATE OF RHODE ISLAND
COASTAL RESOURCES MANAGEMENT COUNCIL
STAFF REPORT TO THE COUNCIL

DATE: August 20, 2025
TO: Jeffrey M. Willis, Executive Director
FROM: Mason Sherman, Marine Infrastructure & Dredging Coordinator

Applicant's Name:	Quonset Development Corporation
CRMC File Number:	2025-06-055
Project:	Fast Ferry Basin Dredging with Upland Beneficial Use at Quonset Business Park
Location:	1347 Roger Williams Way; North Kingstown: Plat(s):186; Lot(s): 12
Water Type/Name:	Type 6 – Industrial Waterfronts and Commercial Navigation Channels / Quonset
Coastal Feature:	Manmade Bulkhead and Rubble Shoreline
Plans Reviewed:	“Rhode Island Fast Ferry Terminal Basin”, Sheets 1 to 12, Dated May 30, 2025, by Foth Infrastructure & Environment, LLC and stamped by Michael Campagnone (P.E. No. 14357)

INTRODUCTION:

The proposed project consists of maintenance dredging the Rhode Island Fast Ferry Basin at Quonset Point. The material would be dewatered on a plot of land immediately adjacent to the dredge area and then transported via truck to Parcel 7A where it will be spread no more than 1’ thick. All locations (dewatering area, trucking route, and Parcel 7A) are all on Quonset Development Corporation property.

The estimated quantity of material to be removed is 15,230 cubic yards. The USACE has reviewed the application and confirmed it falls under Rhode Island General Permit 7. The material has been approved by RIDEM for disposal at Parcel 7A with a permit forthcoming. The material is being used beneficially to build up this parcel for future improvement/development projects. This project was approved administratively under file 2018-06-084 but the work was never performed. The main difference was the disposal now being proposed upland rather than in open water.

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CRMC HISTORY:

The below are relevant related apps which came up from a CRMC database search. This is just a handful of the various applications and projects QDC has applied for and completed over the years. Historically they are very good at following regulations and applying for the necessary permits.

Note that the Fast Ferry Dredging project was previously approved as a CAT A under file 2018-06-084 but the project was never started and the permit expired. The currently proposed project is almost an identical scope of work with the main difference being beneficial use at Parcel 7A vs. offshore disposal in the 2018 application.

File Number	Description	Owner	Category - Status
2007-04-092	New Ferry Terminal	RI Fast Ferry Inc.	A-Approved
2011-10-102	Construct/Maintain New Pier	RI Fast Ferry Inc.	B-Approved
2012-05-007	Install Fender Piles Along Barge	RI Fast Ferry Inc.	M-Approved
2012-05-034	Construct/Maintain Berthing Pier	RI Fast Ferry Inc.	A-Approved
2013-10-020	Repair Existing Bulkhead	Quonset Development Corp.	M-Approved
2018-06-084	Dredge FF Basin, Offshore DA	Quonset Development Corp.	A-Approved
2018-11-034	Add Sheetpile to Existing Seawall	RI Fast Ferry Inc.	A-Approved
2023-08-085	New Ferry Terminal Building	RIDOT	A-Approved
2025-06-055	Dredge FF Basin, Upland Disposal	Quonset Development Corp.	Current App

COMMENTS ON APPLICATION/APPLICABLE POLICIES, STANDARDS & ETC:

1.3.1(A)	Tidal and Coastal Pond Waters, On Shoreline Features and Their Contiguous Areas – CAT B Requirements	
(1)(a)	Demonstrate Need	The proposal is for maintenance dredging to facilitate vessel traffic and berthing within the Fast Ferry Basin. This work will also allow the basin to be more adequately utilized for offshore supply vessels which will aid in boosting RI's Blue Economy.
(1)(b)	Local Zoning, Codes, Standards, etc.	In conjunction with this CRMC application, the applicant shall also obtain an RIDEM Water Quality Cert and necessary approvals for the disposal site. A USACE permit/approval was secured on 8/19/2025. The State Building Code does not regulate dredging activities.
(1)(c)	Boundaries Affected	The dredging is located in Type 6 waters within the Fast Ferry Basin. The dredged material will be stock piled directly adjacent to the basin for dewatering prior to being transported to Parcel 7A for beneficial reuse. All work, including transport of dredged material, is within the Quonset Business Park.

(1)(d)	Impacts on Erosion or Deposition	The proposed dredge area is enclosed on three sides by stone jetty to the south, bulkhead and rubble revetment to the west/north west, and a pier to the north. Due to the surrounding area being man made structures, little opportunity exists for erosion impacts. Turbidity curtains are proposed on the fourth side to minimize deposition outside the basin as a result of any turbidity plumes.
(1)(e)	Plant & Animal Diversity	Based on current SAV surveys from RIGIS, no eel grass beds are present within the dredge area. Dredging would be conducted within the standard environmental window (October 15 th to January 31 st) which minimizes impacts to animal life and fish larvae.
(1)(f)	Public Access	With the exception of the dredge operation and turbidity curtain setup within the Fast Ferry Basin, no public access impacts are anticipated. Of note is that the dredging will be conducted in the off season for the Ferry and the boating public so minimal impact on the water side is anticipated. The landside project limits of disturbance are outside of any public access areas. No foreseen impacts to the adjacent Compass Rose Beach. A public bike path is located to the north of Parcel 7A but there is an existing berm which sits approximately 9' above the parcel elevation as well as a line of well-established vegetation between the parcel and bike path. No anticipated impacts to the bike path given the proposed disposal.
(1)(g)	Water Circulation, Flushing, Turbidity, and Sedimentation	The proposed slope of 3:1 is standard for dredging projects to minimize the formation of a deep hole/anoxic environment in the area and will tie into existing depths at the entrance to the basin. In addition, a turbidity curtain will be established at the entrance to the basin throughout dredging and dewatering operations. This will help contain any turbidity plumes to the extent of the basin and prevent spreading into Narragansett Bay.
(1)(h)	Water Quality	Impacts to water quality during dredging and dewatering will be mitigated by the use of a turbidity curtain at the entrance to the basin. This will prevent any spread of turbidity plumes outside of the basin and into Narragansett Bay. The applicant proposes to remove an old marine railway which stands to improve water quality by eliminating potentially creosote treated wooden beams from the area.

(1)(i)	Historic and Archaeological	No known historical or archaeological resources are located in this area. As part of the CRMC application process the Historical Preservation and Heritage Commission has reviewed the project and issued a letter of no effect.
(1)(j)	Water Dependent Uses	With the exception of restricted public access to the ferry basin during construction, there are no foreseen negative impacts to Water Dependent Uses. Note that the basin is not an area that would be routinely frequented by public vessels in the first place. If anything, this project is a benefit to water dependent use as it will deepen the ferry's basin and allow for continued ferry utilization to the general public.
(1)(k)	Scenic Impact	With the exception of the equipment onsite and a stockpile of material for dewatering during construction, which will happen during the winter in the regions "off season", there are no anticipated scenic impacts. At Parcel 7A material shall be spread approximately 1' thick so no adverse scenic impact is anticipated.
1.3.1(I)	Dredging and Dredged Material Disposal	
(1)	Policies	The Council shall support necessary maintenance dredging activities in Type 6 waters, provided environmentally sound disposal locations are identified. This policy is met through the beneficial use of dredge material at an upland disposal/future development location within the Quonset Business Park.
(2)	Prerequisites	The applicant has obtained approval from the USACE that this project falls under RIGP 7. A sediment sampling plan was approved by RIDEM and a total of eight (8) samples were taken of the dredge area and classified by RIDEM for the proposed disposal site.
(4)	Additional CAT B Requirements	
(a)	Depth Soundings	Existing soundings of the dredge area and Parcel 7A were submitted with the full application. Post dredge surveys will also be required.
(b)	Disturbance for Heavy Equipment	For the proposed scope of work there is no anticipated disturbance to the coastal feature. In addition, the coastal feature in the direct vicinity of the dredge and de-watering site are manmade structures.
(c)	Turbidity Controls	Dredging will occur within the standard dredge window from October 15 – January 31 where impacts

		of turbidity on aquatic species is minimized. The applicant has proposed turbidity curtains at the entrance to the basin which will be implemented to mitigate the spread of any turbidity plumes into Narragansett Bay.
(d)	Time of Year Restrictions	Dredging will occur within the standard dredge window from October 15 – January 31 where impacts to aquatic species are limited and odors will have minimal impact.
(e)	Improvement Dredging Projects	Not applicable, this is a maintenance dredging project.
(f)	Upland Material Pollutants	Sediment samples and analysis results have been approved by both CRMC and RIDEM for the proposed Parcel 7A disposal.
(g)	Residential Boating Facilities	Not applicable. This work is not being conducted for a residential boating facility.
(5)(b)	Standards for Dredging	
(1)	Tidal Flushing	The proposed slope of 3:1 is standard for dredging projects to minimize the formation of a deep hole/anoxic environment in the area and tie into existing depths. The proposed dredge depth is consistent with historic dredge events and the slope will help tie into surrounding depths.
(2)	Slope at Edge of Dredge Prism	Proposed slope around the whole dredge prism shall be 3:1 or 33% which meets the maximum 50% requirement.
(3)	Undermining Adjacent Facilities or Coastal Features	There is an adjacent stone jetty, pile supported pier, sheet pile bulkhead, and rubble shoreline protection. The proposed dredge prism appears to be an adequate distance from the stone jetty and pier to avoid undermining but the Contractor will need to use precautions when digging in this area. The sheet pile wall is of adequate depth so that the proposed dredging will not undermine the structure. As with the stone jetty and pier, there appears to be adequate distance between the dredge prism and the rubble shoreline protection, but the Contractor will need to exercise precaution when dredging in this area.
(4)	Shellfish Dredged	Any shellfish dredged shall not be utilized for human consumption or bait.
(5)	Marina Perimeter Limit	Not applicable. The proposed dredging does not fall within an MPL.
(5)(f)	Standards for Upland Disposal	
(1)	Dewatering of Dredge Material	Dewatering will occur adjacent to the dredge area just west of the sheetpile bulkhead. Drainage swales or other best management practices shall be utilized to

		divert all water from the dewatering stockpile back into the fast ferry basin.
(2)	Vegetation and Stabilization of Dredge Material	Dredge material will not be placed adjacent to tidal waters. The placement area at Parcel 7A will later be capped as part of ongoing projects within the Quonset Business Park.
(3)	Dredge Material Behind a Bulkhead	Not applicable. No material shall be placed behind a bulkhead.
(4)	Section 1.3.1(B) Compliance	Filling/removing/grading of shoreline features is not applicable here with no shoreline features being dredged or adversely affected and the dredge material being utilized upland at Parcel 7A.

COMMENTS ON VARIANCE REQUEST:

- Not Applicable

COMMENTS ON OBJECTION:

During the public notice period two sets of comments were received. One was a letter of no objection from the Town of North Kingstown and the second was a request for public hearing and additional comments received from Mrs. Mary Shaw who owns property to the north of the proposed beneficial use area at Parcel 7A. A summary of Mrs. Shaw's comments are shown below in black and CRMC notes in red.

- Implications for water quality in Narragansett Bay
 - The dredging project would be performed during the authorized time of year window from October 15th to January 31st where impacts to aquatic species are minimized. In addition, the dredge area is within the Fast Ferry basin which will limit the spread of turbidity to the rest of the Bay. Finally, the applicant proposes the use of turbidity curtains at the entrance to the basin which would contain any turbidity concerns to the basin and immediate dredge area. A stipulation of the Assent would be that turbidity shall be visually monitored throughout dredging and dewatering operations and should CRMC determine that turbidity levels are in excess, additional turbidity controls and best management practices shall be utilized.
- Potential disturbance of contaminated sediment connected to ongoing Superfund-related pollution
 - As a requirement of the dredging application process the applicant was required to perform sediment sampling in the proposed dredge area. A total of eight (8) samples were taken to the target elevation. Given the proposed beneficial use site at Parcel 7a, the samples were tested against the RIDEM Commercial Direct Exposure Criteria. Seven of the eight samples were within this criteria, the eighth sample had one exceedance of Benzo(a)pyrene. Of the 8 samples taken, this slight exceedance for one analyte, in one sample, indicates that the vast majority of the material to be dredged meets the requirements. As a part of the ongoing operations at the business park, a cap is planned to be installed which would mitigate exposure concerns.
- Recreational and ecological impacts near the bike path and shoreline
 - A site visit with CRMC and QDC representatives was conducted on 8/6 to inspect the dredge, dewatering, and beneficial use (Parcel 7a) sites. Upon site inspections the following was observed.
 - Dredge and Dewatering Site

- As previously mentioned, the dredge site is enclosed within the Fast Ferry basin with a stone jetty to the south, bulkhead and revetment to the west/north west, and a pier to the north. In addition, a turbidity curtain will be utilized at the eastern side of the site. This being said, the dredge area is well contained with minimal anticipated impact to the bay as a result of dredging operations. Any water quality impacts to the project site would be temporary during dredging and dewatering operations only.
- The dewatering site is directly adjacent to the dredge area in the lot to the west of a manmade bulkhead. Material will be stockpiled in this location and dewatered prior to being transferred to Parcel 7a. All water will be drained back into the Fast Ferry basin/dredge area. As such, there are no anticipated negative impacts to the shoreline.
- Parcel 7a
 - The dredge material is proposed to be spread approximately 1' in depth over Parcel 7a and beneficially used as fill for this area and capped as previously mentioned. On the north side of the parcel there is an existing berm which crest sits approximately 9' above the existing parcel grade as well as a line of well-established vegetation between the parcel and the bike path.
 - It is the opinion of CRMC staff that there are adequate controls already in place or will be put in place as conditions of a CRMC assent to mitigate any recreational and ecological impacts.
- Public health implications for nearby residents due to airborne dust or runoff during dredging and dewatering
 - As mentioned above, the dredged material will be dewatered directly adjacent to the dredge site, and all water will run directly back into the dredge site. As such, no negative public health implications as a result of runoff are anticipated during dredging or dewatering operations.
 - While the material is being dewatered, moisture will be present in the material and thus should not produce any dust. While the material will be mostly dry during transport and grading at Parcel 7a, there will still be some ambient moisture content which will minimize any airborne dust. In addition, per the sediment sample grain size analysis, the material composition is mostly fine to medium grain sand with some silt. With the majority of the material being sands, it is anticipated that there will be little to no airborne dust, particularly once the material is graded out on Parcel 7a.
 - To help address this concern, a condition of the permit would state that if there is found to be airborne dust at the dewatering or beneficial use site, best management practices shall be used to mitigate this dust.

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CONCLUSIONS AND RECOMMENDATION:

The proposed project was approved as a CAT A in 2018 but the work was never performed and the permit expired. The scope of the proposed dredging mirrors the previously approved assent with the sole exception being upland disposal vs. open water disposal in the previous assent. This application would have been handled administratively if no public objections were submitted during the comment period. The proposed project has been reviewed by the USACE and falls under Rhode Island General Permit 7 and has also been reviewed by RIDEM with no objections to the project and a permit forthcoming. Staff believes the proposed project complies with the CRMP.

This being said, Staff recommends approval of the proposed project with standard stipulations for Dredging and Upland Disposal along with the following additional stipulations:

- Pre-existing marine railway at the western end of the dredge prism shall be fully removed and properly disposed of. Any wood found to be creosote-treated shall be disposed of in a manner that precludes future use.
- Drainage swales and/or other best management practices shall be utilized at the dewatering site to ensure all water runs back into the fast ferry basin and turbidity curtain containment.
- Turbidity curtains shall be implemented during dredging and dewatering, as called out on applicant's proposed plans.
- Existing catch basins at Parcel 7A shall be elevated prior to placement to prevent material from filling the basin, as called out on applicant's proposed plans.
- Silt curtains and/or coir logs shall be utilized around the dewatering stockpile and Parcel 7A, as called out applicant's proposed plans.
- Best management practices shall be utilized for dust control at the dewatering site and Parcel 7A.

Signed: 

Staff Engineer