

## Brittany Spurlock

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**From:** Benoit Gauthier <2benoitgauthier@gmail.com>  
**Sent:** Friday, November 21, 2025 3:57 PM  
**To:** Cstaff  
**Subject:** Objection to 2025-07-044  
**Attachments:** Objection-2025-07-044-Gauthier.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Brittany,  
Please find enclosed my letter protesting the project proposed in CRMC file 2025-07-044. Thank you for fielding so much correspondence on this one, happy weekend!

Respectfully,  
Ben

Benoit Gauthier  
87 West Main Road  
Little Compton RI 02837  
Tel: 401.225.6105

21 November, 2025

To:  
The Rhode Island Coastal Resources Management Council  
Oliver H. Stedman Government Center  
4808 Tower Hill Road  
Wakefield, RI 02879-1900

From:  
Benoit Gauthier  
87 West Main Road  
Little Compton, RI 02837

Re: Objections to CRMC Application No. 2025-07-044  
Proposed Residential Boating Facility at 10 Minnesota Road, Little Compton

Dear Members of the Council:

As you adjudicate the benefits and rights of the applicants vs. long term impacts to public trust areas of Sakonnet Harbor, I respectfully request you consider the following. Given the volume of correspondence you have received to date, I limit my comments to two major concerns- viability the structure and attendant impacts to the natural environment. I am writing from the perspective of a year-round resident recreational mooring holder in this harbor and as a research engineer who led a portfolio of ocean dynamics modeling for the US Navy.

I believe this project is physically untenable in the planned location. The northeastern shore of Sakonnet harbor is virtually unprotected from our long-fetch northerly weather. With the exception of short lived fishing platforms many years ago, this area remains undeveloped thanks to its exposure. A quick reference to CRMC's STORMTOOLS Coastal Environmental Risk Index (Spaulding, Fugate et al.) makes clear your advice to not build there. This proposed project is clearly within a region classified as presenting an Extreme Structural Risk Potential.

The town and the USACE have long recognized the vulnerability of the harbor to northerly weather. In 1980-81 USACE invested in the design of a northerly breakwater because of their concern for our exposure, but the the town failed to approve the construction in 1982. (The Town can provide the USACE planning documents. ) In the proceeding 45 years, our risk has only grown.

As advanced as the STORMTOOLS capability is, I believe it under-predicts the conditions we see today and are likely to see in the near future. In Winter 2023-2024 we suffered two storms of 100 year interval water level, overcoming and damaging the western breakwater. In a northerly storm, our unique location experiences combined tidal forcing from RI Sound, Buzzards Bay, plus storm surge and windsea. The ongoing UCSD Scripps/USACE/US Navy Coastal Data Information Program has deployed wave buoys along the East Coast to advance our data-assimilative models of today's coastal storm intensity, again because it is recognized the current models under-predict today's reality. While I fully recognize the expertise the applicants have hired to design their project, I believe the structure will not survive the conditions we experience in this location. It is a foolhardy place to build. It will add timbers to a harbor containing a year-round fleet of commercial fishing vessels as well as recreational craft, with accompanying risks of damage and spills.

I am concerned that the project presents additional understated risks to the most sensitive and environmentally critical area of the harbor. I believe the ledge outcroppings and submerged rocks in this area are very important in breaking up the coherence of incoming wavefronts during the northerlies. These are critical environmental features that should not be removed, damaged or diminished for private dock construction. The submerged aquatic vegetation

21 November, 2025

survey presented in this application describes the entire transect area as ledge or boulder. Thus, it seems there will be no pile driving and significantly more environmentally damaging drilling to set the piles. There is no estimate of the long term impact of these structures on sedimentation and water flow in this undisturbed area of the harbor. The SAV itself was conducted in September instead of the CRMC-requested time of maximum biomass, which for Sakonnet would be May-June, casting further doubt on the claimed environmental impact of the project.

Considering the options open to the applicants four doors down at the Sakonnet Yacht Club, I can see no compelling need for this residential construction project in this public trust area. I urge you to reject the application. In the course of your assessment I welcome any opportunity to discuss these matters with your staff.

Respectfully,  
Benoit Gauthier  
Little Compton RI  
401.225.6105

## Brittany Spurlock

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**From:** Tom Lyons <thomasflyons@gmail.com>  
**Sent:** Friday, November 21, 2025 3:42 PM  
**To:** Cstaff  
**Subject:** RE - CRMC Application - File #: 2025-07-044 - Protest

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To Whom it may concern:

I am writing to protest the building of the “dock” at [10 Minnesota Rd](#) in Little Compton, RI and further request that CRMC deny assent.

My email is [thomasflyons@gmail.com](mailto:thomasflyons@gmail.com)

My mailing address is Tom Lyons [23 Goodrich Lane Little Compton, RI 02837](#)

My contact number is my cell number: 802-371-7440

I want to echo the comments of the Little Compton Harbor Commission (made earlier this week) copied below here:

"The location is completely unsuitable for construction. The CRMC has invested heavily in developing predictive models of coastal storm vulnerability and recommends them as a first step in construction planning. Their STORMTOOLS application provides the most dire Coastal Environmental Risk Index of Extreme Structural Risk Potential for the Eastern side of Sakonnet harbor where this project is proposed (figure enclosed). This CRMC guidance is consistent with recommendations of our Harbormaster, Assistant Harbormaster, the commercial fishermen and the sporting sailors who have testified based on decades of local knowledge of the harbor that our heavy northerly weather will obliterate the proposed structure. Given the Town's near term need to work closely with CRMC and the US Army Corps of Engineers to rework the breakwater, it would be particularly inappropriate for the Town to ignore the guidance on maritime construction risk CRMC provides.

B. The location is extremely complex to build within, and the environmental impacts are understated. The required Submerged Aquatic Vegetation (SAV) survey provided by the applicant's engineering firm admits that the entire construction area is underlain with ledge. This would preclude pile driving and require drilling to set piles, greatly increasing the environmental jeopardy this project presents. We are concerned the SAV survey was conducted in late September when eelgrass had been subject to late summer heat and storms, and the majority of larval activity was long diminished. Additionally, limited and complex shoreside access may lead to a need for construction from a barge, in fair weather, further shadowing SAV and subjecting it to sedimentation during the most important time of the maritime lifecycle.

C. The rental nature of this property greatly increases risk in the harbor. A majority of public input concerns risk to the harbor community from renters of this Short Term Rental property. The Harbormaster, the responding community of interest and Harbor Commission share a concern that exposed Sakonnet Harbor can be particularly deceptive in how quickly trouble can develop, and renters will be unprepared for the natural hazards as well as for the density of small craft and adolescent boaters in their

immediate vicinity. The Harbor Commission and many letter writers have safety concerns over inexperienced renters in this uniquely crowded and challenging maritime environment. It appears the Counsel for the applicant misinterprets these concerns as simple bias against out-of-towners, which is not our position.

D. We cannot see a compelling need for this dock. CRMC Category B Assent criteria have as a first step, establishing need. Testimony and letters from the applicants indicate they have no boat, and they did not intend the dock to be a rental feature. But future use by future owners needs consideration. Testimony from the Sakonnet Yacht Club reveals all the waterfront access and safety assurances sought by the applicant family can be met by the SYC. The town also welcomes all manner of small craft and waterfront access at the more protected harbor beach. We do not argue against the riparian rights. We simply cannot see a compelling need.

E. A number of complex legal issues exist with this first non-professionally managed private dock that would enter the harbor environment. Public domain, harbormaster authorities overlap private property and riparian rights claims. We recommend the Town include in its response to CRMC that any assent would need to be accompanied with a substantial set of constraints imposed on the facility's operations, which the Town insists be developed in full with legal authorities established prior to CRMC assent."

Additional bullet points of concern include:

1. Walking along the shore would be impeded (or blocked). I have been beachcombing along this shore my whole life. The proposed dock would likely impede access along the beach regardless of design.
2. If CRMC approves this one dock, is it a precedent for all the houses on the East side of the harbor to build their own docks? I would hope that CRMC could pause their process and consider that an assent for this one proposed dock might in effect be an assent for 6 new docks? If assent is given for this one proposed dock, is CRMC in effect approving 6 new potential docks as there are 6 houses on the East side of the harbor? CRMC should take the time to consider how 6 new docks in the harbor might affect the harbor (not just one new dock).
3. Disruption of water flows in and out of harbor affecting cleanliness of the water and sedimentation flows is a factor to be considered . A more thorough study should be conducted on how sedimentation flows would change along the East side of the harbor as a result of a new dock.
4. The permit application should be considered commercial as the residence is a short term rental property. The short term rental at the proposed dock address advertises on Airbnb that it sleeps over 20 people despite being a 4 bedroom home. Those of us in the neighborhood are well aware that the property is rarely used by the owners as a personal residence. It may not be a hotel per se, but it certainly operates an awful lot like one. Given the hotel nature of this property, CRMC should delay assent and consider how the proposed dock (with potentially 20 "hotel guests" running around) would affect the safety and the environment in the harbor.
5. With a short term rental property, boats using the dock are more likely to cause a safety hazard as they would be less familiar with the rocks and other water hazards in the immediate vicinity.
6. If there were a water rescue required at the proposed new dock, there is no major roadway to use to directly access the dock. All other docks on the harbor are directly connected to a state highway.
7. A thorough study similar to the 1982 study done by The Army Corp of Engineering of the environmental impact has not been completed at this time. It seems prudent that CRMC would require a more detailed and comprehensive environmental impact study before allowing assent for the proposed dock.

8. There is an open alternative with Sakonnet Yacht Club ([sakonnet.org](http://sakonnet.org)). The Sakonnet Yacht Club (SYC) is located less than 160 yards south of 10 Minnesota Road (Project Location) and thus provides a reasonable and readily-available alternative in close proximity to the proposed residential marine boating facility in Sakonnet harbor. Operating as a Rhode Island non-business corporation since 1939, SYC offers recreational harbor access, sailing instruction, boats, boating facilities, swimming, community scholarships, and support for water based activities for many. With a mission statement that includes "affordable," SYC has an active and robust membership that continues to grow. Since SYC is a practical and viable alternative to the uses inherent in applicant's proposal, there is no need for a private dock. The use of Public Trust Resources proposed in this application therefore are not the most efficient and protective of a congested harbor.

9. Exact area is in maximum risk potential- "extreme category" - safety for boaters using this dock and boaters in the harbor. Airbnb renters might think the area is safe but weather changes quickly on Sakonnet Point and guests could be fighting to get control of the boat on their proposed dock.

10. This proposed private dock would infringe public access to the harbor. The extent of infringement is not fully studied. CRMC should delay any approval of the proposed dock until a further study on this issue has been developed with the Harbor Commission.

11. It is my hope that the CRMC would be mindful that the Little Compton harbor is already crowded. Adding a new proposed dock to the harbor would be irresponsible.

12. It is my understanding that the town of Little Compton is working on a proposal for the CRMC to change the waters in the harbor from Type 5 Waters to Type 1 Waters along the East side of the harbor. It seems to me that it would be appropriate to delay any CRMC decision regarding this proposed dock until the town's proposal regarding Type 1 Waters is fully vetted.

Thank you for your consideration,  
Tom



# SAVAGE

LAW PARTNERS

LLP

*Law and Business Advisors*

November 21, 2025

**Via Email and Regular Mail**

Coastal Resources Management Council  
Oliver H. Stedman Government Center  
4808 Tower Hill Road, Room 116  
Wakefield, RI 02879  
[cstaff1@crmc.ri.gov](mailto:cstaff1@crmc.ri.gov)

Re: CRMC File Number 2025-07-044  
Entries of Appearance

Enclosed, please find our entries of appearance on behalf of the Town of Little Compton (the "Town"), which opposes the above-referenced application.

On behalf of the Town, we request that the application be deemed a contested case (to the extent that it is not already) and scheduled for a public subcommittee hearing or a hearing before a hearing officer. We also request to be notified of all proceedings relating to the application.

Please contact us should you have any questions.

Sincerely,

*/s/ Dean J. Wagner*  
*/s/ Edward D. Pare III*

Dean J. Wagner, Esq. (#5426)  
Edward D. Pare III, Esq. (#9698)

Enclosures.



564 South Water Street, Providence, RI 02903 p. 401.238.8500 f. 401.648.6748

SAVAGELAWPARTNERS.COM



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

## ENTRY OF APPEARANCE

Before the Rhode Island Coastal Resources Management Council

**IN THE MATTER OF:** \_\_\_\_\_ **FILE NO.** 2025-07-044

Timothy & Isabella Ehrlich  
 \_\_\_\_\_  
 (Name of Applicant)

I, Dean J. Wagner, hereby enter my appearance as attorney of record on  
 behalf of The Town of Little Compton.

Withdrawal of appearance may only be granted by leave of the Chairman or Executive Director.

/s/ Dean J. Wagner, Esq.  
 \_\_\_\_\_  
 (Signature)

Savage Law Partners, LLP  
 \_\_\_\_\_  
 (Business Address)  
564 South Water Street

Providence, RI 02903  
 \_\_\_\_\_

Date: November 21, 2025

401-238-8500  
 \_\_\_\_\_  
 (Phone Number)





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

**ENTRY OF APPEARANCE**

Before the Rhode Island Coastal Resources Management Council

**IN THE MATTER OF:** \_\_\_\_\_ **FILE NO.** 2025-07-044

Timothy & Isabella Ehrlich  
 \_\_\_\_\_  
 (Name of Applicant)

I, Edward D. Pare III, hereby enter my appearance as attorney of record on  
 behalf of The Town of Little Compton.

Withdrawal of appearance may only be granted by leave of the Chairman or Executive Director.

/s/ Edward D. Pare III, Esq.  
 \_\_\_\_\_  
 (Signature)

Savage Law Partners, LLP  
 \_\_\_\_\_  
 (Business Address)  
564 South Water Street

Providence, RI 02903  
 \_\_\_\_\_

Date: November 21, 2025

401-238-8500  
 \_\_\_\_\_  
 (Phone Number)



## Brittany Spurlock

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**From:** Adrienne SYC <sakonnetyachtclubri@gmail.com>  
**Sent:** Friday, November 21, 2025 2:50 PM  
**To:** Cstaff  
**Subject:** Dock Proposal in Little Compton

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To: [cstaff1@crmc.ri.gov](mailto:cstaff1@crmc.ri.gov)  
Subject: CRMC File No. 2025-07-044

November 21, 2025

Dear Coastal Resources Management Council,

The Sakonnet Yacht Club (SYC) board is opposed to the construction of a residential boating facility at 10 Minnesota Road, Little Compton, RI as proposed in CRMC File No. 2025-07-044. Founded in 1939, SYC has nearly a century of stewardship and experience in the unique local site conditions of Sakonnet Harbor, including the undeveloped rock-bound eastern edge that is entirely exposed to northerly wind and waves. The site of the proposed dock contains extensive ledge and boulders, as noted by the application engineering report. Chief among our concerns are safety issues. Our first-hand knowledge of the local perils is underscored by the classification of this site under "Extreme Structural Risk Potential" according to the CRMC's STORMTOOLS Coastal Environmental Risk Index (CERI). SYC has weathered many storms and maritime situations over the years. SYC has been involved in storm preparation and management, and all aspects of harbor safety, since its inception. As the principal recreational boating access for the community, SYC has a great deal of institutional knowledge about the unique wind and water conditions affecting the harbor. Without a northerly breakwater, there is nothing to stop building wind and seas that have traveled over open waters for miles until it reaches the proposed dock site. We are already experiencing the effects of climate change and sea level rise. SYC has a compelling video from December 2023 that shows what can happen even at our location further south, in a fortified section of the harbor. This was not a hurricane or even a tropical storm, just a severe low pressure that came up the coast building seas to over 15'. According to the Harbormaster, every dock in Sakonnet sustained some damage. Luckily no boats were lost. The SYC dock lost some 23 deck planks and lifted off the large deck by the road. Some called it a 100 year storm, but 4 weeks later Sakonnet got hit again. Sakonnet Point Road from the Stone House to the point was closed and impassable. The state had to bring in snow plows to clear sand, water and debris off the road. Sakonnet is a blue water harbor, right on the open ocean; the dangers of the quickly changing conditions for even the most experienced boaters are underscored by our status as a harbor of refuge. The breakwater only protects half of the harbor. Marine boating safety implications and the specific conditions of this proposed development area - including, but not limited to, geologic conditions and fetch - are critical considerations leading us to oppose the proposed residential boating facility without much greater in-depth study. It is evident that the existing breakwater offers less and less protection to even half of the harbor and after meeting with the Army Corps of Engineers, it is apparent that there is no money or will to raise it in the future.

With a mission that promotes both affordability and safety, SYC offers a practical and reasonable alternative - one that is grounded in shared member use - to the private dock as proposed. The applicant letter (to Little Compton Town Council/CRMC, dated 11/17/25) acknowledges that SYC is nearby and that the applicants maintain a membership. SYC offers recreational harbor access, including a busy sailing school with community scholarships, seven sailboat fleets, dinghies, paddleboards, and accompanying facilities. SYC is a bustling hub of activity on the eastern side of the harbor - with 6 year old harbor campers learning how to row, 9 year old novices learning to sail solo, swimmers, recreational fishermen, paddleboarders, Narragansett Bay Youth Racing Association regattas, and Sakonnet's own renowned historic

keelboat races to illustrate just a few of the compatible, overlapping activities on any given summer day. Many members come to SYC simply to swim off the dock float or as a convenient launch for personal watercraft to fish, which are the desired activities in the applicant letter (to Little Compton Town Council, dated 11/3/25). SYC already provides a professionally-staffed, easily accessible dock enabling the convenience of these and more water-based activities for many different users of all ages - and has for generations. SYC was established as a shared resource and has an ongoing commitment to safe, shared use as part of our stewardship of the finite resources of the harbor. We welcome dialogue with CRMC and the applicants about how SYC can help meet their desired enjoyment of the harbor without the need for constructing a private dock. This approach aligns with CRMC's guidance under Section 300.4 Recreational Boating Facilities, B.2 Residential Boating Policies:

- In order to limit the **cumulative impacts of multiple individual residential boating facilities**, the Council encourages...facilities that **service a number of users**.
- It is the policy of the Council to manage the siting and construction of recreational boating facilities... **to prevent congestion, and with due regard for the capability of coastal areas to support boating and the degree of compatibility with other existing uses and ecological considerations**.

For reasons that include the above, the dock as proposed does not demonstrate a need to exercise riparian rights that outweighs the state's Public Trust doctrine and it is respectfully requested that a full hearing of CRMC is in order for any further consideration of the proposed residential boating facility.

Thank you for your consideration,

Suzanne Madden, Secretary, on behalf of the Sakonnet Yacht Club Officers and Board of Directors

Sakonnet Yacht Club  
163 Sakonnet Point Road  
P.O. Box 514  
Little Compton, RI 02837  
[sakonnetyachtclubri@gmail.com](mailto:sakonnetyachtclubri@gmail.com)  
(401) 635-2681

Point of Contact: Suzanne Madden, Secretary



Email sent. Will do. Done.

## Brittany Spurlock

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**From:** margaret manning <margaretmanning99@gmail.com>  
**Sent:** Friday, November 21, 2025 2:35 PM  
**To:** Cstaff  
**Subject:** CRMC File Number 2025-07-044

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

November 21, 2025

Dear Coastal Resources Management Council,

I have reviewed the application for CRMC File Number 2025-07-044 and object to the proposed project for the following reasons:

- According to the information provided in the application, the Little Compton Building Official has not reviewed or approved the Proposed Dock Plan dated 8/26/2025. The Building Official signature page included in the application pertains to plans dated 6/13/2025.
- There is no provision in the proposed plans for public access along the shore.
- There are no surveyed or approved data points accessible to the public that verify the site falls within Type 5 waters. CRMC does not provide land-based references or coordinates for Type 5 waters in Little Compton. CRMC language describes Little Compton's Type 5 waters simply as "remainder of the water area in Sakonnet harbor:"
  - 132 – The water area immediately adjacent to the barrier beach, starting at Point A (the northeast edge of Lot 385 where the eastern boundary of the barrier beach, identified by Dr. Boothroyd, intersects with the shore) then extending toward the western shore boundary of the barrier beach designated by Dr. Boothroyd to Point B (where a line drawn in a northerly direction as an extension of the eastern boundary of Lot 429 forms an intersect) are designated as Type 2. **The remainder of the water area in Sakonnet Harbor are designated Type 5.**

CRMC uses [vector polygon maps](#) as representations, which can be helpful as a simple visual reference, but there are limitations of this approach with respect to the complex data required of demarcating a line of profound consequence such as the division between Type 1 and Type 5 waters in Little Compton.

CRMC does not define the term "harbor." The proposed site is located outside the protection of Sakonnet harbor and its breakwater, as evidenced by the classification under "Extreme Structural Risk Potential" according to the CRMC's STORMTOOLS Coastal Environmental Risk Index (CERI).

The proposed site is part of a "scenic seacliff" intended to be preserved, as cited on page one in Little Compton's Town-Council-approved Harbor Management Plan. As such, this site is geographically contiguous with the natural undisturbed shore of Type 1 waters that extends north to Little Compton's border and beyond. CRMC's water use categories are linked to the characteristics of the shoreline. In the absence of land-based coordinates or references for the Type 1/Type 5 line, these characteristics strongly suggest a presumption and protection of Type 1 waters. This site as described above aligns with the intent of CRMC's Type 1 Conservation Areas category, where not just one, but at least two characteristics for Type 1 waters have been met (b, c):

### 1.2.1 Tidal and Coastal Pond Waters

#### B. Type 1 Conservation Areas

1. Included in this category are **one or more** of the following:

a. Water areas that are within or adjacent to the boundaries of designated wildlife refuges and conservation areas;

**b. Water areas that have retained natural habitat or maintain scenic values of unique or unusual significance; and**

**c. Water areas that are particularly unsuitable for structures due to their exposure to severe wave action, flooding, and erosion.**

CRMC does not allow construction of recreational boating facilities in Type 1 waters.

- Notwithstanding the above, if CRMC surveys the boundary between Type 1 and Type 5 waters and verifies land-based coordinates such that this site is confirmed to be Type 5 waters, since the applicant has stated that the recreational boating facility is not intended or suited for boats (11/17/25 letter to Town Council/CRMC), this proposal does not meet ANY of the highest priority uses of Type 5 waters:

#### F. Type 5 commercial and recreational harbors

b. The highest priority uses of Type 5 waters and adjoining land areas within Council jurisdiction are:

(1) Berthing, mooring, and servicing of recreational craft, commercial fishing vessels, and ferries;

(2) Water dependent and water enhanced commerce, including businesses catering to tourists;

(3) Maintenance of navigational channels and berths, and removal of obstructions to navigation; and

(4) Activities that maintain or enhance water quality and scenic qualities, including the preservation of historic features.

The existing uses of these waters that comport with CRMC's highest priority uses should take precedence over the exercise of riparian rights that may impact navigation and/or diminish scenic qualities and historic features.

- The site is not suitable for development. The application includes a statement from the engineer, "I discovered that the entire area in the vicinity of the proposed pier and float consists of ledge and large boulders." The extensive submerged rocks throughout the site present hazards for boaters unfamiliar with local conditions. These site conditions impede the accessibility of on-water rescue and/or environmental clean-up in the event of an emergency. Maintaining the intact integrity of the existing rockledge free from modifications for construction purposes is critical to protecting the harbor in the absence of a northerly breakwater.
- The Town's Comprehensive Plan indicates that the town would like to identify a northerly wave attenuation solution to protect infrastructure assets within Sakonnet Harbor. The Plan underscores concern for "the wave action associated with major storms." Intensification of the site for private development in advance of this feasibility study may impact subsequent town-wide planning and options.
- To the extent that the proposed project may also be considered a hybrid structural shoreline protection project, insofar as it is extending an existing structural shoreline protection structure (seawall) into the tidal area, raises the question of whether CRMC regulations apply that require a concurrent permit from the Army Corps of Engineers. [G. Shoreline protection, 2. Prerequisites]
- The recreational boating facility is for a property that the town of Little Compton has identified as a state-registered Short Term Rental. This raises the question of whether a different CRMC permit is required for commercial use.

- According to the Little Compton Comprehensive Plan, “Sakonnet Harbor is one of the most valuable natural, cultural, recreational and economic resources of the Town.” The proposed project would disturb a pristine scenic coast of visually striking pink granite shoreline for which Little Compton is known and a view generations have enjoyed from shore and water. That stretch of undeveloped rockbound shore is also a critical buffer for our beloved harbor from the extreme wind and waves to the north. CRMC must preserve and protect the importance of this unique coastal resource for the benefit of all in accordance with CRMC 1.3.5 Policies for the Protection and Enhancement of the Scenic Value of the Coastal Region, A. General policies: **“The primary goal of all Council efforts to preserve, protect, and, where possible, restore the scenic value of the coastal region is to retain the visual diversity and often unique visual character of the Rhode Island coast as it is seen by hundreds of thousands of residents and tourists each year from boats, bridges, and such public vantage points as roadways, public parks, and public beaches.”**

Thank you for your consideration and for your important work in service of coastal resources management,

Sincerely,

Margaret Manning  
81 Shaw Road, Little Compton, RI 02837  
(401) 625-4280  
[margaretmanning99@gmail.com](mailto:margaretmanning99@gmail.com)

## **Brittany Spurlock**

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**From:** Andy Mims <andy@goosewingpartners.com>  
**Sent:** Friday, November 21, 2025 1:50 PM  
**To:** Cstaff; hcook@littlecomptonri.org; cwardell@littlecomptonri.org; Amy Silva; Anthony Sawaia; 2benoitgauthier@gmail.com  
**Cc:** Lisa Mims  
**Subject:** Objection to dock at 10 Minnesota

Little Compton Town Council and Rhode Island Coastal Resources Management Council:

We are writing to you to join the chorus of voices expressing concerns with and objections to the proposed building of a dock at 10 Minnesota. There are many valid reasons for the resistance to this project – and we wholeheartedly agree with most of them. The primary concern we wish to amplify is precedent – once one dock is built, others will undoubtedly follow, forever changing the landscape and the area's natural beauty.

We strongly oppose the project.

Thank you very much,

Lisa and Andy Mims  
143D Sakonnet Pt Rd.

## Brittany Spurlock

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**From:** C C <rinny431@gmail.com>  
**Sent:** Friday, November 21, 2025 10:46 AM  
**To:** Cstaff  
**Cc:** Amy Silva; Anthony Sawaia  
**Subject:** File # 2025-07-44 Sakonnet Harbor/Application for Residential Marine Boating Facility

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To the Members of The Coastal Resources Council,

I am writing as a lifelong member and resident of the Little Compton, RI community to respectfully ask that you uphold your duties to keep our coastline safe and beautiful for all to enjoy for generations to come. At the end of the day, despite the fact that this dock emanates from private property, it will jut out and extend into what is one of our last vast and truly public resources, the waterfront. The Sakonnet Harbor is a source of enjoyment not only for our little community but also for locals from adjoining towns. The care with which it is maintained is one that only happens as a result of the people who live here full time and those whose families have been coming here for generations and the devoted and committed collaboration of the two. I do believe this is something the Ehrlichs have inherently missed in this fight for the dock. The very fact that they want one so badly is an indication of their profound lack of awareness and outright dereliction of their duties as Little Compton homeowners to care for and maintain the unique beauty of Little Compton.

I ask that the council consider the following common sensical reasons for not approving this application:

1. The location of the dock is wholly inappropriate. The council should be aware that smaller boats have no other choice but to hug the north side of the Harbor (exactly where the dock will be located) in order to go in and out as a result of the larger boat traffic. The south side is not an option as the end of the break water is happily but vigorously used by fishermen making navigating the fishing lines impossible to navigate. The dock will force the smaller boats, dinghy's, paddle boards and kayaks to have to jut out into the large boat traffic "lanes" which is a dangerous proposition given the narrowness of the harbor's entrance.
2. The Ehrlichs argue that there had been a dock at the property in the past. As the CRMC well knows, just because something existed in the past is not a good reason to reincarnate it in the present. So many things have changed. Larger population, more boats in the harbor than ever before, and changing weather patterns.
3. Despite the Ehrlich's minimizing their rental activities, the fact is that they do rent their property out vigorously and that is well documented on their website. I strongly suggest that the CRMC investigate with the Harbormaster an incident that occurred his past summer with a renter's boats on the Ehrlich's mooring. There is no effective way to oversee a renter's boating abilities and the transient nature and number of these visits puts the whole harbor at risk...people and boats alike. The issue with this is that Mr. Ehrlich, as a lawyer, well knows that he can protect himself from accountability and litigation but our resident's are left holding the bill if the renter does not have adequate or any insurance at all. Now a dock in addition to the mooring, adds double the opportunity for danger in the harbor with no real oversight.
4. The Ehrlich's have access to the beautiful dock (The Sakonnet Yacht Club) a few hundred feet from the house that they seem to rarely use for their children and parents as they assert in their argument. The Sakonet Harbor literally has no more room for another dock. It would be excessive, congestive and frankly dangerous to add another dock to this small harbor.

Although there is much more I would like to say, in the interest of being brief and to the point for the council's sake, I will leave it at this. Thank you for considering my letter. I genuinely hope that the council will heed the input of our residents on this matter and take the appropriate action by denying this application.

Sincerely,

Corinne Ham Collins  
22 Old Bull Lane  
Little Compton, RI

## Brittany Spurlock

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**From:** A Michael Steers <amsteers@gmail.com>  
**Sent:** Thursday, November 20, 2025 9:20 PM  
**To:** Cstaff

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To the staff reviewing CRMC #

My name is A. Michael Steers and my wife is Heather Steers, our Families have been the proud owners of 8, 9, and 10 Minnesota Road since the early 1900's.

I am writing in regard to a letter forwarded to you tonight from the Little Compton Town Council in regard to the subject application.

I will attempt to be brief to register objection to points in the letter. Public comment was not permitted this evening before the Council voted.

It should be noted that the shoreline of exposed granite outcroppings has protected 8&10 Minnesota Road for the last 100 years.; hurricanes, 38, 44, 54, 92, etc.have protected these house from the most violent hurricanes. The statement that storms would "obliterate the proposed structure" demonstrates the total ignorance of the designated site and its exposure. A dock in this location would be safe and stable.

B. The site is not complex. It is solid ledge and however you decide it needs to be installed will be fine; no one is objecting to the "how".

C. The rental nature of the property is not your concern. The Town Council just rejected a proposal from the Planning Board to establish a Short Term Rental ordinance .

D. The statement that the Yacht Club objects because of safety is farcical. The shoreline could not be less hospitable to any boating activity. The SYC sailing program goes nowhere near the shore much less the dock. Navigating an Opti or Zest near these rocks is delusional

Sent from my iPad

## Brittany Spurlock

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**From:** mike steers <amsteers@gmail.com>  
**Sent:** Friday, November 21, 2025 8:50 AM  
**To:** Cstaff  
**Cc:** Isabella Ehrlich; Tim Ehrlich  
**Subject:** CRMC file 2025-07-044

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To the staff reviewing CRMC file # 2025-07-044

My name is A. Michael Steers and my wife is Heather C. Steers. Our families have been the proud owners of Lots 8, 9, and 10 Minnesota Road for periods since the early 1900's. I am writing in regard to a letter being forwarded to you from the Little Compton Town Council about the subject application. The original letter being sent is from the Little Compton Harbor Commission. The matter was on the Council agenda tonight but no public comment was permitted.

I will attempt to be brief in registering objection to points in the letter because Public comment was not permitted before the Council voted to forward the letter to CRMC. I believe it is very important you get additional information.

The letter has several paragraphs and I will comment on each.

It should be noted that the shoreline of exposed granite outcroppings has protected 8 & 10 Minnesota Road for the last 100 years. Hurricanes, 1938, '44, '54, '91, etc. have protected these houses from the most violent hurricanes. (See GIS image [LittleComptonRI.next.axisgis.com](http://LittleComptonRI.next.axisgis.com)): for clarity we are talking about lots #67 and #68; please observe the rock outcroppings on the shoreline which protected these houses for over 100 years. The houses on Lots 67 & 68 and were all built around 1910. This stretch of the harbor is unique in the harbor. The 1938 hurricane wiped out most everything. The 1944 and '54 ones were bad; they took out the Yacht Club and Cove Market (lot 71), Bob in '92 destroyed Fo'c'sle docks but these house were fine. Yes, we had rocks on the lawn and bait barrels from across the harbor.

2. A.

The statement that storms would "obliterate the proposed structure" demonstrates the extreme opinions in the letter and no knowledge of the site specific. According to the applicant, NO one has asked to visit the site or engage in any onsite analysis. A dock built to CRMC standards designed for the site/location would be safe and durable.

B. The site is not complex. It is solid ledge and however you decide a dock needs to be installed it will be fine; no one is objecting to the "how."

C. The rental nature of the property has nothing to do with the proposed dock. The Town Council recently rejected a proposal from the Planning Board to establish a Short Term Rental ordinance.

D. The statement that the Yacht Club objects because of safety is farcical. The shoreline could not be less hospitable to any boating activity. Launching a kayak or paddle board is very difficult now. I have been a life time member of the Yacht Club, a member of its Board of Governors, and my grandchildren are active in the SYC sailing program. The kids have no interest in going anywhere near the eastern shore; the suggestion that Opti, 420 and Zest sail boats sail in this area is ridiculous and impossible to do. The prevailing wind from the SW pushes in that direction. Kids stay in the middle of the mooring field on their way out, and paddle boarders head to the SW corner or stay close to the SYC dock. The Yacht Club allows my 89 year old sister to navigate the Yacht Club dock with her ski poles and join the Mermaid Swimmers, but suggesting there is support for her kayak is inaccurate and a good thing.

E. There are no complex issues. They are simply: Do the owners have a right to use their property and can you help them design access to the water in front of their house over the rocks between the ledge outcroppings.

Please feel free to contact me for any history on the houses or site.

Sincerely,

A Michael Steers

## Brittany Spurlock

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**From:** Cadly <lyonscady@gmail.com>  
**Sent:** Thursday, November 20, 2025 5:21 PM  
**To:** Carol Wordell; Cstaff; hcook@littlecomptonri.org  
**Cc:** Amy Silva; Anthony Sawaia  
**Subject:** File # 2025-07-44Sakonnet Harbor/Application for Residential Marine Boating Facility

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To the Council:

I write to formally object to the application by Tim and Isabella Ehrlich for a fixed pier at 10 Minnesota Road. The proposal violates the Coastal Resources Management Program (CRMP) standards regarding density, usage, and safety.

1. Unwarranted Intensification and Existing Access (Section 1.3.1(D)): CRMP Section 1.3.1(D).3(b,f) mandates the minimization of shoreline proliferation. The applicants currently enjoy two distinct forms of water access: their private mooring and the substantial facilities of the Yacht Club. Constructing a third, private fixed pier constitutes an excessive "cumulative impact." The public trust should not be burdened by a redundant structure solely for the convenience of a single family that already possesses ample "reasonable access".

The same section states: "the Council encourages the construction of facilities that service a number of users". Given that Ehrlichs are actively seeking to "preserve [their] right to privacy and dissuade trespassing on [their land]", it's safe to assume the proposed pier would only service them.

2. Incompatibility with Type 5 Waterway Mandates (Section 1.2.1(F).2(a,b): Type 5 waters are designated for the "co-existence" of commercial and recreational activities with the Council's goals including "efficient use of space" and "protect the scenic characteristics" that exist. A fixed private structure inherently privatizes public waters where it resides and physically reduces the size of the mouth of the harbor. This proposal narrows the navigable channel to prioritize a single residence over the public interest, both of which conflict with the Council's stated goals.

3. Navigational Safety: Section 1.3.1(A)(1)(j) explicitly requires the applicant to demonstrate that the project will not result in "significant conflicts with... navigation." Given the traffic from recreational boaters, Sakonnet Yacht Club, Sakonnet point club, and large fishing vessels, a 96-foot fixed obstruction in this location creates an unavoidable conflict.

I respectfully request that the Council reevaluate the application.

Sincerely,

Catherine Lyons

17 Pennsylvania Rd., Little Compton, RI

## Brittany Spurlock

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**From:** Owen Scallin <owensca112@gmail.com>  
**Sent:** Thursday, November 20, 2025 4:55 PM  
**To:** Cstaff  
**Subject:** Objection to Proposed Residential Boating Facility at 10 Minnestoa Road, Little Compton CRMC Application No. 2025-07-044

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Owen Scallin

72 Oak Forest Drive  
Little Compton, RI 02837  
[Owensca112@gmail.com](mailto:Owensca112@gmail.com)  
November 20, 2025

**Rhode Island Coastal Resources Management Council**  
Stedman Government Center  
[4808 Tower Hill Road](#)  
[Wakefield, RI 02879](#)

**Re: Objection to Proposed Residential Boating Facility at 10 Minnestoa Road, Little Compton CRMC Application No. 2025-07-044**

Dear Members of the Council:

I write to formally oppose the proposed private residential boating facility/dock at 10 Minnesota Road, Little Compton. My objections are grounded not only in environmental, navigational, and safety concerns but also in the fact that the proposal conflicts with the CRMC's own regulatory framework, codified in 650-RICR-20-00-1 ("Red Book").

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## Legal and Policy Basis for Objection

### 1. Use of Public Trust Resources & CRMC's Mandate

- Under CRMC policy, *"the construction of marinas, docks, piers, floats and other recreational boating facilities located on tidal lands or waters constitutes a use of Rhode Island's public trust resources."* 650-RICR-20-00-1.3.1(D)(3)(h) requires that the Council assess such uses on a "case-by-case basis," examine reasonable alternatives, and protect public trust interests. [Rhode Island Department of State+1](#)
- The requirement to weigh **benefits against impacts**, including environmental, navigational, and scenic impacts, is clearly stated in CRMC policy. [Rhode Island Commerce Corporation+1](#)

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## Specific Objections

### 2. Precedent-Setting / First Private Dock

- Approving this dock — **the first private residential structure of its kind in the harbor** — would drastically change the nature of public trust lands. CRMC policy explicitly seeks to manage the siting and density of recreational boating facilities "with due regard for the capability of coastal areas to support boating and the degree of compatibility with other existing uses." [Rhode Island Department of State](#)
- Under Red Book section 1.3.1(D)(3)(f), there is a policy to limit "cumulative impacts associated with the increased density of existing recreational boating facilities." [Rhode Island Commerce Corporation+1](#)
- Moreover, section 1.3.1(D)(3)(a) encourages designs that serve multiple users rather than many single-user docks, precisely to avoid proliferation. [Rhode Island Department of State](#)

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### 3. Environmental Impacts & Eelgrass Survey Inadequacy

- According to CRMC standards under 1.3.1(D), boating facilities must be "designed and constructed to ... minimize impacts to existing resources." [Rhode Island Department of State](#)
- CRMC's "Standards" clause mandates that **Submerged Aquatic Vegetation (SAV)** (which includes eelgrass) surveys be conducted during peak biomass periods. Specifically, the Red Book requires SAV surveys *in Narragansett Bay between July 1 and September 15, and in other embayments in summer.* [Rhode Island Department of State](#)
- A November survey (outside the growing season) is thus **non-compliant** and fails to provide reliable data on eelgrass presence or density, undermining the Council's ability to assess ecological risk.

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### 4. Navigational and Geological Concerns

- The site's rocky outcroppings and shallow, uneven bottom make it inherently hazardous for docking structures. CRMC's policy in 1.3.1(D)(3)(c) requires new facilities to be appropriate for environmental site conditions, including geological constraints. [Rhode Island Department of State](#)
- Given these conditions, introducing a fixed dock increases risk of grounding, vessel damage, or navigational accidents, especially in low-water or poor-visibility conditions.

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### 5. Scenic / Aesthetic Impacts

- CRMC's policy calls for evaluation of "potential aesthetic and scenic impacts associated with the structure." [Rhode Island Commerce Corporation+1](#)

- As the first private dock in a largely undeveloped shoreline portion, this structure will visibly alter the character of the shoreline and diminish its currently open, natural aspect — in direct conflict with the Council's scenic protection goals.
- 

## 6. Reasonable and Safer Alternatives

- Under CRMC policy, applicants must demonstrate that less harmful alternatives are not available. [Rhode Island Department of State+1](#)
  - In this case, a nearby existing facility — **the Sakonnet Yacht Club**, just ~160 yards away — already provides boating access without the need to build a new private dock, offering a clear, less impactful alternative.
- 

## Conclusion & Request

Because the proposed dock fails to meet multiple mandatory criteria in the CRMC regulatory regime — especially regarding protection of public trust resources, compliance with SAV survey timing, and avoidance of unnecessary density — I respectfully request that the Council **deny the application**.

Thank you for your time and for your careful stewardship of Rhode Island's coastal resources.

Very Respectfully,

Owen Scallin

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## Brittany Spurlock

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**From:** Debbie Haggerty <deezer.hags@gmail.com>  
**Sent:** Thursday, November 20, 2025 4:38 PM  
**To:** Cstaff; hcook@littlecomptonri.org; cwordell@littlecomptonri.org  
**Subject:** Letter of Opposition to Proposed Sakonnet Harbor Dock

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

From: Debbie Haggerty  
36 Patten Drive  
Little Compton, RI 02837

November 20, 2025

To: Rhode Island Coastal Resources Management Council  
Stedman Government Center  
[4808 Tower Hill Road](#)  
[Wakefield, RI 02879](#)

Re: Objection to Proposed Residential Boating Facility at 10 Minnestoa Road, Little Compton  
CRMC Application No. 2025-07-044

Dear Members of the Council:

I write to formally oppose the proposed private residential boating facility/dock at 10 Minnesota Road, Little Comptons . My objections are grounded not only in environmental, navigational, and safety concerns but also in the fact that the proposal conflicts with the CRMC's own regulatory framework, codified in 650-RICR-20-00-1 ("Red Book").

### Legal and Policy Basis for Objection

#### 1. Use of Public Trust Resources & CRMC's Mandate

- Under CRMC policy, "the construction of marinas, docks, piers, floats and other recreational boating facilities located on tidal lands or waters constitutes a use of Rhode Island's public trust resources." 650-RICR-20-00-1.3.1(D)(3)(h) requires that the Council assess such uses on a "case-by-case basis," examine reasonable alternatives, and protect public trust interests. [Rhode Island Department of State+1](#)
- The requirement to weigh benefits against impacts, including environmental, navigational, and scenic impacts, is clearly stated in CRMC policy. [Rhode Island Commerce Corporation+1](#)

### Specific Objections

#### 2. Precedent-Setting / First Private Dock

- Approving this dock — the first private residential structure of its kind in the harbor — would drastically change the nature of public trust lands. CRMC policy explicitly seeks to manage the siting and density of

recreational boating facilities "with due regard for the capability of coastal areas to support boating and the degree of compatibility with other existing uses." [Rhode Island Department of State](#)

- Under Red Book section 1.3.1(D)(3)(f), there is a policy to limit "cumulative impacts associated with the increased density of existing recreational boating facilities." [Rhode Island Commerce Corporation+1](#)
- Moreover, section 1.3.1(D)(3)(a) encourages designs that serve multiple users rather than many single-user docks, precisely to avoid proliferation. [Rhode Island Department of State](#)

### 3. Environmental Impacts & Eelgrass Survey Inadequacy

- According to CRMC standards under 1.3.1(D), boating facilities must be "designed and constructed to ... minimize impacts to existing resources." [Rhode Island Department of State](#)
- CRMC's "Standards" clause mandates that Submerged Aquatic Vegetation (SAV) (which includes eelgrass) surveys be conducted during peak biomass periods. Specifically, the Red Book requires SAV surveys in Narragansett Bay between July 1 and September 15, and in other embayments in summer. [Rhode Island Department of State](#)
- A November survey (outside the growing season) is thus non-compliant and fails to provide reliable data on eelgrass presence or density, undermining the Council's ability to assess ecological risk.

### 4. Navigational and Geological Concerns

- The site's rocky outcroppings and shallow, uneven bottom make it inherently hazardous for docking structures. CRMC's policy in 1.3.1(D)(3)(c) requires new facilities to be appropriate for environmental site conditions, including geological constraints. [Rhode Island Department of State](#)
- Given these conditions, introducing a fixed dock increases risk of grounding, vessel damage, or navigational accidents, especially in low-water or poor-visibility conditions.

### 5. Scenic / Aesthetic Impacts

- CRMC's policy calls for evaluation of "potential aesthetic and scenic impacts associated with the structure." [Rhode Island Commerce Corporation+1](#)
- As the first private dock in a largely undeveloped shoreline portion, this structure will visibly alter the character of the shoreline and diminish its currently open, natural aspect — in direct conflict with the Council's scenic protection goals.

### 6. Reasonable and Safer Alternatives

- Under CRMC policy, applicants must demonstrate that less harmful alternatives are not available. [Rhode Island Department of State+1](#)
- In this case, a nearby existing facility — the Sakonnet Yacht Club, just ~160 yards away — already provides boating access without the need to build a new private dock, offering a clear, less impactful alternative.

### Conclusion & Request

Because the proposed dock fails to meet multiple mandatory criteria in the CRMC regulatory regime — especially regarding protection of public trust resources, compliance with SAV survey timing, and avoidance of unnecessary density — I respectfully request that the Council deny the application.

Thank you for your time and for your careful stewardship of Rhode Island's coastal resources.

Sincerely,

Debbie Haggerty

## Brittany Spurlock

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**From:** kkm <kkmerriman@gmail.com>  
**Sent:** Thursday, November 20, 2025 3:35 PM  
**To:** Cstaff; hcook@littlecomptonri.org; Carol Wordell; Benoit Gauthier  
**Subject:** File # 2025-07-44 Sakonnet Harbor/Application for Residential Marine Boating Facility

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Members of RI Coastal Resources Management (CRMC) and Members of the Little Compton Town Council,

I am writing to express my concern about the proposed dock located at 10 Minnesota Road. While I appreciate their property gives them the riparian rights to build a dock, I question if it is the right thing to do as there has not been another structure on the eastern side of the harbor during my lifetime, over fifty years. As a resident who has grown up on Sakonnet Harbor, I want to protect and preserve the harbor and its wildlife for future generations. The harbor is busy during the summer months with sailing and powerboat traffic, fishing boats as well as kayaking, paddle boarding and swimmers. I worry about the safety of adding a new structure to the harbor when the Sakonnet Yacht Club (SYC) is steps away. SYC welcomes new members so that the Ehrlich's family members who spend time in Little Compton could join and use it to swim, sail, paddle board and be part of the community. It is my understanding they have a mooring with their house so if they wanted a boat they could use their mooring.

It is also my understanding that their house at 10 Minnesota Road is rented out at various times during the year and has a large capacity. If they want to let their renters use the dock, as I believe it has been suggested, would it be possible to see the insurer's commitment to the potential liability risks by having a dock that could be used by renters who might swim or bring in a boat where there already is boat traffic as well as a considerable amount of ledge. I have concern for safety for the individuals swimming off this proposed dock as well as potential damage from storms and wind to this dock and other boats if renter's boats are permitted.

I am opposed to installing a dock right now. Could at least more time be taken for everyone to review and understand the long run implications of adding a new structure to the harbor. For example markers could be put in the water during the summer season so we could study the traffic flow, safety concerns and the potential environmental impact?

Thank you for your time and consideration.

Katharine Merriman  
42 Baileys Ledge Rd

## Brittany Spurlock

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**From:** D B <danielburke@hotmail.com>  
**Sent:** Thursday, November 20, 2025 2:57 PM  
**To:** Cstaff; hcook@littlecomptonri.org; Amy Silva; Anthony Sawaia;  
2benoitgauthier@gmail.com; cwordell@littlecomptonri.org  
**Subject:** Sakonnet Harbor - 10 Minnesota Dock Proposal

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hello,

I am writing to submit my objection to the proposed dock at 10 Minnesota.

We live on Long Pasture and have been enjoying the Harbor (and the boat ramp) and notably the lack of non-commercial docks. We hope it stays that way as the thought of this and other docks is hard to fathom in our small harbor when a viable boat ramp is used by myself and others.

Sincerely,

Dan Burke  
37 Long Pasture

Dan Burke  
781-491-5954 (m)

## Brittany Spurlock

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**From:** Cloud Howard <cloudhoward@me.com>  
**Sent:** Thursday, November 20, 2025 12:56 PM  
**To:** Cstaff; hcook@littlecomptonri.org; cwordell@littlecomptonri.org; Amy Silva; Anthony Sawaia; 2benoitgauthier@gmail.com  
**Subject:** Objection to boating facility, Little Compton

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Cloud Howard,  
16 Austin Lane,  
Little Compton RI 02837  
401-338-1177  
Choward@gustavewhite.com

Rhode Island Coastal Resources Management Council  
Stedman Government Center  
[4808 Tower Hill Road](#)  
[Wakefield, RI 02879](#)

Re: Objection to Proposed Residential Boating Facility at 10 Minnestoa Road, Little Compton  
CRMC Application No. 2025-07-044

Dear Members of the Council:

I write to formally oppose the proposed private residential boating facility/dock at 10 Minnesota Road, Little Comptons . My objections are grounded not only in environmental, navigational, and safety concerns but also in the fact that the proposal conflicts with the CRMC's own regulatory framework, codified in 650-RICR-20-00-1 ("Red Book").

### Legal and Policy Basis for Objection

#### 1. Use of Public Trust Resources & CRMC's Mandate

- Under CRMC policy, "the construction of marinas, docks, piers, floats and other recreational boating facilities located on tidal lands or waters constitutes a use of Rhode Island's public trust resources." 650-RICR-20-00-1.3.1(D)(3)(h) requires that the Council assess such uses on a "case-by-case basis," examine reasonable alternatives, and protect public trust interests. [Rhode Island Department of State+1](#)
- The requirement to weigh benefits against impacts, including environmental, navigational, and scenic impacts, is clearly stated in CRMC policy. [Rhode Island Commerce Corporation+1](#)

### Specific Objections

#### 2. Precedent-Setting / First Private Dock

- Approving this dock — the first private residential structure of its kind in the harbor — would drastically change the nature of public trust lands. CRMC policy explicitly seeks to manage the siting and density of recreational boating facilities "with due regard for the capability of coastal areas to support boating and the degree of compatibility with other existing uses." [Rhode Island Department of State](#)
- Under Red Book section 1.3.1(D)(3)(f), there is a policy to limit "cumulative impacts associated with the increased density of existing recreational boating facilities." [Rhode Island Commerce Corporation+1](#)
- Moreover, section 1.3.1(D)(3)(a) encourages designs that serve multiple users rather than many single-user docks, precisely to avoid proliferation. [Rhode Island Department of State](#)

#### 3. Environmental Impacts & Eelgrass Survey Inadequacy

- According to CRMC standards under 1.3.1(D), boating facilities must be "designed and constructed to ... minimize impacts to existing resources." [Rhode Island Department of State](#)
- CRMC's "Standards" clause mandates that Submerged Aquatic Vegetation (SAV) (which includes eelgrass) surveys be conducted during peak biomass periods. Specifically, the Red Book requires SAV surveys in Narragansett Bay between July 1 and September 15, and in other embayments in summer. [Rhode Island Department of State](#)
- A November survey (outside the growing season) is thus non-compliant and fails to provide reliable data on eelgrass presence or density, undermining the Council's ability to assess ecological risk.

#### 4. Navigational and Geological Concerns

- The site's rocky outcroppings and shallow, uneven bottom make it inherently hazardous for docking structures. CRMC's policy in 1.3.1(D)(3)(c) requires new facilities to be appropriate for environmental site conditions, including geological constraints. [Rhode Island Department of State](#)
- Given these conditions, introducing a fixed dock increases risk of grounding, vessel damage, or navigational accidents, especially in low-water or poor-visibility conditions.

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- CRMC's policy calls for evaluation of "potential aesthetic and scenic impacts associated with the structure." [Rhode Island Commerce Corporation+1](#)
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- In this case, a nearby existing facility — the Sakonnet Yacht Club, just ~160 yards away — already provides boating access without the need to build a new private dock, offering a clear, less impactful alternative.

#### Conclusion & Request

Because the proposed dock fails to meet multiple mandatory criteria in the CRMC regulatory regime — especially regarding protection of public trust resources, compliance with SAV survey timing, and avoidance of unnecessary density — I respectfully request that the Council deny the application.

Thank you for your time and for your careful stewardship of Rhode Island's coastal resources.

Sincerely,  
Cloud Howard

## Brittany Spurlock

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**From:** Anne Celander <annielander@gmail.com>  
**Sent:** Thursday, November 20, 2025 10:36 AM  
**To:** Cstaff; hcook@littlecomptonri.org; cwordell@littlecomptonri.org  
**Cc:** Amy Silva; Anthony Sawaia  
**Subject:** Objection to proposed residential/Rental house boating facility in Little Compton

### Rhode Island Coastal Resources Management Council

Stedman Government Center

[4808 Tower Hill Road](#)

[Wakefield, RI 02879](#)

**Re: Objection to Proposed Residential Boating Facility at 10 Minnestoa Road,  
Little Compton**

CRMC Application No. **2025-07-044**

Dear Members of the Council:

I write to formally oppose the proposed private residential boating facility/dock at 10 Minnesota Road, Little Comptons . My objections are grounded not only in environmental, navigational, and safety concerns but also in the fact that the proposal conflicts with the CRMC's own regulatory framework, codified in 650-RICR-20-00-1 ("Red Book").

---

## Legal and Policy Basis for Objection

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## Specific Objections

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  - Moreover, section 1.3.1(D)(3)(a) encourages designs that serve multiple users rather than many single-user docks, precisely to avoid proliferation. [Rhode Island Department of State](#)
- 

### 3. Environmental Impacts & Eelgrass Survey Inadequacy

- According to CRMC standards under 1.3.1(D), boating facilities must be "designed and constructed to ... minimize impacts to existing resources." [Rhode Island Department of State](#)
  - CRMC's "Standards" clause mandates that **Submerged Aquatic Vegetation (SAV)** (which includes eelgrass) surveys be conducted during peak biomass periods. Specifically, the Red Book requires SAV surveys *in Narragansett Bay between July 1 and September 15, and in other embayments in summer.* [Rhode Island Department of State](#)
  - A November survey (outside the growing season) is thus **non-compliant** and fails to provide reliable data on eelgrass presence or density, undermining the Council's ability to assess ecological risk.
- 

### 4. Navigational and Geological Concerns

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  - Given these conditions, introducing a fixed dock increases risk of grounding, vessel damage, or navigational accidents, especially in low-water or poor-visibility conditions.
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### 5. Scenic / Aesthetic Impacts

- CRMC's policy calls for evaluation of "potential aesthetic and scenic impacts associated with the structure." [Rhode Island Commerce Corporation+1](#)
- As the first private dock in a largely undeveloped shoreline portion, this structure will visibly alter the character of the shoreline and diminish its currently open, natural aspect — in direct conflict with the Council's scenic protection goals.

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## 6. Reasonable and Safer Alternatives

- Under CRMC policy, applicants must demonstrate that less harmful alternatives are not available. [Rhode Island Department of State+1](#)
- In this case, a nearby existing facility — **the Sakonnet Yacht Club**, just ~160 yards away — already provides boating access without the need to build a new private dock, offering a clear, less impactful alternative.

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## Conclusion & Request

Because the proposed dock fails to meet multiple mandatory criteria in the CRMC regulatory regime — especially regarding protection of public trust resources, compliance with SAV survey timing, and avoidance of unnecessary density — I respectfully request that the Council **deny the application**.

Thank you for your time and for your careful stewardship of Rhode Island's coastal resources.

Sincerely,

Anne Samson Celander  
8 East View Drive  
Little Compton, RI 02837  
annielander@gmail.com  
603.769.7318

## Brittany Spurlock

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**From:** Susan Wall <Susan@offthewall-ny.com>  
**Sent:** Thursday, November 20, 2025 9:17 AM  
**To:** Cstaff  
**Subject:** File# 2025-07-044 Erlich Dock  
**Attachments:** RI Coastal Resources Management Council Erlich Dock Letter.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

RI Coastal Resources Management Council  
Cstaff1@crmc.ri.gov  
RE: File# 2025-07-044

Dear RI Coastal Resources Management Council,

I am writing this letter regarding File #2025-07-044 Erlich Dock Proposal. I am a year-round resident, living on Sakonnet Point Road and a member of the Sakonnet Yacht Club. I have multiple concerns about the proposed dock on Minnesota Road.

My primary concern is safety. Sakonnet Harbor is a bustling part of our community. Between SYG, the commercial fisherman and the public use of the landing, it experiences a huge amount of daily traffic. It seems like the proposed Erlich Dock would add to the combustion and create a big safety hazard to an already busy environment.

I enjoy swimming off the SYC dock year-round with my band of "Mermaids". Throughout the year we see many big, crazy storms. Our jetty serves as a great barrier against these storms and helps protect the harbor. The proposed Erlich dock will be built in an unprotected area. The fear is it will not be able to withstand the forces of these storms and could cut lose from its pilings and damage boats.

The Erlich's have stated they want the dock for their elderly parents and kids. Instead, I urge them to become part of the Sakonnet Yacht Club community and utilize the incredible resources it has to offer including: Harbor Camp, Junior Sailing Program, Adult Sailing program and special events. Another daily summer activity, is the evening gathering of families (grandparents included) at the dock to enjoy the last swim of the day, bringing family and friends together and enhancing our special Sakonnet experience.

Sincerely,

Susan Wall  
98 Sakonnet Point Road  
Little Compton, RI  
646-234-2562



## Brittany Spurlock

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**From:** Perry Blank <perry.blank@gmail.com>  
**Sent:** Thursday, November 20, 2025 8:49 AM  
**To:** Cstaff; hcook@littlecomptonri.org; Amy Silva; Anthony Sawaia; 2benoitgauthier@gmail.com; cwordell@littlecomptonri.org  
**Subject:** Strong opposition to dock at 10 Minnesota

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To the Little Compton Town Council and Rhode Island Coastal Management Resources Council:

We are writing to you as residents of Sakonnet Point who abut the property at 10 Minnesota and are strongly opposed to the construction of a dock and float at this property.

My family has owned a house on Sakonnet Point for the last 10 years and my husband and I (and now our 2 year old son) spend three nights per week there from June until September. We spend every other possible weekend there as well, including Thanksgiving, cozy February weekends, and for chilly swims off the SYC dock in early spring.

Our biggest concern with the dock is around safety. We love to swim in the harbor, and have even brought our toddler to float around in his life jacket this past summer. We jump off the SYC dock and the rocks and paddleboard around the harbor. We hope to send our son to the SYC harbor camp and sailing camps when he is old enough, and love watching the young kids cruising around the harbor. Given the house at 10 Minnesota primarily appears to be a rental property from our observation, with the addition of this dock and float it is sure to bring renters' boats, jet skis, etc. These renters would be unfamiliar with the harbor and likely have less regard for its rules and regulations that make us feel safe using the harbor like we do.

We hope to raise our kids (baby #2 coming in February) as proud stewards of Sakonnet Harbor and want to preserve it for them in the future.

We thank you for the consideration of our letter.

Perry Blank and Sam Johnson

## Brittany Spurlock

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**From:** Linda Logan <linda.logan@compass.com>  
**Sent:** Wednesday, November 19, 2025 8:41 PM  
**To:** Cstaff; hcook@littlecomptonri.org; Amy Silva; Anthony Sawaia;  
2benoitgauthier@gmail.com; Carol Wordell  
**Subject:** Ehrlich's dock permit- 10 Minnesota Rd

To All,

We are shocked and horrified to learn of the proposed Dock and float by the Erlichs at 10 Minnesota Rd. Little Compton. We are long time renters of 2 Minnesota Rd, a property which is owned by the Sakonnet Yacht Club. The fact that the Erlichs are using this property as a short term rental property changes the whole neighborhood. To begin with the road traffic on Minnesota Rd, a dead end street, will not support the increase traffic usage of people and boats trying to get to the dock and float. As you know there are no other docks on the stretch of waterway for good reason. The impact on this secluded harbor would cause great environmental disruption. In Summary, We strongly urge you to vote against this project.

Jamie and Linda Logan

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Linda Logan  
Realtor®  
Compass  
161 Linden St, Suite 102  
Wellesley MA 02482  
m: 781.801.6482  
linda.logan@compass.com

## **Brittany Spurlock**

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**From:** rsmall1007@aol.com  
**Sent:** Wednesday, November 19, 2025 8:04 PM  
**To:** Cstaff  
**Subject:** Dock proposal at 10 Minnesota Road

To the Little Compton Town Council and Rhode Island Coastal Resources Management Council:

We are writing to you as residents of Little Compton. We are voicing our opposition to the dock proposal at 10 Minnesota Road. We have been Little Compton home owners for 25 years. My husband grew up spending summers in Little Compton. The preservation of its pristine environment is a priority for our family.

The safety issue is our biggest concern. We are Sakonnet Yacht club members. Our daughters and now our grandsons frequent the harbor for sailing camp. Boating activities and the favorite "jumping off the dock" are daily events during July and August. The harbor is crowded during these months. The addition of a dock raises the chances of accidents, as boats go in/out. Please consider the safety of those who regularly use the dock for recreational purposes.

We appreciate you consideration of this matter.

Ruth and Jim Small

## Brittany Spurlock

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**From:** Charlie Blank <cblank17@gmail.com>  
**Sent:** Thursday, November 20, 2025 7:09 AM  
**Subject:** Strong Opposition to the Dock at 10 Minnesota

To the Little Compton Town Council and the Rhode Island Coastal Resources Management Council,

I am writing as a longtime resident of Sakonnet Point whose property borders 10 Minnesota, and we want to express our strong opposition to the proposed dock and float at this location.

My parents have owned our home at 33 Goodrich Lane for a decade and I spend every summer—from May through November—as well as many winter weekends and holidays there. I am heading down today! In that time, we've observed that Tim and Isabel Ehrlich are seldom at their property. It primarily operates as a short-term rental, listed on Airbnb for most of the year. For that reason, the claim that a dock is needed for an elderly family member who is rarely present rings hollow; adding a dock would clearly serve to increase the appeal and profitability of the rental rather than meet a personal need. The idea of guests swimming at Thanksgiving or Christmas further underscores this disconnect.

Activity at 10 Minnesota is already constant, with renters, maintenance crews, and cleaners coming and going. One ongoing issue has been the number of guests' cars spilling onto neighbors' properties, something the Ehrlichs ultimately had to address by imposing limits. Given that the house is advertised as accommodating 21 people, it's not difficult to imagine how the addition of a dock, with renters' boats, jet skis, music, and visiting friends, would inevitably overflow into neighboring areas as well, creating new disturbances and safety concerns for those who live on Sakonnet Point.

Our greatest concern is safety. Summer in the harbor is active and communal: kids learning to sail in Optis, families swimming off the rocks, people of all ages jumping off the SYC dock, fishing, or taking paddle boards and kayaks out into the harbor. Introducing a steady stream of transient renters operating boats and jet skis, and unfamiliar with the harbor's nuances, would significantly disrupt the safe, quiet enjoyment of this unique place for everyone else. As I think of raising a family here in the future, the possibility of an unsafe harbor crushes me.

While we aren't experts on the environmental implications, we do know that the harbor has already been affected by rising sea levels and the increasing presence of offshore wind turbines. Preserving the stability of Sakonnet Harbor should be a top priority.

Thank you very much for taking the time to consider our perspective.

All the best,

Charlie Blank

## Brittany Spurlock

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**From:** Sarah Rich <saeandpetzl@gmail.com>  
**Sent:** Wednesday, November 19, 2025 4:42 PM  
**To:** Cstaff; Amy Silva; Anthony Sawaia  
**Cc:** hcook@littlecomptonri.org; Carol Wordell  
**Subject:** Opposition to File #2025-07-044 – Proposed Private Dock in Sakonnet Harbor

Rhode Island Coastal Resources Management Council  
Stedman Government Center  
4808 Tower Hill Road  
Wakefield, RI 02879

Dear Members of the Council,

I am writing to express my opposition to the application for a private residential dock at 10 Minnesota Road in Little Compton. I grew up sailing out of the Sakonnet Yacht Club and continue to live in the area, and I care deeply about the safety, character, and long-term health of Sakonnet Harbor.

My concerns reflect both personal experience on the water and the realities of this particular location.

### 1. Safety Concerns for Children, Boaters, and Harbor Users

The harbor is a uniquely challenging place to navigate, especially for anyone unfamiliar with its strong currents, shifting winds, rocky bottom, and limited maneuvering space along this shoreline. As someone who grew up in the SYC sailing program and still watches young sailors learning those same skills today, I am especially worried about the risks posed by a private dock used by short-term rental guests. Visitors staying at an Airbnb are unlikely to understand the conditions in this harbor or the protocols that keep everyone safe. Introducing a private dock in such a dynamic area places children, recreational boaters, and swimmers at unnecessary risk.

### 2. Vulnerability of the Location and Risk to Other Vessels

This location has a history of storm damage, including a prior dock destroyed in the 1930s. That history is significant. Sakonnet Harbor is exposed, and in major storms, debris can break free and cause serious harm to surrounding vessels. The commercial fishermen who rely on this harbor, whose boats represent their livelihoods, would bear the brunt of that damage. A structure with a high likelihood of failure in severe weather is not just a private risk; it becomes a community risk.

### 3. No Demonstrated Need Given Existing Public Access Nearby

The Sakonnet Yacht Club, located only about 160 yards from the property, already provides safe, established access to the water. For decades, this has served residents, families, and seasonal visitors alike. Given this, it is difficult to see a compelling need for a private dock, especially one that introduces new safety and environmental concerns into a small harbor.

### 4. Precedent and Community Impact

Allowing one private dock sets a precedent for others along this part of the shoreline. The harbor is too small and too unprotected to absorb a wave of similar requests. The character of this community and the safety and navigability of the harbor depend on thoughtful, cautious decision-making. Once private docks begin to populate this section of shoreline, the cumulative impacts cannot be undone.

### 5. Environmental and Habitat Concerns

The site is environmentally sensitive, with rocky ledges and shallow, uneven bottom conditions. I understand that the eelgrass survey was not conducted during the required summer window, so it is impossible to

determine whether submerged aquatic vegetation is present. CRMC's mandate to protect coastal resources depends on accurate, seasonally appropriate surveys, and this information gap alone warrants close review.

For these reasons, I respectfully ask the Council to deny the application, or at a minimum, advance it to a Category B contested case for full evaluation. Sakonnet Harbor is a shared public resource that has supported families, fishermen, and young sailors for generations. Its safety and integrity should remain the priority.

Thank you for your careful consideration and for your ongoing stewardship of Rhode Island's coastal environments.

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Sarah M. Rich  
401-338-3955  
238 West Main Rd.  
Little Compton, RI 02837

## **Brittany Spurlock**

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**From:** David Diefenbach <dpdiefenbach@gmail.com>  
**Sent:** Wednesday, November 19, 2025 4:09 PM  
**To:** towncouncil@littlecomptonri.org; Cstaff  
**Cc:** hcook@littlecomptonri.org; cwordell@littlecomptonri.org  
**Subject:** Public Notice CRMC File No. 2025-07-044 (Timothy & Isabella Ehrlich) Little Compton  
**Attachments:** 910 Minnesota Rd.pdf; CRMC - Diefenbach Letter.pdf

To the Members of the Little Compton Town Council and to members of the CRMC

Please find attached two letters to you, the members of the Little Compton Town Council, and the second directed to the CRMC of Rhode Island expressing our objections to the above mentioned Public Notice CRMC File No. 2025-07-044 relating to 9/10 Minnesota Rd., Little Compton, and our request that the proposal for the "Residential Boating Facility" be denied.

Respectfully,

David and David Diefenbach  
9 Montana Rd  
Little Compton, RI 02837  
914.582.6825

**To:**

Coastal Resources Management Council  
Oliver H. Stedman Government Center  
4808 Tower Hill Road, Room 116  
Wakefield, RI 02879  
Email: [cstaff1@crmc.ri.gov](mailto:cstaff1@crmc.ri.gov)

**Re: *Objection***

**CRMC File No. 2025-07-044** – 10 Minnesota Road, Little Compton

**Date:** *November 14, 2025*

Dear Members of the Council:

We are writing as a **nearby property owner, harbor user, and member of the public** to **formally object** to the proposed residential boating facility (96' total length, terminating 40' beyond MLW) at 10 Minnesota Road.

Based on our knowledge of this area of Sakonnet Harbor, the project does **not comply with several CRMC regulations**, including:

**1. Navigation Safety Violations – §§300.1(A)(3) & 300.4(A)(1)**

This is one of the most constrained navigation corridors in Sakonnet Harbor. Extending a fixed pier and float 40' past MLW would **narrow the fairway**, displace vessel traffic toward rocky shallows, and create conflict with boats approaching or leaving the **public landing**.

This constitutes interference with navigation prohibited by **§300.1(A)(3)** and **§300.4(A)(1)**.

**2. Conflict With Mooring Fields – §§300.4(E)(3)–(4)**

Moorings in this section of the harbor have **tight swing radii**. The proposed facility would intrude into these arcs and reduce maneuvering space, contrary to **§300.4(E)(3)** and **§300.4(E)(4)**, which prohibit interference with existing moorings or the need to relocate them.



### **3. Interference With Public Access – §300.1(A)(2) & §335**

This area is heavily used by the public for boating, small-craft access, and harbor transit. A 96-foot residential structure in this location would reduce safe access to and from the **town ramp** and diminish public-trust uses in violation of §300.1(A)(2) and §335.

### **4. Inconsistency With the Little Compton Harbor Management Plan – §300.4(A)(3)**

The Town's plan prioritizes:

- safe navigation,
- protection of mooring fields, and
- unobstructed approaches to the landing.

The project is inconsistent with these policies, violating §300.4(A)(3).

### **5. Environmental Concerns – §300.18 (SAV)**

Shallow benthic habitat exists in this area of the harbor. A float placed 40' seaward of MLW could cause **shading impacts** and habitat disruption contrary to §300.18, which requires protection of eelgrass and sensitive resources.

### **Request**

For these reasons, we respectfully request that CRMC **deny** the proposal.

David and Nina Diefenbach  
9 Montana Rd, Little Compton, RI 02837  
dpdiefenbach@gmail.com  
914.582.6825

**Respectfully,**

**David and Nina Diefenbach**



**David and Nina Diefenbach**

9 Montana Rd  
Little Compton, RI 02837

**Via Email**

**Re: Public Notice CRMC File No. 2025-07-044**

November 13, 2025

To: Little Compton Town Council and the CRMC

We are writing to ask that the pier and dock proposed for 9/10 Minnesota Rd, Little Compton (Plat 8 Lots 67 & 82) not be approved by the Commission for two primary reasons as follows:

1. The danger the building of such a pier and dock would represent to swimmers, paddle boarders and small boat sailors; and to the renters of 9/10 Minnesota Rd. who would be the most frequent users since the property is rented by as many as 21 individuals for a week or less.
2. The inconsistency of such a structure with the surrounding landscape and resulting damage to the seashore of Sakonnet Point, which is such a unique and special place

It is clear that the purpose and scale of the pier and dock are not for the use of just the property owners, but to enhance the appeal of the property for those renting the facility, as more a “rooming house”, or resort than an owner-occupied residential property.

Generally, we respect the interests of property owners to improve their property, but in this case, the fact that the primary use of the complex is as a commercial event space for bachelor parties and short-term Airbnb rentals is entirely inconsistent with the character (and zoning) of the area and will generate an even more dangerous volume of cars accessing the property

We thank the Commission for your thoughtful consideration of our objection to the proposal.

Respectfully,

**David and Nina Diefenbach**



## Brittany Spurlock

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**From:** Robin and Phil Chisholm <prchisholm@verizon.net>  
**Sent:** Wednesday, November 19, 2025 3:14 PM  
**To:** Cstaff; Amy Silva; Anthony Sawaia; hcook@littlecomptonri.org; cwordell@littlecomptonri.org; 2benoitgauthier@gmail.com  
**Subject:** Proposed dock in Little Compton

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To Members of the Little Compton Town Council and Rhode Island Coastal Resources Management Council:

We are writing to you to express our concern regarding the private dock being proposed in Sakonnet Harbor for the property at 10 Minnesota Rd. As 20-year property owners in town (and living on Sakonnet Point Road for the past ten years), we treasure our time around the local waters as avid boaters and kayakers. Our fear is that adding the proposed large private dock around the harbor will create a dangerous, unregulated expansion of traffic to the area. As far as we know, there are no other private docks in this part of Little Compton and adding a new structure not only will create confusion and safety concerns by expanding the number of boaters not familiar with the area, but also will set a precedent for others to consider adding their own docks in the area.

Thank you for taking the time to read this. We respectfully ask you to oppose this expansion.

Thank you.

Sincerely,  
Phil and Robin Chisholm  
24 Sakonnet Point Rd  
Little Compton, RI

## Brittany Spurlock

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**From:** Katherine Woodhouse <k.n.woodhouse@gmail.com>  
**Sent:** Wednesday, November 19, 2025 1:19 PM  
**Subject:** Proposed Dock & Float at 10 Minnesota Ed

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the RI Coastal Resources Management Council and the Little Compton Town Council,

I have spent my entire life being privileged enough to enjoy Sakonnet Harbor—swimming off the Sakonnet Yacht Club dock; paddle-boarding; crabbing off the rocks, sailing (through SYC and with my father, who owns an Alden), and enjoying peaceful and beautiful Sakonnet sunsets from the SYC dock & property.

I strongly oppose the proposed 75' private dock and 72 sq. ft. float at 10 Minnesota Road. This property is now operated as a high-end short-term rental, marketed on social media and frequently packed with large groups. Neighbors already deal with noise, trespassing, and heavy traffic. Extending this use into the harbor would compromise safety and quality of life for the community. Moreover, it seems highly likely that owners' primary motivation is to increase both the frequency and intensity of use of their rental property, increasing their profits at the expense of both their neighbors and all who use the harbor.

The proposed dock would disrupt one of the harbor's safest routes for swimmers, paddlers, and sailors, forcing them into motorboat traffic. It would also interfere with wildlife that relies on the eastern shoreline for feeding and roosting. Required lighting would add unnecessary light pollution to an otherwise dark shoreline.

Unlike regulated use at the Sakonnet Yacht Club or the Sakonnet Point Club, there would be no oversight of renters launching motorboats, jet skis, or other craft from the dock. These users may be unfamiliar with the harbor's rocks, currents, and conditions—putting themselves and others at risk. A northern storm could also tear the float or attached boats loose, threatening the mooring field and surrounding vessels.

The rocky shoreline in this location is a natural flood buffer, and installing a dock would weaken that protection. With storms and sea level rise intensifying, this structure poses unnecessary risk to the harbor.

Just 160 yards away, the Sakonnet Yacht Club already provides inclusive, affordable access to boating for residents and visitors, including seniors and people with limited mobility. A private dock is unnecessary except for commercial rental use.

There are no private docks along the eastern shoreline north of this site. Approving one would set a damaging precedent and encourage further private development of a shared community resource.

I urge the Town Council and the CRMC to reject this proposal.

Thank you for your consideration.  
Katherine Woodhouse

## Brittany Spurlock

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**From:** Kevin Callaghan <kcallaghan@berkshirepartners.com>  
**Sent:** Wednesday, November 19, 2025 11:11 AM  
**To:** cwordell@littlecomptonri.org; Cstaff; hcook@littlecomptonri.org; Amy Silva; Anthony Sawaia; 2benoitgauthier@gmail.com  
**Cc:** Julie Callaghan  
**Subject:** Fw: Sakonnet River Dock Proposal

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To the Little Compton Town Council and Rhode Island CRMC Officials and Staff:

From the summer of 2000, my wife Julie and I have been long-time Little Compton summer residents, first as renters, and then for the past 17 years as homeowners at 2 Long Pond Lane. We have been members of the Sakonnet Yacht Club and are currently active members of the Sakonnet Point Club and its fractional boat ownership program, and thus have insights about the harbor and boating in Little Compton

We learned recently of a proposal to build a dock, jutting into the river, just north of the harbor. I honestly thought this was a joke proposal. Who would actually propose to be the first and only private dock in that entire area? Is there a real chance it receives the necessary approvals?

One of the many things we love about Little Compton, and the harbor and coastline in particular, is its simple, undeveloped natural beauty. It feels like a throwback to a different time. Visitors remark how preserved it feels, how charming it is, and yet how functional it also is. I can only imagine that one dock will open the door to many docks. The impact on the natural beauty of the waterfront from even one dock would be quite negative, both visually and from a safety standpoint. Small boats, kayaks, sailboats from the summer sailing program, occasional windsurfers, and fishermen all enjoy the shoreline safely without worrying about a dock jutting into the river.

I also understand (and maybe it's not relevant) that this is a property that is most often used not by its owners for their own purposes, but by their renters. I can only imagine how renters, likely far more insensitive to what makes Little Compton special, will treat the dock as a play toy for jet skis, parties and other nuisances that our Little Compton waterfront is generally devoid of. Given the proximity to the heavily trafficked harbor opening, it really feels like a meaningful imposition and safety risk existing solely for the benefit of the renters of one house.

From a policy standpoint, this feels troublesome to me, given the collective care that Little Compton residents take for the land and waterscape that they love. The benefits of this dock would accrue to a very few. The costs and negative impact would be borne by very many. This feels out of whack with good policy.

Scientists can apprise the environmental impact of this project better than I, but I must believe that the damage to the shore line from the construction and regular use of a dock would also be quite negative.

## Brittany Spurlock

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**From:** Bodington, Edward <Edward.Bodington@Staples.com>  
**Sent:** Wednesday, November 19, 2025 10:32 AM  
**To:** Cstaff  
**Subject:** File 2025-07-044  
**Attachments:** LC .docx

CRMC team please confirm receipt of this email.

Thanks, Ed

**Edward Bodington**  
Senior Supply Chain Manager  
Final Mile Small Parcel & LTL  
Mobile phone **401.864.4610**



## **Brittany Spurlock**

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**From:** Matthew Dawson <mdawson@wcvr.com>  
**Sent:** Wednesday, November 19, 2025 9:44 AM  
**To:** hcook@littlecomptonri.org; cwordell@littlecomptonri.org; Amy Silva; Cstaff; Anthony Sawaia; 2benoitgauthier@gmail.com  
**Subject:** Proposed dock construction at 10 Minnesota Rd

To the members of the Little Compton Town Council and the RI Coastal Resources Management Council;

We're writing you to offer feedback to the proposed private dock installation at 10 Minnesota Rd at Sakonnet Point. Although we live at 101 Sakonnet Point Rd, and therefore do not abut the property, we do strongly oppose the construction of said dock and float due to the potential impact on the harbor and the Sakonnet Yacht Club.

My family, both immediate and extended, have been involved with the harbor for generations. My Grandfather, David A. Brayton, helped to establish the Sakonnet Yacht Club back in the day and my mother, Elizabeth (Betsy) Brayton, spent her life devoted to the wellbeing of both the yacht club and harbor. My Uncle, David A Brayton Jr, also was very involved as he ran a commercial fishing business for decades out of the harbor. My brothers and I also have boats in the harbor and spend most of our summers on the water. Needless to say, like many people who live on the point, the harbor is a very special place for us.

Our concern with the newly proposed dock and float is the potential negative impact it will have on the yacht club and surrounding harbor. The harbor is a very busy place during the summer months with boaters, swimmers, kayakers and paddle boarders to name a few. With the mooring field filled with both private and commercial boats the harbor can be a tricky place to navigate even during calm periods. We feel that if Little Compton sets a precedent and allows private docks to be constructed along the east coast of the harbor, it would not only hinder the ability to protect this historic place, but would also present a significant safety issue for all those who use the harbor, young and old.

Pam and I appreciate the council's consideration regarding this matter and hope you make the right decision to protect the beauty and safety of the Sakonnet harbor.

All the best,

**Matt & Pam**

**Matthew Dawson**  
**101 Sakonnet Point Rd.**  
**Little Compton, RI. 02837**  
**mdawson@madriver.com**  
**(802) 238-3307**

## Brittany Spurlock

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**From:** Thayer, Harvey H <harvey.h.thayer@citizensbank.com>  
**Sent:** Wednesday, November 19, 2025 7:45 AM  
**To:** Cstaff; hcook@littlecomptonri.org; cwardell@littlecomptonri.org; Amy Silva; Anthony Sawaia; 2benoitgauthier@gmail.com  
**Subject:** Opposition to proposed dock at 10 Minnesota Road

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To Members of the RI Coastal Resources Management Council and Little Compton Town Council,

I have summered in Little Compton my entire life and more recently my wife and I bought a home at 706 West Main Road. We love the town and embrace the slogan "Little Compton, let's keep it Little." My wife and two daughters are active members of the Sakonnet Yacht Club and the Sakonnet Point Club. While we don't own a boat, I have spent much of my life on and around Sakonnet Harbor boating, swimming, fishing and enjoying cookouts on the rocks. I am adamantly opposed to the proposed private 75'+ dock and associated 72' square foot float associated with a high-end short-term rental property on the harbor.

As you know, 10 Minnesota Road, was recently bought and renovated (as advertised on Instagram and other social media) for purposes of short-term rentals, which is how the house has been used, to their neighbors' dismay. The owners, Timothy and Isabella Ehrlich, are real estate speculators from Cambridge, MA who are not part of the Little Compton community. Instead, they earn income from crowds of short term, partying renters in the summer who often disrupt the quiet neighborhood of longtime locals. There are frequent noise disturbances and trespassing issues, and neighbors have reported upwards of ten (10) cars at the property on a single weekend. The proposed dock would extend this revolving-door chaos to Sakonnet Harbor, which would endanger all who use the harbor.

Aside from the significant safety issues for users of the harbor, abutters and wildlife, not to mention for a new dock itself that would be subject to the elements, there is the important matter of precedent. Currently, there are no private docks on the east side of the harbor, heading north along the coast, all the way up to Treaty Rock and beyond. There is a historical respect for the wild, beautiful shoreline extending up the river, preserved for all to enjoy. Allowing a private dock to be built would encourage other landowners to propose their own docks and send a message that Sakonnet Harbor is not a resource to be conserved and shared by all community members, but to be exploited by private interests.

Sakonnet Yacht Club, which is located 160 yards from the house at 10 Minnesota Road, is open to all and costs little to join, provides an access point for use of the dock and boating. It even provides boats and paddleboards for members' use. Since the Ehrlichs could use SYC's dock just steps from their door, they do not need a private dock, except for use by their short-term renters.

## Brittany Spurlock

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**From:** Bart Littlefield <blittlef@gmail.com>  
**Sent:** Tuesday, November 18, 2025 3:53 PM  
**To:** Cstaff; hcook@littlecomptonri.org; cwordell@littlecomptonri.org  
**Cc:** Amy Silva; Anthony Sawaia  
**Subject:** RE: File# 2025-07-044

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear Commissioners and Councilors:

I am writing to oppose the application to install a metal pier in the waters of Sakonnet Harbor in front of the property at 10 Minnesota Rd in Little Compton.

There are many problematic issues with the proposal. In my opinion the most glaring and prohibitive is the fact that the dock is proposed for an area of Sakonnet River coastline that has been designated as the *most extreme* exposure to severe ocean weather, with the highest likelihood of structural damage or destruction to structures erected in that location. It is likely that any structure built in that area in front of 10 Minnesota Road will be severely damaged or destroyed in the increasing storm weather the area has experienced in recent years, creating dangers to threaten navigation and safe use of the harbor and waterfront.

We ask the CRMC to deny this application.

Sincerely,

Bart Littlefield  
Former Commodore, Sakonnet Yacht Club  
552 West Main Road  
Little Compton, RI

## Brittany Spurlock

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**From:** leslie puth <laputh@hotmail.com>  
**Sent:** Tuesday, November 18, 2025 12:34 PM  
**To:** Cstaff; hcook@littlecomptonri.org; cwordell@littlecomptonri.org; Amy Silva; Anthony Sawaia; 2benoitgauthier@gmail.com  
**Subject:** Regarding the proposed dock off of 10 Minnesota Road, Little Compton

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To Members of the RI Coastal Resources Management Council and Little Compton Town Council,

As longtime residents of Little Compton and members of the Sakonnet Yacht Club and Sakonnet Point Club, we write to register our strong objection to the proposed private 75'+ dock and 72' square foot float for which the owners of 10 Minnesota Road are trying to secure permission.

The owners of 10 Minnesota Road, Timothy and Isabella Ehrlich, have proven to be very disrespectful neighbors in a neighborhood that is characterized by relatively small lots where houses are located in close proximity, and where property owners depend on each other to comport themselves in ways that ensure peace and quiet. Their disrespect is manifested by them constantly renting out their home on a short-term basis to crowds of people who have no connection to Little Compton, other than to use it as yet another pretty spot to party. We have heard many stories from friends who live in the area about the frequent noise and trespassing issues, not to mention the high level of automobiles coming and going on a lane that is used by small children and families. The Ehrlichs are rarely in residence themselves - their home on Minnesota Road is not a rural haven for them, it is a money-making asset. Now the Ehrlichs wish to build a dock, clearly so they can advertise their property as having water access, enabling them to raise the prices they charge to partying crowds of short term renters.

Furthermore, the proposed dock and float would impede use of a valuable community resource; the northern coastline of Sakonnet Harbor. Swimmers, kayakers, sailors, and fisherfolk all use that area for quiet recreational pleasure. Speaking personally, we kayak and paddleboard in that area frequently, and it would be extremely disruptive to have a high-traffic dock placed along that stretch of coastline. Speaking of which, the dock and float would unquestionably entice renters to bring watercraft with them to launch off this access point, thereby adding to the noise, commotion and traffic already experienced by long suffering neighbors. It would also be a nuisance to anyone using the Yacht Club premises, including the young sailors who take lessons at the Club.

We don't need to add that putting a private dock on that stretch of coastline would be highly unusual and somewhat precedent setting for Little Compton. The town prides itself on providing access to its residents to the many beautiful areas of town along the shore. Allowing construction of a private dock for these property owners, people who spend virtually no time residing in their home, is a slap in the face to all who cherish Little Compton's quiet and tranquil beauty. Among the reasons the town has not historically permitted docks to be built is to ensure habitat for birds, fish, and other creatures, and to mitigate against destruction of property as a result of coastal storms. Having a

## Brittany Spurlock

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**From:** Peter Bates <petercbates@gmail.com>  
**Sent:** Tuesday, November 18, 2025 12:28 PM  
**To:** Cstaff  
**Subject:** Re: Comments on File No. 2025-07-044 (Sakonnet Private Dock) – Cumulative Impacts, Congestion and Safety

To whom it may concern,

I am writing to object to CRMC File No. 2025-07-044 (10 Minnesota Road, Little Compton) on the grounds of cumulative impact, congestion, and boater safety in Sakonnet Harbor. This is a small, heavily used commercial and recreational harbor with dense mooring fields and frequent traffic from commercial, recreational, and transient vessels. The proposed private residential dock will further constrict maneuvering room within the harbor, especially in tight conditions, strong winds, or limited visibility, and increases the risk of collision with both moored and moving boats.

Beyond this single structure, the proposal raises serious cumulative impact concerns. Allowing a long private dock of this nature within the harbor sets a precedent for similar applications, which would fundamentally alter the character and safe functioning of Sakonnet Harbor. CRMC's own policies emphasize managing residential boating facilities to prevent congestion and to consider cumulative impacts on navigation and public trust uses; in this case, the added obstruction in such a confined basin will adversely affect existing users and overall harbor safety. For these reasons, I respectfully urge the Council to deny the application.

Best,

Peter

## Brittany Spurlock

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**From:** Marshall Fordyce <marshall.fordyce@gmail.com>  
**Sent:** Tuesday, November 18, 2025 12:16 PM  
**To:** Cstaff  
**Cc:** hcook@littlecomptonri.org; cwordell@littlecomptonri.org; Amy Silva; Anthony Sawaia  
**Subject:** RE: File# 2025-07-044

To the RI Coastal Resources Management Council and Little Compton Town Council:

For your consideration, I am writing to object to the proposed construction of a dock at 1 Minnesota Road.

I currently serve on the Board of Governors at Sakonnet Yacht Club, own a home in Little Compton, and have used and enjoyed Sakonnet Harbor my whole life as a fisherman, sailor, and sailing instructor to Little Compton youth. I am deeply committed to the Sakonnet community and our harbor, and hope to preserve its good and safe use as a public trust resource for generations beyond me.

The reasons for my objection include:

1. The durability of the proposed structure and the safety of its users, located at the mouth of Sakonnet Harbor, which is unprotected by the breakwater and squarely exposed to our predominant southwest wind and seas.
2. The burden of predictable safety effects and rescue needs that would fall to the Harbormaster and likely the staff and volunteers of SYC.
3. Increase in boating at the mouth of the harbor, raising further safety concerns.
4. Potential environmental impact to the harbor and surrounding area.
5. The scenic impact of this private structure, and any subsequent structures built upon this precedent.
6. The existence of SYC as an accessible alternative to safe boating for these private residents and their guests.

Thank you very much for your consideration.

Marshall W. Fordyce  
Board of Governors, Sakonnet Yacht Club  
Homeowner, 82 Round Pond Road, Little Compton, RI 02837

## **Brittany Spurlock**

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**From:** George Close <close1166@gmail.com>  
**Sent:** Tuesday, November 18, 2025 12:08 PM  
**To:** Cstaff; hcook@littlecomptonri.org; Amy Silva; Anthony Sawaia; 2benoitgauthier@gmail.com; cwordell@littlecomptonri.org  
**Cc:** Mallory  
**Subject:** Opposition to proposed dock and float at 10 Minnesota Road- Little Compton

To the Little Compton Town Council and the Rhode Island Coastal Resources Management Council:

I am writing to strongly oppose the application to construct a private dock and float at 10 Minnesota Road in Sakonnet Harbor. My primary concern is the significant public safety hazard this proposed marine facility will create. The property in question operates as a high-capacity short-term rental (Airbnb), and introducing unregulated, high-turnover watercraft traffic from renters unfamiliar with the harbor's rhythm and intricacies directly endangers the many community members—including young sailors, swimmers, kayakers, and paddle boarders—who currently use this area safely. The harbor is a shared community asset, and its safety should not be compromised for commercial gain.

Furthermore, there are currently NO docks constructed on the west side of Little Compton on the Sakonnet river near the harbor and this development would set a detrimental precedent. Granting approval for a private, commercially-driven facility on this sensitive stretch of shoreline contradicts the community's long-standing respect for conserving the natural environment of Sakonnet Harbor. We urge both the Town Council and the CRMC to prioritize the safety of residents and the ecological health of this vital coastal resource by denying this application.

Sincerely,

George Close  
Little Compton resident  
71 Warrens Point Road

## Brittany Spurlock

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**From:** LAURA LOCKE <lauraklocke@aol.com>  
**Sent:** Monday, November 17, 2025 3:30 PM  
**To:** Cstaff; hcook@littlecomptonri.org; cwordell@littlecomptonri.org; Amy Silva; Anthony Sawaia; 2benoitgauthier@gmail.com  
**Subject:** Proposed dock, 10 Minnesota Road

To members of the Little Compton Town Council and Rhode Island Coastal Resources Management Council,

I am writing today to add my voice to the concerns of my neighbors regarding the proposed construction of a 75' dock and adjoining 72' float in front of 10 Minnesota Road.

My husband and I became official residents of Little Compton when we purchased a home in 2008. But we originally came to Little Compton in 1986 as six-week renters, staying in 10 different houses over a 21 year period. As renters, we and our Brooklyn children embraced the community and its values, and quickly learned that the tranquillity we loved so dearly required nurturing and protection. Every summer my family fully integrated with LC society, building relationships and doing its best to abide by a very clear culture of kindness and mutual respect.

Sadly, the world has changed since 1986 and Little Compton has changed too. Summer rentals, when they can be found, are short-term and expensive. Airbnb's and VRBO's have taken over the rental market, and houses are sometimes owned/managed by people, like the Ehrlichs, who have little to no connection with the town and whose clients may spend as few as 4 days in residence (the Ehrlichs specialize in long weekend wedding rentals). Guests, also disconnected from the town, don't really worry about disrupting the neighbors. Adding a 75' dock to what has already been described as "a nightmare situation", could only make life more destabilizing for the residents of Sakonnet Point.

I will let others speak to the environmental impact to the shoreline that such a project entails—I'm sure it's significant. My immediate concern is that a non-resident couple has proposed a structure that is totally out of keeping with the town's ethos with no plans to manage its use or the disruption it may cause. While I am personally a fan of Airbnbs, the fact that 10 Minnesota operates as a small inn/party house should be taken into consideration when judging this proposal.

Little Compton is and has always been a special place. Please respect our neighbors and say no to this proposal.  
Sincerely, Laura Locke

Sent from my iPhone

## Brittany Spurlock

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**From:** Janet Coleman <janet.coleman@gmail.com>  
**Sent:** Monday, November 17, 2025 6:13 PM  
**To:** Cstaff; hcook@littlecomptonri.org; cwardell@littlecomptonri.org; Amy Silva; Anthony Sawaia; 2benoitgauthier@gmail.com  
**Subject:** Dock at 10 Minnesota Road

To: Members of the RI Coastal Resources Management Council and Little Compton Town Council

I am writing to you to oppose the construction of a "Residential Marine Boating Facility" in Little Compton harbor. My husband has lived in Little Compton for eighty years and I've been here for fifty-two.

Although we live on Taylors Lane and won't see the dock, we are members of the Yacht Club. We've also experienced the downside of the AIRBNB rentals. One of them is nearby on Taylors Lane South. It has attracted loud groups who party until the police arrive, endless traffic, and frankly, rudeness to locals. When our grandchild was a baby and trying to get to sleep, we walked over to find out when the party was going to close down. A man gestured to us with both hands. Needless to say, the houses on Minnesota Road impact their neighbors anyway. If the absent owners advertise beds for 21 with a dock, imagine the entitled people that might attract. What do you do then?

I've read Mara Shore's letter and agree with every word.

With thanks for your consideration of this letter and the time you devote to these issues,  
Janet

Janet Wyman Coleman  
62 Taylors Lane  
Little Compton, Rhode Island 02837  
c: 508 561-3983  
[www.janetcoleman.com](http://www.janetcoleman.com)

## Brittany Spurlock

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**From:** Bruce Chafee <brucechafee@mac.com>  
**Sent:** Monday, November 17, 2025 10:10 PM  
**To:** Cstaff; hcook@littlecomptonri.org; cwordell@littlecomptonri.org  
**Cc:** Amy Silva; Anthony Sawaia  
**Subject:** File# 2025-07-044

To: RI Coastal Resources Management Council and Little Compton Town Council  
Re: File# 2025-07-044

Dear CRMC and Town Council,

I write to voice disapproval of this recreational boating facility proposal (off 10 Minnesota Road, Little Compton), because, firstly, it would not reasonably balance private riparian rights with public rights to the harbor and shoreline. Secondly, the extreme weather at this site would likely damage the structure and scatter debris. Thirdly, there are reasonable alternative ways for applicants to achieve the utility of their proposal, without impinging on the common use and value of this precious public trust resource.

Foremost, Sakonnet Harbor is a common good for public use. The proposed pier would interfere with some recreational water craft (kayaks, paddle boards) and swimmers, who stay close to shore to keep out of boat traffic in the deeper parts of the harbor. On land, the pier would interfere with lateral access for walkers—children and adults—traversing along the stones and rock, from water's edge to ten feet beyond the wrack line. As a child, I spent many days clambering along the rocky shore in this very spot, unimpeded; losing this for future children would be a great loss for generations—and for the gain of just one family. Lastly, this shoreline is pristine, and a pier would introduce aesthetic and scenic impacts.

Having lived along and boated through Sakonnet Harbor for over 50 of my 61 years, I feel confident in judging that it would be foolhardy to build a pier in this location. Anchoring pilings in the solid (igneous) rock would be very difficult; in areas where boulders cover the ground, anchoring would be even more difficult and disruptive. Most importantly, siting a pier here would expose it to extremely damaging winds and waves. Even without hurricane strength, storm winds pummel the area and would likely damage this structure and scatter its pieces.

Finally, there exists a suitable alternative just down the road. Sakonnet Yacht Club (SYC) is located one tenth of a mile south of this site and provides a reasonable substitute to the proposed facility. Operating since 1939, SYC offers recreational harbor access, boats, boating facilities, and support for water-based activities for many users. Indeed, the Ehrlich family are SYC members. Since SYC is a practical and viable alternative to the uses inherent in the applicant's proposal, there is no reasonable need for this nearby private pier.

Respectfully,

Bruce Chafee  
99C Sakonnet Point Road



## Brittany Spurlock

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**From:** Erin Rouse <erinrouse@gmail.com>  
**Sent:** Monday, November 17, 2025 10:13 PM  
**To:** Cstaff; hcook@littlecomptonri.org; cwardell@littlecomptonri.org; Amy Silva; Anthony Sawaia; 2benoitgauthier@gmail.com  
**Cc:** James Kohli  
**Subject:** proposed dock at 10 Minnesota

To the Little Compton Town Council and Rhode Island Coastal Resources Management Council:

My husband, James Kohli, and I have spent the last fifteen summers in Little Compton and hope to spend the next several decades enjoying this special town. We now have two young children who adore their summers here. Multiple times a week, we have a family picnic at the marina beach, where we enjoy swimming, bird watching, and catching and releasing an astounding number of crabs.

We recently learned about the proposed private 75'+ dock and associated 72' square foot float associated with the short-term rental property on the harbor and felt compelled to voice our objection. We immediately thought of the safety of the many young swimmers, paddle boarders, and kayakers that we see enjoying and sharing the harbor. With short-term renters using the proposed private dock, there is no way to regulate what kinds of watercraft are making use of the harbor or ensure that the operators understand the particular idiosyncrasies of the area.

Sakonnet Yacht Club, a welcoming and inexpensive club, offers a beloved jumping dock and safe launch place for watercraft. We can't understand why a private dock would be necessary given the proximity to SYC.

Thank you for your consideration.

Erin Rouse and James Kohli  
31 Taylors Lane South

## Brittany Spurlock

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**From:** James Rich <jamesrich@gmail.com>  
**Sent:** Monday, November 17, 2025 10:35 PM  
**To:** Cstaff; Amy Silva; Anthony Sawaia  
**Cc:** hcook@littlecomptonri.org; cwordell@littlecomptonri.org  
**Subject:** Opposition to File #2025-07-044 – Proposed Private Dock in Sakonnet Harbor

Dear Rhode Island CRMC Staff (cc Town of Little Compton),

I am writing to oppose the application to construct and maintain a 96-foot residential marine boating facility at 10 Minnesota Road, Little Compton, RI in the Sakonnet Harbor (File #2025-07-044).

### **1. Safety Concerns and Evidence of Natural Hazards at the Site**

The applicants have publicly stated their property is frequently used for short-term rentals, and a private dock introduces serious safety risks for inexperienced boaters and swimmers unfamiliar with the conditions in the Sakonnet Harbor. The Harbor is a dynamic environment with strong currents; numerous unmarked, underwater hazards; commercial boating traffic; and limited maneuvering space. The applicants have noted that a prior dock existed on this property but was washed away in the 1930s in a storm. This is compelling evidence that the proposed location is inherently unsafe for such a structure due to natural hazards like storm surge and wave action. Reintroducing a dock in an area historically proven vulnerable to destruction is inconsistent with CRMC's mandate to ensure safe and sustainable coastal development. Further, the Sakonnet Yacht Club, as the sole day-to-day operator on the east side of the harbor, will inevitably bear the responsibility for emergency response if accidents occur. This is an unfair and unsustainable burden on a nonprofit organization whose mission is community access and safety—not serving as a rescue service for private facilities.

### **2. Lack of Demonstrated Need**

CRMC regulations require applicants to establish a clear need for such facilities. In this case, there is no compelling need. The Sakonnet Yacht Club, located approximately 160 yards from the proposed site, provides readily available and affordable access to the harbor, including boating and swimming facilities and community programs. This existing infrastructure serves the same purpose without introducing additional private structures into the harbor.

### **3. Public Trust and Harbor Congestion**

Sakonnet Harbor is a shared resource with limited space. Adding a private dock of this scale would reduce navigable water, increase congestion, and diminish the character of the harbor as a community asset. CRMC's own policies emphasize protecting public trust resources and avoiding unnecessary privatization of coastal waters.

### **4. Environmental and Aesthetic Impact**

The proposed dock would alter the natural shoreline and potentially disrupt marine habitats. It also sets a precedent for similar private developments, which could irreversibly change the harbor's ecological balance and scenic value.

For these reasons, **I respectfully urge CRMC to deny this application** or, at minimum, move it to a Category B contested case for full review. The harbor's long-term health and accessibility depend on

careful stewardship, not incremental privatization.

Thank you for considering my comments. Please confirm receipt of this objection.

Best regards,

James Rich

[jamesrich@gmail.com](mailto:jamesrich@gmail.com)

(646) 456-6882

## Brittany Spurlock

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**From:** Gayane Ebling <gayane@comcast.net>  
**Sent:** Tuesday, November 18, 2025 7:05 AM  
**To:** Cstaff  
**Subject:** 10 Minnesota Dock Permit

To the Little Compton Town Council and Rhode Island Coastal Resources Management Council:

We are writing as longtime residents of Sakonnet Point to express our strong opposition to the proposed dock and float at 10 Minnesota. Our concerns center on three issues: safety, environmental impact, and preservation of the character of Sakonnet Harbor.

Sakonnet Harbor is a small, active, and heavily used area—especially in summer, when children sail Optis, families swim from the rocks and the SYC dock, and residents fish, paddleboard, and kayak. Adding a private dock in this location would introduce additional boat and jet-ski traffic into an already narrow and busy area, increasing the risk of accidents and reducing safe access for the broader community.

The harbor's natural equilibrium has already been affected by regional changes, including offshore wind development and rising sea levels. Any new construction should be evaluated with extreme caution to ensure that Sakonnet Harbor—one of Little Compton's most treasured and fragile resources—is protected.

For these reasons, we respectfully urge the Town Council and CRMC to deny approval for the dock at 10 Minnesota.

Thank you for your consideration.

Gayane and Tom Ebling

**From:** Carole Broadus <cdbroadus@icloud.com>  
**Sent:** Monday, November 17, 2025 10:54 AM  
**To:** Cstaff; hcook@littlecomptonri.org; Amy Silva; Anthony Sawaia;  
2benoitgauthier@gmail.com  
**Subject:** Objection to the proposed "Residential Marine Boating Facility."  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Dear all,

I write as a 30-yr resident of Little Compton, one who appreciates our beautiful harbor and the other wonderful attractions of Little Compton, to strongly oppose the construction to the proposed private 75'+ dock and associated 72' square foot float associated with a high-end short-term rental property on the harbor. I hope that you, the Little Compton Town Council and the CRMC, reject the proposed "Residential Marine Boating Facility."

Thank you for your consideration.

Carole D. Broadus  
690 West Main Road  
Little Compton, RI 02837

## Brittany Spurlock

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**From:** MARTHA SMALL <jmsmall56@aol.com>  
**Sent:** Monday, November 17, 2025 10:50 AM  
**To:** Cstaff  
**Subject:** 10 Minnesota Rd, Little Compton, RI

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To the Little Compton Town Council and Members of the Rhode Island CRMC, I am writing to voice my objection to the proposed private dock and float associated with the high end short term rental property, 10 Minnesota Road, on Sakonnet Harbor. The owners, Timothy and Isabella Ehrlich, are real estate speculators from Cambridge, MA and are not part of the Little Compton community. The proposed dock and float would be disruptive to the area, disturbing and displacing wildlife and causing danger to the people who swim, kayak and fish nearby. We urge you to turn down their request. Thank you for your consideration.

Martha Small  
23 Warrens Point Road  
Little Compton, RI  
Sent from my iPhone

## Brittany Spurlock

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**From:** Anne-Marie Woodhouse <amwoodhouse@comcast.net>  
**Sent:** Monday, November 17, 2025 10:10 AM  
**To:** Cstaff  
**Subject:** Proposed Dock & Float at 10 Minnesota Road, Little Compton RI

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To the RI Coastal Resources Management Council and the Little Compton Town Council,

I am a decades-long Little Compton homeowner whose family has spent many years enjoying Sakonnet Harbor—swimming off the Sakonnet Yacht Club dock; paddle-boarding; crabbing off the rocks with our children (who also learned to sail in the harbor through SYC); sailing, both as a family and - in my husband's case - in the weekly SYC Alden races; and enjoying peaceful and beautiful Sakonnet sunsets from the SYC dock & property.

I strongly oppose the proposed 75' private dock and 72 sq. ft. float at 10 Minnesota Road. This property is now operated as a high-end short-term rental, marketed on social media and frequently packed with large groups. Neighbors already deal with noise, trespassing, and heavy traffic. Extending this use into the harbor would compromise safety and quality of life for the community. Moreover, it seems highly likely that owners' primary motivation is to increase both the frequency and intensity of use of their rental property, increasing their profits at the expense of both their neighbors and all who use the harbor.

The proposed dock would disrupt one of the harbor's safest routes for swimmers, paddlers, and sailors, forcing them into motorboat traffic. It would also interfere with wildlife that relies on the eastern shoreline for feeding and roosting. Required lighting would add unnecessary light pollution to an otherwise dark shoreline.

Unlike regulated use at the Sakonnet Yacht Club or the Sakonnet Point Club, there would be no oversight of renters launching motorboats, jet skis, or other craft from the dock. These users may be unfamiliar with the harbor's rocks, currents, and conditions—putting themselves and others at risk. A northern storm could also tear the float or attached boats loose, threatening the mooring field and surrounding vessels.

The rocky shoreline in this location is a natural flood buffer, and installing a dock would weaken that protection. With storms and sea level rise intensifying, this structure poses unnecessary risk to the harbor.

Just 160 yards away, the Sakonnet Yacht Club already provides inclusive, affordable access to boating for residents and visitors, including seniors and people with limited mobility. A private dock is unnecessary except for commercial rental use.

There are no private docks along the eastern shoreline north of this site. Approving one would set a damaging precedent and encourage further private development of a shared community resource.

I urge the Town Council and the CRMC to reject this proposal.

Thank you for your consideration.

Anne-Marie Woodhouse  
28 Sakonnet Point Road



## Brittany Spurlock

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**From:** Nicole Cabrera <nicole.cabrera@gmail.com>  
**Sent:** Monday, November 17, 2025 9:56 AM  
**To:** Cstaff; hcook@littlecomptonri.org; cwardell@littlecomptonri.org; Amy Silva; Anthony Sawaia; 2benoitgauthier@gmail.com  
**Cc:** Teddy Blank  
**Subject:** 10 Minnesota Road

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

To the Members of the RI Coastal Resources Management Council and Little Compton Town Council,

We are writing with respect to 10 Minnesota Road and the proposed 75' dock and 72' square foot float.

We believe the proposed dock and float present a significant risk to the safety of the property's short-term renters as well as longer-term residents. Sakonnet Harbor has been described as a "little bird bath" that suddenly opens into the might of the Atlantic Ocean. A weekend Airbnb guest might think they are equipped to paddleboard or kayak with their children (they may think, "how dangerous can it be? the owner left us boats and preservers"), but actually be wholly unprepared for the uniqueness of the Harbor. It's dangerous to give these renters (who only want the chance to enjoy a summer vacation) a false sense of security and confidence. They should not be invited to boat in the Harbor if they are not prepared to do so competently. We should not court disaster. Doing so risks the safety of renters, as well as the safety of local residents who enjoy the Harbor.

There's no upside to permitting the construction of this dock and float. The property owners will still be able to enjoy their property as they wish, and continue using it primarily as a rental property, without this dock and without imposing on the sanctity of the Harbor. There is a reason why there are no private docks on the east side of the Harbor. It's because it's beautiful, and its beauty rests in no small part in a collective respect for conservation. Permitting a private dock to be built will encourage others to propose their own docks and risks destroying the historical understanding that Sakonnet Harbor is a resource to be conserved and shared by all community members.

Thank you for your time,  
Nicole Cabrera & Teddy Blank  
33 Goodrich Lane

## Brittany Spurlock

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**From:** Amy Tardio <atardio32@gmail.com>  
**Sent:** Monday, November 17, 2025 9:00 AM  
**To:** Cstaff; hcook@littlecomptonri.org; cwardell@littlecomptonri.org; Amy Silva; Anthony Sawaia; 2benoitgauthier@gmail.com  
**Subject:** Dock at 11 Minnesota

Dear representatives,

It has come to our attention there is a proposal to build an extremely long (96foot) dock in the harbor, adjacent to Sakonnet's Yacht Club at 10 Minnesota Road. We oppose this for several reasons. Safety, excess, responsibility (see below). Young CHILDREN learn to sail and swim, at Harbor Camp all summer. It is understandable that the Ehrlich's want to maximize rental value, however the harbor is not conducive to this. There are no other docks other than those supported by Sakonnet Point Club and Sakonnet Yacht Club. These organizations have dedicated staff to monitor and maintain upkeep, safety. A turnaround Air BnB is not going to be able to do this.

They should look to get a slip, or join the Sakonnet Yacht Club. Kayaks and other smaller options are encouraged.

Thank you,

The Tardio Family  
70 Baileys Ledge  
Little Compton, RI 02837

**Sakonnet Yacht Club, which is located 160 yards from the house at 10 Minnesota Road, is open to all and costs little to join, provides an access point for use of the dock and boating. It even provides boats and paddleboards for members' use. The Ehrlichs' elderly parents could certainly use the dock, as many older people do (including my own father, before his passing, frequently in a wheelchair). As per its mission, SYC offers fun, safe, and affordable boating, harbor access, sailing instruction, and support for water-based activities to the community, as it has done since 1939. Its membership is ever-expanding, and its leadership works tirelessly to maintain its safety and affordability for all. Since the Ehrlichs could use SYC's dock just steps from their door, they do not need a private dock, except for use by their short-term renters.**

**It is worth noting that there are no private docks on the east side of the harbor, heading north along the coast, all the way up to Treaty Rock and beyond. There is a historical respect for the wild, beautiful shoreline extending up the river, preserved for all to enjoy. Allowing a private dock to be built would encourage other landowners to propose their own docks and send a message that Sakonnet Harbor is not a resource to be conserved and shared by all community members, but to be exploited by private interests.**

**For all of these reasons, I would ask that Little Compton Town Council and the CRMC oppose the construction of the proposed "Residential Marine Boating Facility." Many others in our town are also opposed and would like to have their voices heard.**

**Thank you for your consideration of these important issues and the precedent they set.**

**Sent from my iPhone**

## Brittany Spurlock

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**From:** Aimee Burke <aimeeburke@me.com>  
**Sent:** Monday, November 17, 2025 7:52 AM  
**To:** Cstaff; hcook@littlecomptonri.org; Amy Silva; Anthony Sawaia;  
2benoitgauthier@gmail.com; cwordell@littlecomptonri.org  
**Subject:** Proposed dock on 10 Minnesota Road

Dear Members of the Committee,

I am writing to express my concern about the proposed private dock at 10 Minnesota Road. As you know, there are **no private docks anywhere along the east side of the harbor**, extending all the way north up the river. This stretch of undeveloped shoreline has been preserved for generations, and it plays a critical role in protecting the natural coastline and maintaining the character of Sakonnet Harbor.

Approving a private dock in this location would set a troubling precedent. It could open the door for additional dock applications and lead to a gradual but irreversible disruption of the natural shoreline and coastal ecosystem. The rocky edge of the harbor acts as a vital natural barrier—one that would be weakened if individual homeowners begin constructing docks along this historically protected area.

In addition, guests or short-term renters at the property would be able to access the harbor with boats or watercraft without any regulation or oversight, creating increased traffic and safety risks for all who use the harbor.

For these reasons, I strongly urge the committee to protect this fragile stretch of coastline and maintain the longstanding precedent of keeping the east side of the harbor free from private docks.

THank you for your time.

Sincerely,

Aimee Burke

37 Long Pasture Road

## Brittany Spurlock

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**From:** L Bryant <louise.bryant@gmail.com>  
**Sent:** Sunday, November 16, 2025 11:05 PM  
**To:** Cstaff; hcook@littlecomptonri.org; Amy Silva; Anthony Sawaia;  
2benoitgauthier@gmail.com; Carol Wordell  
**Subject:** Ehrlich's dock permit- 10 Minnesota Rd

Hi Members of RI Coastal Resources  
Management (CRMC) and Members of  
Town of Little Compton Town Council,

Please accept this final version, with Carol's correct email.

Thank you for listening to input from the public and for your thoughtful consideration of the important issues surrounding the Ehrlich's' proposed dock at 10 Minnesota Road in Little Compton, as shown on the submitted land diagram. I am especially grateful for your collective attention to the precedent that CRMC's decision will set for generations to come in the Sakonnet Harbor area, both on and off the water.

Based on what I know today, I see no compelling reason for CRMC to approve the Ehrlich's dock permit, in a way that serves the community's long-term interests.

After reviewing Rhode Island Coastal Resources Management Program Code Section 300.4.b.11 and discussing the matter extensively with community members, I am writing to request the Town's and CRMC's careful consideration of several questions and concerns. I am a property owner at 155 Sakonnet Point Road, and I do not rent my home.

Before any affirmative decision is made regarding a dock for what appears to be a non-owner-occupied, short-term rental property advertised to sleep 21 people, I respectfully ask the CRMC to:

1. **Provide a detailed diagram** showing the exact position of the proposed dock in the water.
2. **Install 2–4 weather-resistant markers or balloons** at the proposed location for an agreed-upon period to allow the community to visualize the dock's length and placement.
3. **Obtain and confirm the insurer's commitment** to provide appropriate property, casualty, and umbrella coverage for the risks associated with the dock's use, including recreational vehicles used by renters.
4. **Explain the rationale** by which the Town and CRMC believe that supporting a structure of this type—given the stressors described by many on the water, septic systems, harbor calm, neighborhood character, and broader environment—aligns with your responsibility as stewards of the harbor for future generations, particularly when the request comes from a short-term, non-owner-occupied rental business.

Thank you again for your time and consideration of these important issues related to the proposed dock and for your stewardship of Sakonnet Harbor.

I respectfully request that the CRMC honor the four requests above should it find any reason to continue considering the Ehrlichs' dock permit.

Sincerely,

**Louise Hutchins Bryant**

155 Sakonnet Point Road

## Brittany Spurlock

---

**From:** Tenney Cover <tenney.cover@verizon.net>  
**Sent:** Sunday, November 16, 2025 9:31 PM  
**To:** Cstaff; hcook@littlecomptonri.org; cwardell@littlecomptonri.org; Amy Silva; Anthony Sawaia; 2benoitgauthier@gmail.com  
**Cc:** McLane Cover  
**Subject:** Opposition to Proposed Dock at 10 Minnesota Road

To the Little Compton Town Council and Rhode Island Coastal Resources Management Council:

We are writing to you as residents near Sakonnet Point who are strongly opposed to the construction of a dock and float at 10 Minnesota Road.

We have owned our home in Little Compton for 30 years and spend all summers (May - November) and many winter weekends and holidays at our home. We also spend a good deal of time at and around the harbor, thus our familiarity with how the harbor is used and enjoyed.

The property in question, 10 Minnesota Road, was recently bought and renovated (as advertised on Instagram and other social media) for purposes of short term rentals, which is how the house has been used, to their neighbors' dismay. The owners, Timothy and Isabella Ehrlich, are real estate speculators from Cambridge, MA who are not part of the Little Compton community. Instead, they earn income from crowds of short term, partying renters in the summer who often disrupt the quiet neighborhood of longtime locals. There are frequent noise disturbances and trespassing issues, and neighbors have reported upwards of ten (10) cars at the property on a single weekend. The proposed dock would extend this revolving-door chaos to Sakonnet Harbor, which would endanger all who use the harbor.

The safety issue is our biggest fear. Summer in the harbor is busy with young kids in Optis and residents - young and old - swimming off the rocks jumping off the SYC dock, fishing or taking out paddle boards and kayaks to play in the harbor. The idea that there would be endless renters' boats and jet skis zipping around -unfamiliar with the idiosyncrasies and rhythm of the harbor - would impede everyone else's safe use and enjoyment of this special, quiet jewel.

Sailors, swimmers, kayakers and paddle boarders regularly skirt the stretch of rocks in front of the houses on that eastern side of the harbor as a safe, quiet corridor, out of the way of power boats. The proposed Ehrlich dock and associated float would disrupt this safe corridor and push these vulnerable folks into boat traffic. Occupants of the neighboring houses also swim off those rocks, and would similarly be pushed into the traffic of both passing boats and also boats associated with the Ehrlich boating facility. Egrets, cormorants and sea ducks fish and forage on the rocks on the east side of the harbor, where the private dock would be built. At nightfall, night herons, cormorants, egrets, gulls, and several species of sea duck roost on the rocks in the exact place where the dock would be. The

proposed dock would need to be lit for safety, destroying the peace of the night sky and contributing to light pollution.

Furthermore, there is no way to regulate or safeguard the short-term renters using the proposed dock. They would have access to the Harbor with any boats or watercraft provided by the owners or brought with them, with no regulation whatsoever.

For all of these reasons, I would ask that Little Compton Town Council and the CRMC oppose the construction of the proposed "Residential Marine Boating Facility." Many others in our town are also opposed and would like to have their voices heard.

Thank you for your consideration of these important issues and the precedent they set.

All the Best,

Tenney and McLane Cover  
23 Grinnell Road  
Little Compton, RI

## Brittany Spurlock

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**From:** Ginny Black <viriniapawlingblack@gmail.com>  
**Sent:** Sunday, November 16, 2025 5:24 PM  
**To:** Cstaff; hcook@littlecomptonri.org; cwardell@littlecomptonri.org; Amy Silva; Anthony Sawaia; 2benoitgauthier@gmail.com  
**Subject:** Opposition to Proposed Dock at 10 Minnesota Road

To the Little Compton Town Council and the Rhode Island Coastal Resources Management Council,

I am writing to voice my strong opposition to the proposed 96-foot dock and float at 10 Minnesota Road. This project would fundamentally disrupt the safety, character, and environmental balance of Sakonnet Harbor - one of Little Compton's most cherished community resources.

Sakonnet Harbor is a shared space used daily by swimmers, sailors, paddlers, and families who rely on the calm corridor along the eastern shoreline to avoid boat traffic. A private dock of this scale - especially one attached to a high-volume short-term rental property - would force these vulnerable users into a congested boating channel, significantly increasing safety risks. The harbor is already busy in the summer, and introducing unregulated renter use of boats, jet skis, and other watercraft would jeopardize the safety and enjoyment of all who rely on this area.

The environmental impact is also concerning. The rocky shoreline on the east side of the harbor serves as a natural buffer against rising seas, storms, and flooding. Installing a large private dock threatens this fragile protection and the wildlife that depend on it, including egrets, cormorants, sea ducks, and other coastal species that forage and roost along these rocks.

This proposal also sets a dangerous precedent. There are no private docks along this stretch of shoreline for a reason: the community has long respected and protected its natural state. Approving one private dock - especially for a commercial short-term rental property - would invite more applications and undermine the character and shared use of the harbor.

For the safety of residents, the preservation of our shoreline, and the long-term stewardship of Sakonnet Harbor, I strongly urge you to deny this application.

Thank you for your consideration.

Ginny Black  
33 Goodrich Lane

## Brittany Spurlock

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**From:** Chris Brislin <cbrislin77@gmail.com>  
**Sent:** Sunday, November 16, 2025 3:25 PM  
**To:** cwordell@littlecomptonri.org; Cstaff; hcook@littlecomptonri.org  
**Subject:** File# 2025-07-044

Hello.

I am writing to express my opposition to the proposed residential marine boating facility at the property at 10 Minnesota Road, that will extend into the harbor.

This structure will be detrimental to safe harbor navigation for everyone that currently uses the harbor and sets an unwanted precedent for future structures to be built at residential properties in the harbor.

The Sakonnet Yacht Club (SYC) is located about 160 yards south of 10 Minnesota Road (Project Location) and provides a reasonable and readily available alternative to the use of this structure, this marine boating facility in Sakonnet harbor.

Operating as a Rhode Island non-business corporation since 1939, SYC offers recreational harbor access, sailing instruction, boats, boating facilities, community scholarships, and support for water based activities for many. With a mission statement that includes "affordable" SYC has an active and robust membership that continues to grow.

Since SYC is a practical and viable alternative to the uses inherent in this applicant's proposal, there is no need for a private dock. The use of Public Trust Resources proposed in this application therefore are not the most efficient and protective of a congested harbor.

Please let me know if I can provide additional feedback on how this project would negatively impact our precious harbor environment.

Chris Brislin  
Board of Governor's  
Sakonnet Yacht Club

11 Holly Lane  
Little Compton, RI  
401-602-0281

## Brittany Spurlock

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**From:** Suzanne Madden <suzmadden@cox.net>  
**Sent:** Sunday, November 16, 2025 12:55 PM  
**To:** Cstaff; hcook@littlecomptonri.org; cwordell@littlecomptonri.org

**Suzanne Madden**  
72 Oak Forst Drive  
Little Compton, RI 02837  
suzmadden@cox.net  
November 16, 2025

**Rhode Island Coastal Resources Management Council**  
Stedman Government Center  
4808 Tower Hill Road  
Wakefield, RI 02879

**Re: Objection to Proposed Residential Boating Facility at 10 Minnestoa Road, Little Compton**  
CRMC Application No. **2025-07-044**

Dear Members of the Council:

I write to formally oppose the proposed private residential boating facility/dock at 10 Minnesota Road, Little Comptons . My objections are grounded not only in environmental, navigational, and safety concerns but also in the fact that the proposal conflicts with the CRMC's own regulatory framework, codified in 650-RICR-20-00-1 ("Red Book").

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## Legal and Policy Basis for Objection

### 1. Use of Public Trust Resources & CRMC's Mandate

- Under CRMC policy, *"the construction of marinas, docks, piers, floats and other recreational boating facilities located on tidal lands or waters constitutes a use of Rhode Island's public trust resources."* 650-RICR-20-00-1.3.1(D)(3)(h) requires that the Council assess such uses on a "case-by-case basis," examine reasonable alternatives, and protect public trust interests. [Rhode Island Department of State+1](#)
- The requirement to weigh **benefits against impacts**, including environmental, navigational, and scenic impacts, is clearly stated in CRMC policy. [Rhode Island Commerce Corporation+1](#)

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## Specific Objections

### 2. Precedent-Setting / First Private Dock

- Approving this dock — **the first private residential structure of its kind in the harbor** — would drastically change the nature of public trust lands. CRMC policy explicitly seeks to manage the siting and density of recreational boating facilities "with due regard for the capability of coastal areas to support boating and the degree of compatibility with other existing uses." [Rhode Island Department of State](#)
  - Under Red Book section 1.3.1(D)(3)(f), there is a policy to limit "cumulative impacts associated with the increased density of existing recreational boating facilities." [Rhode Island Commerce Corporation+1](#)
  - Moreover, section 1.3.1(D)(3)(a) encourages designs that serve multiple users rather than many single-user docks, precisely to avoid proliferation. [Rhode Island Department of State](#)
- 

### 3. Environmental Impacts & Eelgrass Survey Inadequacy

- According to CRMC standards under 1.3.1(D), boating facilities must be "designed and constructed to ... minimize impacts to existing resources." [Rhode Island Department of State](#)
  - CRMC's "Standards" clause mandates that **Submerged Aquatic Vegetation (SAV)** (which includes eelgrass) surveys be conducted during peak biomass periods. Specifically, the Red Book requires SAV surveys *in Narragansett Bay between July 1 and September 15, and in other embayments in summer.* [Rhode Island Department of State](#)
  - A November survey (outside the growing season) is thus **non-compliant** and fails to provide reliable data on eelgrass presence or density, undermining the Council's ability to assess ecological risk.
- 

### 4. Navigational and Geological Concerns

- The site's rocky outcroppings and shallow, uneven bottom make it inherently hazardous for docking structures. CRMC's policy in 1.3.1(D)(3)(c) requires new facilities to be appropriate for environmental site conditions, including geological constraints. [Rhode Island Department of State](#)
  - Given these conditions, introducing a fixed dock increases risk of grounding, vessel damage, or navigational accidents, especially in low-water or poor-visibility conditions.
- 

### 5. Scenic / Aesthetic Impacts

- CRMC's policy calls for evaluation of "potential aesthetic and scenic impacts associated with the structure." [Rhode Island Commerce Corporation+1](#)
  - As the first private dock in a largely undeveloped shoreline portion, this structure will visibly alter the character of the shoreline and diminish its currently open, natural aspect — in direct conflict with the Council's scenic protection goals.
- 

### 6. Reasonable and Safer Alternatives

- Under CRMC policy, applicants must demonstrate that less harmful alternatives are not available. [Rhode Island Department of State+1](#)
  - In this case, a nearby existing facility — **the Sakonnet Yacht Club**, just ~160 yards away — already provides boating access without the need to build a new private dock, offering a clear, less impactful alternative.
- 

## Conclusion & Request

Because the proposed dock fails to meet multiple mandatory criteria in the CRMC regulatory regime — especially regarding protection of public trust resources, compliance with SAV survey timing, and avoidance of unnecessary density — I respectfully request that the Council **deny the application**.

Thank you for your time and for your careful stewardship of Rhode Island's coastal resources.

Sincerely,

**Suzanne Madden**

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## Brittany Spurlock

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**From:** Anthony Sawaia  
**Sent:** Monday, November 17, 2025 7:40 AM  
**To:** Cstaff  
**Subject:** FW: Comments on File No. 2025-07-044 (Sakonnet Private Dock) – Cumulative Impacts, Congestion and Safety

Anthony Sawaia  
Environmental Scientist II  
Coastal Resources Management Council  
Oliver Stedman Government Center  
4808 Tower Hill Road Wakefield, RI 02879  
(401)-783-3370  
<http://www.crmc.ri.gov>

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**From:** Peter Bates <petercbates@gmail.com>  
**Sent:** Sunday, November 16, 2025 12:10 PM  
**To:** Amy Silva <asilva@crmc.ri.gov>; Anthony Sawaia <asawaia@crmc.ri.gov>  
**Subject:** Comments on File No. 2025-07-044 (Sakonnet Private Dock) – Cumulative Impacts, Congestion and Safety

Ms. Silva and Mr. Sawaia,

I am writing to object to CRMC File No. 2025-07-044 (10 Minnesota Road, Little Compton) on the grounds of cumulative impact, congestion, and boater safety in Sakonnet Harbor. This is a small, heavily used commercial and recreational harbor with dense mooring fields and frequent traffic from commercial, recreational, and transient vessels. The proposed private residential dock will further constrict maneuvering room within the harbor, especially in tight conditions, strong winds, or limited visibility, and increases the risk of collision with both moored and moving boats.

Beyond this single structure, the proposal raises serious cumulative impact concerns. Allowing a long private dock of this nature within the harbor sets a precedent for similar applications, which would fundamentally alter the character and safe functioning of Sakonnet Harbor. CRMC's own policies emphasize managing residential boating facilities to prevent congestion and to consider cumulative impacts on navigation and public trust uses; in this case, the added obstruction in such a confined basin will adversely affect existing users and overall harbor safety. For these reasons, I respectfully urge the Council to deny the application.

Best,  
Peter

## Brittany Spurlock

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**From:** Anthony Sawaia  
**Sent:** Monday, November 17, 2025 7:40 AM  
**To:** Cstaff  
**Subject:** FW: A more regulatory-focused letter re File number 2025-07-044

Anthony Sawaia  
Environmental Scientist II  
Coastal Resources Management Council  
Oliver Stedman Government Center  
4808 Tower Hill Road Wakefield, RI 02879  
(401)-783-3370  
<http://www.crmc.ri.gov>

---

**From:** Eleanor Pitts <eleanorcpitts@yahoo.com>  
**Sent:** Saturday, November 15, 2025 3:14 PM  
**To:** Anthony Sawaia <asawaia@crmc.ri.gov>  
**Cc:** Amy Silva <asilva@crmc.ri.gov>  
**Subject:** Re: A more regulatory-focused letter re File number 2025-07-044

Hi Anthony and Amy

Hopefully you get a chance to review the more specific letter I sent below re the Type 5 waters the dock actually sits in.

In addition, want to pass on that our harbor commission voted unanimously last Thursday to oppose construction of the dock. They will pass on this recommendation to our town council which I assume will follow suit and let you know by 11/21/25.

Several other negatives to the dock were brought up in discussion with the harbor commission and I want to highlight these here to add to my most recent letter sent on 11/13/25:

\*the dock illegally obstructs lateral access along the shore - this area is used by kids, fishermen, seaweed gatherers, trash collectors....

\*this dock and float sit in one of the most exposed spots within the harbor, subject to northwest wind/weather. This could lead to break down of the float and /or dock, or break away of associated vessels/kayaks, which could then wreak havoc on the surrounding shore/mooring field...etc.

\*Last summer alone, two boats broke free from the existing mooring and had to be recovered, one farther up the river. The owners have said that they had no knowledge of this. This calls into question their stewardship/oversight of the mooring and proposed dock, and presents a potential hazard to everyone/everything within the harbor, particularly since more vessels could be involved associated with the dock. Our harbor master, Mike Massa can best comment on these last two points.

Thank you again for your careful attention to this matter.

Ellie Pitts

Sent from my iPhone

On Nov 13, 2025, at 12:48 PM, Eleanor Pitts <[eleanorcpitts@yahoo.com](mailto:eleanorcpitts@yahoo.com)> wrote:

Thanks Anthony.

My wording was not clear/accurate enough, but I did mention that while the dock was not actually in Type 1 or 2 waters, it is adjacent to, actually sandwiched between them, so can have consequences because of proximity. Same argument re water quality, as the private dock would abut Type 1 waters just outside the harbor.

The argument stands for weakening the natural coastal barrier to erosion/flooding at the site of the dock - that intact bedrock/boulder/scrub barrier certainly contributes to this strip of coast surviving on flood map projections and would be weakened by the construction of the dock

My Point 3 re navigation, safety and the Harbor Management Plan stands as well, as does Point 5 re public trust and precedent.

Here is a more concise argument re the Type 5 waters this dock would project into:

The shoreline fronting 10 Minnesota Road lies within Type 5 waters - Recreational and Commercial Harbor Waters. These are the very waters reserved for moorings, navigation, transient anchorage and commercial activity, not for private exclusive docks.

Under CRMC Section 300.4 (Recreational Boating Facilities), new residential docks are prohibited within Type 5 Harbor waters when they would:

- \*interfere with established mooring fields and fairways
- \*obstruct public trust uses or commercial navigation, or
- \*conflict with a Harbor Management Plan adopted under RI General Law (46-4-6.9).

The Town's Harbor Management Plan explicitly prioritizes safe navigation and protects the public's common use of the harbor basin. A private dock projecting into the harbor off 10 Minnesota road would introduce a fixed obstruction directly adjacent to an active mooring area and narrow a critical and busy turning area at the mouth of the harbor used by motor boats, sailboats, commercial fishing vessels, motorized sea kayaks and others.

As I said in my original letter, the dock would push the most vulnerable harbor users that skirt that eastern shore of the harbor

- eg swimmers, paddle boarders, kayakers - into the marine traffic.

Approval of this private residential dock would also set a precedent, inviting more to be built along the harbor and undermining decades of local policy that has kept Sakonnet Harbor open, safe and accessible to all.

Thank you for your patience and attention to this matter. If you and Amy would like to visit the harbor to see just how tight the quarters are here, and how unspoiled that eastern coastline is within the harbor extending north up the coast, any of us would be happy to show you around! It matters a lot to this town who hopes that the CRMC will protect it from wealthy out-of-town real estate developers.

Ellie Pitts

Sent from my iPhone

On Nov 13, 2025, at 8:08 AM, Anthony Sawaia <[asawaia@crmc.ri.gov](mailto:asawaia@crmc.ri.gov)> wrote:

Thank you for this detailed objection.

I would just like to clarify some facts that the location of this proposed dock is within Type 5 waters (Recreational and Commercial Harbors). The Type 2 designation is directly adjacent to the beach which is designated as a moderately developed barrier beach. The barrier beach designation is only the area from the beach and south going across Sakonnet Point Road.

They meet the dock standard of being less than 50' beyond mean low water. The dock is approximately 40' beyond mean low water. The overall length is greater because it has to traverse over the existing ledge to meet at the existing wall like you noted. They have submitted SAV surveys and all other relevant documentation for review.

You may review the type 5 water standards/prohibitions and if you have any objections to the proposed dock related to those regulations please send those along before the public notice period ends on Nov 21<sup>st</sup>.

Attached are snippets of our CRMC water use maps which can be found on our website.

Thank you

Anthony

Anthony Sawaia  
Environmental Scientist II  
Coastal Resources Management Council  
Oliver Stedman Government Center  
4808 Tower Hill Road Wakefield, RI 02879  
(401)-783-3370  
<http://www.crmc.ri.gov>

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**From:** Eleanor Pitts <[eleanorcpitts@yahoo.com](mailto:eleanorcpitts@yahoo.com)>  
**Sent:** Wednesday, November 12, 2025 8:24 PM  
**To:** Anthony Sawaia <[asawaia@crmc.ri.gov](mailto:asawaia@crmc.ri.gov)>; Amy Silva <[asilva@crmc.ri.gov](mailto:asilva@crmc.ri.gov)>  
**Subject:** A more regulatory-focused letter re File number 2025-07-044

Anthony and Amy,

Sending along a more regulatory-focused letter in opposition to this proposed private dock in Sakonnet Harbor - thank you for your time in reviewing!

To: RI CRMC

Re: Opposition to proposed private 75-Foot pier on the eastern shore of Sakonnet Harbor

File number: 2025-07-045

I am writing a regulatory-focused letter to strongly oppose the construction of a private 75-foot pier (97 feet total starting from the retaining wall) on the eastern shore of Sakonnet Harbor, just inside the mouth of the harbor. This pier is associated with a high-turnover rental property at 10 Minnesota road owned by real estate developers, Timothy and Isabel Ehrlich.

Based on the Rhode Island Coastal Resources Management Program (“Red Book”) and the Town of Little Compton Harbor Management Plan, this location is among the most sensitive and constrained parts of the harbor and is a poor candidate for new private in-water structures.

### **1. Conflict with barrier beach protections and Type 2 water classification**

The Little Compton Harbor Management Plan (2010) notes that Sakonnet Harbor Beach has been identified by coastal geologist Jon Boothroyd as a geologic barrier beach and that the “eastern portion” of Sakonnet Harbor Beach is classified by CRMC as a *moderately developed barrier beach*. The plan explicitly states that CRMC policy “prohibits new development on ‘moderately developed’ barrier beaches,” allowing only limited maintenance and modification of existing facilities.

While the proposed pier and attached float are not directly adjacent to the barrier beach, a large structure nearby can shift eroding waters towards the barrier beach. Construction of the pier also weakens the natural rock and sand barrier that helps preserve that narrow strip of land along the eastern shore of the harbor in flood map projections.

In addition, the Harbor Management Plan explains that the waters adjacent to the barrier beach and near the harbor mouth are classified as Type 2 – Low Intensity Use. Harbor Management Plan further notes that the combination of the Type 2 designation and the barrier-beach status “effectively prohibits any new construction in this area unless” the applicant can show that the project: (1) provides benefits to the public as a whole, (2) is a water-dependent use that provides access to a broad section of the public or substantial economic gain to the state, (3) causes minimal environmental impacts, and (4) has no reasonable alternative.

A private 75-foot pier, by definition, cannot satisfy these public-benefit and access tests.

## **2. Inconsistency with CRMC standards for residential boating facilities**

Under the Red Book’s current standards for residential boating facilities (650-RICR-20-00-1.3.1(D)), docks and piers in Type 2 waters are allowed only as low-intensity uses, with strict dimensional and impact limits. Among other things, the regulations establish a **50-foot standard beyond Mean Low Water (MLW)** for residential docks.

The CRMC regulations also make clear that residential boating facilities may be denied or limited where they:

- Significantly interfere with public-trust uses such as navigation, fishing, and swimming; or
- Require dock lengths that exceed the 50-foot standard in order to function.

In this case, placing a 75-foot pier on the eastern shore just inside the harbor mouth would protrude into one of the narrowest and most heavily trafficked parts of Sakonnet Harbor, where commercial fishermen, mooring holders, visiting vessels, and small craft must funnel through a constrained entrance channel. That is exactly the type of location where CRMC has, in other cases, recognized that long residential docks create unacceptable user conflicts and safety risks.

## **3. Navigation, safety, and Harbor Management Plan objectives**

The Town’s Harbor Management Plan emphasizes that boating use in Sakonnet Harbor is growing and that there is already “tremendous pressure” on limited mooring and maneuvering space.

Little Compton’s harbor ordinances (Chapter 9) give the Harbor Master explicit authority to prevent vessels or moorings from encroaching into navigation channels and to address hazardous wakes or unsafe conditions.

A fixed 75-foot private pier near the harbor mouth would push vessels further into the main channel and increase collision risk in a tight turning area, especially in heavy weather, fog, or strong tidal currents.

Approving a long private pier in this location would also set a precedent inconsistent with the Harbor Management Plan’s stated goal of managing limited harbor space in the public interest, not on a lot-by-lot basis.

## **4. Environmental impacts: barrier beach, eelgrass, and SA water quality**

The Harbor Management Plan notes that the barrier beach at Sakonnet Harbor is now part of a federally designated Coastal Barrier Resources System (CBRS) unit, and that the associated restrictions make new structural development “unfeasible.” The same section highlights that maintaining the harbor’s SA water-quality classification is a primary objective and that both RIDEM and CRMC place “significant constraints upon new harbor development”.

## **5. Public-trust considerations and precedent**

The waters and submerged lands of Sakonnet Harbor are part of Rhode Island’s public trust. CRMC assents for private facilities are explicitly conditioned on

protecting public trust uses and do not convey ownership or a guarantee of renewal. Granting a long, private pier near the harbor entrance would:

- Privatize a highly visible and heavily used public-trust area;
- Encourage similar applications along the same stretch of this pristine shoreline; and
- Incrementally undermine the low-intensity, publicly oriented vision for this part of the harbor embedded in the Little Compton Harbor Management Plan and the CRMC Red Book.

For all of the above reasons, I respectfully urge the Town Council and the Sakonnet Harbor Commission to recommend against construction of this private 75-foot pier on the eastern shore of Sakonnet Harbor.

Thank you for your time in considering this matter, and for your continued stewardship of the harbor that helps define our community.

Ellie Pitts  
16 North Tupelo Drive  
Little Compton RI 02837  
617-699-1148  
[Eleanorpitts@yahoo.com](mailto:Eleanorpitts@yahoo.com)

Sent from my iPhone  
<Type Waters Sakonnet Harbor.PNG>  
<LC watertype map classification.PNG>

## **Brittany Spurlock**

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**From:** David Diefenbach <dpdiefenbach@gmail.com>  
**Sent:** Thursday, November 13, 2025 4:42 PM  
**To:** town council@littlecomptonri.org; hcook@littlecomptonri.org;  
cwordell@littlecomptonri.org; Cstaff  
**Cc:** Nina  
**Subject:** Public Notice CRMC File No. 2025-07-044 (Timothy & Isabella Ehrlich) Little Compton  
**Attachments:** Diefenbach 9 Montana Rd re Public Notice CRMC File No. 2025-07-044.pdf  
**Categories:** Britt

Please find attached our objects to the above mentioned Public Notice CRMC File No. 2025-07-044 relating to 9/10 Minnesota Rd., Little Compton.

Respectfully,

David and David Diefenbach  
9 Montana Rd  
Little Compton, RI 02837

**David and Nina Diefenbach  
9 Montana Rd  
Little Compton, RI 02837**

**Via Email**

**Re: Public Notice CRMC File No. 2025-07-044**

November 13, 2025

To: CRMC

We are writing to ask that the pier and dock proposed for 9/10 Minnesota Rd, Little Compton (Plat 8 Lots 67 & 82) not be approved by the Commission for two primary reasons as follows:

1. The danger the building of such a pier and dock would represent to swimmers, paddle boarders and small boat sailors; and to the renters of 9/10 Minnesota Rd. who would be the most frequent users since the property is rented by as many as 21 individuals for a week or less.
2. The inconsistency of such a structure with the surrounding landscape and resulting damage to the seashore of Sakonnet Point, which is such a unique and special place

It is clear that the purpose and scale of the pier and dock are not for the use of just the property owners, but to enhance the appeal of the property for those renting the facility, as more a “rooming house”, or resort than an owner-occupied residential property.

Generally, we respect the interests of property owners to improve their property, but in this case, the fact that the primary use of the complex is as a commercial event space for bachelor parties and short-term Airbnb rentals is entirely inconsistent with the character (and zoning) of the area and will generate an even more dangerous volume of cars accessing the property

We thank the Commission for your thoughtful consideration of our objection to the proposal.

Respectfully,

**David and Nina Diefenbach**



## Brittany Spurlock

---

**From:** Anthony Sawaia  
**Sent:** Thursday, November 13, 2025 1:31 PM  
**To:** Cstaff  
**Subject:** FW: A more regulatory-focused letter re File number 2025-07-044

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Britt

Updated objection/correspondance

Anthony Sawaia  
Environmental Scientist II  
Coastal Resources Management Council  
Oliver Stedman Government Center  
4808 Tower Hill Road Wakefield, RI 02879  
(401)-783-3370  
<http://www.crmc.ri.gov>

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**From:** Eleanor Pitts <eleanorcpitts@yahoo.com>  
**Sent:** Thursday, November 13, 2025 12:48 PM  
**To:** Anthony Sawaia <asawaia@crmc.ri.gov>  
**Cc:** Amy Silva <asilva@crmc.ri.gov>  
**Subject:** Re: A more regulatory-focused letter re File number 2025-07-044

Thanks Anthony.

My wording was not clear/accurate enough, but I did mention that while the dock was not actually in Type 1 or 2 waters, it is adjacent to, actually sandwiched between them, so can have consequences because of proximity. Same argument re water quality, as the private dock would abut Type 1 waters just outside the harbor.

The argument stands for weakening the natural coastal barrier to erosion/flooding at the site of the dock - that intact bedrock/boulder/scrub barrier certainly contributes to this strip of coast surviving on flood map projections and would be weakened by the construction of the dock

My Point 3 re navigation, safety and the Harbor Management Plan stands as well, as does Point 5 re public trust and precedent.

Here is a more concise argument re the Type 5 waters this dock would project into:

The shoreline fronting 10 Minnesota Road lies within Type 5 waters - Recreational and Commercial Harbor Waters. These are the very waters reserved for moorings, navigation, transient anchorage and commercial activity, not for private exclusive docks.

Under CRMC Section 300.4 (Recreational Boating Facilities), new residential docks are prohibited within Type 5 Harbor waters when they would:

- \*interfere with established mooring fields and fairways
- \*obstruct public trust uses or commercial navigation, or
- \*conflict with a Harbor Management Plan adopted under RI General Law (46-4-6.9).

The Town's Harbor Management Plan explicitly prioritizes safe navigation and protects the public's common use of the harbor basin. A private dock projecting into the harbor off 10 Minnesota road would introduce a fixed obstruction directly adjacent to an active mooring area and narrow a critical and busy turning area at the mouth of the harbor used by motor boats, sailboats, commercial fishing vessels, motorized sea kayaks and others.

As I said in my original letter, the dock would push the most vulnerable harbor users that skirt that eastern shore of the harbor

- eg swimmers, paddle boarders, kayakers - into the marine traffic.

Approval of this private residential dock would also set a precedent, inviting more to be built along the harbor and undermining decades of local policy that has kept Sakonnet Harbor open, safe and accessible to all.

Thank you for your patience and attention to this matter. If you and Amy would like to visit the harbor to see just how tight the quarters are here, and how unspoiled that eastern coastline is within the harbor extending north up the coast, any of us would be happy to show you around! It matters a lot to this town who hopes that the CRMC will protect it from wealthy out-of-town real estate developers.

Ellie Pitts

Sent from my iPhone

On Nov 13, 2025, at 8:08 AM, Anthony Sawaia <[asawaia@crmc.ri.gov](mailto:asawaia@crmc.ri.gov)> wrote:

Thank you for this detailed objection.

I would just like to clarify some facts that the location of this proposed dock is within Type 5 waters (Recreational and Commercial Harbors). The Type 2 designation is directly adjacent to the beach which is designated as a moderately developed barrier beach. The barrier beach designation is only the area from the beach and south going across Sakonnet Point Road.

They meet the dock standard of being less than 50' beyond mean low water. The dock is approximately 40' beyond mean low water. The overall length is greater because it has to traverse over the existing ledge to meet at the existing wall like you noted. They have submitted SAV surveys and all other relevant documentation for review.

You may review the type 5 water standards/prohibitions and if you have any objections to the proposed dock related to those regulations please send those along before the public notice period ends on Nov 21<sup>st</sup>.

Attached are snippets of our CRMC water use maps which can be found on our website.

Thank you

Anthony

Anthony Sawaia  
Environmental Scientist II  
Coastal Resources Management Council  
Oliver Stedman Government Center  
4808 Tower Hill Road Wakefield, RI 02879  
(401)-783-3370  
<http://www.crmc.ri.gov>

**From:** Eleanor Pitts <[eleanorcpitts@yahoo.com](mailto:eleanorcpitts@yahoo.com)>  
**Sent:** Wednesday, November 12, 2025 8:24 PM  
**To:** Anthony Sawaia <[asawaia@crmc.ri.gov](mailto:asawaia@crmc.ri.gov)>; Amy Silva <[asilva@crmc.ri.gov](mailto:asilva@crmc.ri.gov)>  
**Subject:** A more regulatory-focused letter re File number 2025-07-044

Anthony and Amy,

Sending along a more regulatory-focused letter in opposition to this proposed private dock in Sakonnet Harbor - thank you for your time in reviewing!

To: RI CRMC

Re: Opposition to proposed private 75-Foot pier on the eastern shore of Sakonnet Harbor  
File number: 2025-07-045

I am writing a regulatory-focused letter to strongly oppose the construction of a private 75-foot pier (97 feet total starting from the retaining wall) on the eastern shore of Sakonnet Harbor, just inside the mouth of the harbor. This pier is associated with a high-turnover rental property at 10 Minnesota road owned by real estate developers, Timothy and Isabel Ehrlich.

Based on the Rhode Island Coastal Resources Management Program ("Red Book") and the Town of Little Compton Harbor Management Plan, this location is among the most sensitive and constrained parts of the harbor and is a poor candidate for new private in-water structures.

### **1. Conflict with barrier beach protections and Type 2 water classification**

The Little Compton Harbor Management Plan (2010) notes that Sakonnet Harbor Beach has been identified by coastal geologist Jon Boothroyd as a geologic barrier beach and that the "eastern portion" of Sakonnet Harbor Beach is classified by CRMC as a *moderately developed barrier beach*. The plan explicitly states that CRMC policy "prohibits new development on 'moderately developed' barrier beaches," allowing only limited maintenance and modification of existing facilities.

While the proposed pier and attached float are not directly adjacent to the barrier beach, a large structure nearby can shift eroding waters towards the barrier beach. Construction of the pier also weakens the natural rock and sand barrier that helps preserve that narrow strip of land along the eastern shore of the harbor in flood map projections.

In addition, the Harbor Management Plan explains that the waters adjacent to the barrier beach and near the harbor mouth are classified as Type 2 – Low Intensity Use. Harbor Management Plan further notes that the combination of the Type 2 designation and the barrier-beach status “effectively prohibits any new construction in this area unless” the applicant can show that the project: (1) provides benefits to the public as a whole, (2) is a water-dependent use that provides access to a broad section of the public or substantial economic gain to the state, (3) causes minimal environmental impacts, and (4) has no reasonable alternative.

A private 75-foot pier, by definition, cannot satisfy these public-benefit and access tests.

## **2. Inconsistency with CRMC standards for residential boating facilities**

Under the Red Book’s current standards for residential boating facilities (650-RICR-20-00-1.3.1(D)), docks and piers in Type 2 waters are allowed only as low-intensity uses, with strict dimensional and impact limits. Among other things, the regulations establish a **50-foot standard beyond Mean Low Water (MLW)** for residential docks.

The CRMC regulations also make clear that residential boating facilities may be denied or limited where they:

- Significantly interfere with public-trust uses such as navigation, fishing, and swimming; or
- Require dock lengths that exceed the 50-foot standard in order to function.

In this case, placing a 75-foot pier on the eastern shore just inside the harbor mouth would protrude into one of the narrowest and most heavily trafficked parts of Sakonnet Harbor, where commercial fishermen, mooring holders, visiting vessels, and small craft must funnel through a constrained entrance channel. That is exactly the type of location where CRMC has, in other cases, recognized that long residential docks create unacceptable user conflicts and safety risks.

## **3. Navigation, safety, and Harbor Management Plan objectives**

The Town’s Harbor Management Plan emphasizes that boating use in Sakonnet Harbor is growing and that there is already “tremendous pressure” on limited mooring and maneuvering space.

Little Compton’s harbor ordinances (Chapter 9) give the Harbor Master explicit authority to prevent vessels or moorings from encroaching into navigation channels and to address hazardous wakes or unsafe conditions.

A fixed 75-foot private pier near the harbor mouth would push vessels further into the main channel and increase collision risk in a tight turning area, especially in heavy weather, fog, or strong tidal currents.

Approving a long private pier in this location would also set a precedent inconsistent with the Harbor Management Plan’s stated goal of managing limited harbor space in the public interest, not on a lot-by-lot basis.

## **4. Environmental impacts: barrier beach, eelgrass, and SA water quality**

The Harbor Management Plan notes that the barrier beach at Sakonnet Harbor is now part of a federally designated Coastal Barrier Resources System (CBRS) unit, and that the associated restrictions make new structural development “unfeasible.” The same section highlights that maintaining the harbor’s SA water-quality classification is a primary objective and that both RIDEM and CRMC place “significant constraints upon new harbor development”.

## **5. Public-trust considerations and precedent**

The waters and submerged lands of Sakonnet Harbor are part of Rhode Island’s public trust. CRMC assents for private facilities are explicitly conditioned on protecting public trust uses and do not convey ownership or a guarantee of renewal. Granting a long, private pier near the harbor entrance would:

- Privatize a highly visible and heavily used public-trust area;
- Encourage similar applications along the same stretch of this pristine shoreline; and
- Incrementally undermine the low-intensity, publicly oriented vision for this part of the harbor embedded in the Little Compton Harbor Management Plan and the CRMC Red Book.

For all of the above reasons, I respectfully urge the Town Council and the Sakonnet Harbor Commission to recommend against construction of this private 75-foot pier on the eastern shore of Sakonnet Harbor.

Thank you for your time in considering this matter, and for your continued stewardship of the harbor that helps define our community.

Ellie Pitts  
16 North Tupelo Drive  
Little Compton RI 02837  
617-699-1148  
[Eleanorcpitts@yahoo.com](mailto:Eleanorcpitts@yahoo.com)

Sent from my iPhone  
<Type Waters Sakonnet Harbor.PNG>  
<LC watertype map classification.PNG>

**From:** Paisley Kelling <pwkelling@gmail.com>  
**Sent:** Thursday, November 13, 2025 12:41 PM  
**To:** Cstaff  
**Subject:** Fwd: Boating Facility Permit at 10 Minnesota Road  
**Attachments:** 10 Minnesota Boating Facility Application.pdf

Please find attached one letter in opposition of the Boating Facility Project at 10 Minnesota Road, Little Compton  
Best,  
Paisley Kelling  
8 Minnesota Road

**Paisley Kelling/ James Pabst**  
8 Minnesota Road, Little Compton, RI 02837

November 11, 2025

We are writing to express our strong opposition to the proposed “Boating Facility” at the rental properties located at 9 and 10 Minnesota Road, owned by Isabella and Tim Erlich. As the homeowners of 8 Minnesota Road, which directly abuts these properties, we have firsthand knowledge and experience with the activity associated with their use.

The two properties are advertised as short-term rental homes that can be rented separately or together, accommodating a combined total of 21 guests (15 in the “Big House” at 10 Minnesota Road and 6 in the “Cottage” at 9 Minnesota Road). Notably, the sleeping arrangements consist of three king beds and fifteen twin beds, clearly designed to accommodate large groups such as wedding parties, reunions, or multi-generational families with many children. In recent years, we have observed that rentals are typically one week or less, resulting in constant turnover of guests, cleaning services, and deliveries. The vast majority of renters are new to Little Compton and are unfamiliar with the area and its coastal conditions. It is important to note that the owners of the property are in residence for several weeks in August, Thanksgiving and Christmas. The properties are for rent through Airbnb for the remainder of the year.

The proposed Boating Facility raises serious safety concerns. Currently, there is an existing mooring that renters have used for small outboard motorboats. We have observed children swimming out to these boats—activities that pose significant risk given the tidal conditions, rocky waters, and strong currents in the area. On one occasion, we have seen a boat break free from its’ mooring, requiring retrieval. A dock or boating facility would undoubtedly encourage increased boating activity among renters unfamiliar with the complexities of Sakonnet Harbor—an active commercial fishing area shared with numerous pleasure craft, sailing students from the Sakonnet Yacht Club, and swimmers, kayakers, and paddle boarders. The combination of these factors creates a serious potential for accidents or injury.

In addition to these safety issues, it is our view that the proposed dock primarily serves a commercial purpose—to enhance the marketability and revenue potential of what are, in effect, short-term rental enterprises rather than private residences. The addition of a private dock would further commercialize these properties.

Beyond the safety and commercial issues, the proposed structure would detract from the natural beauty and character that make Little Compton so special. Like many residents, we were drawn to this community for its unspoiled shoreline and timeless coastal charm. The addition of a private dock at this location would not only mar the scenic landscape but could also set a troubling precedent for further shoreline development.

For these reasons, we respectfully but firmly oppose the proposed Boating Facility at 10 Minnesota Road. We urge the CRMC to deny this application in the interest of safety, environmental preservation, and community integrity.

Thank you for your consideration.

Sincerely,  
**Paisley Kelling & James Pabst**



## Brittany Spurlock

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**From:** Claudia Jacques-Soto <cjacquessoto@gmail.com>  
**Sent:** Thursday, November 13, 2025 7:31 AM  
**To:** Cstaff  
**Subject:** Coastal Resources Management Council  
**Attachments:** Coastal Resources Management Council.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

RE: Public Notice  
File Number 2025-07-044

Please see the attached letter regarding our opposition to the proposed structure at 10 Minnesota Road in Little Compton, RI. 02837  
Mailing address: 518 Cedar Ridge Drive, Glastonbury, CT. 06033  
Ph: 860 573-3575  
Cjacquessoto@gmail.com

Thank you for your attention to this matter.  
Claudia Jacques-Soto and  
Antonio J Soto  
7 Minnesota Road  
Little Compton, RI  
Mailing address: 518 Cedar Ridge Drive, Glastonbury, CT. 06033  
Ph: (860)573-3575  
Cjacquessoto@gmail.com

Claudia Jacques-Soto  
Sent from my iPhone

Coastal Resources Management Council  
O.S. Government Center  
4808 Tower Hill Road, Rm 116  
Wakefield, RI 02879

November 12, 2025

It has come to our attention that an application for a proposed Boating Facility is under consideration for the property of our neighbors at 10 Minnesota Road in Little Compton. My husband and I purchased our property at 7 Minnesota Road in 2021 having been drawn to its idyllic beauty and tranquility. Our property looks across the harbor to the "Big House" at 10 Minnesota and is adjacent to their adjoining "Cottage" at 9 Minnesota. Both properties are marketed for rental except for part of August I believe, which is reserved for its owners' personal enjoyment.

Because we share the dead end of this dirt road (Minnesota Road), it is noticeable that there is rental traffic and its concomitant cadre of maintenance workers regularly. There can be 4-6 vehicles at a time in their parking lot coming and going, kicking up dust, and driving a bit too fast where small children, dogs, and beach goers are walking about. With the addition of a boating facility, arrival by boat or a trailered boat will add to the disturbance.

While we respect the rights of the owners and their families to enjoy their property to its fullest, we must object to the addition of the Boating Facility for a couple of reasons. Firstly, because it is primarily a rental property, we fear that as they extend boating privileges to their rental guests, there will be added traffic, boating trailers, and transience disrupting the quiet enjoyment for ourselves and the surrounding neighbors. Secondly, the length of the proposed boating facility from the pier to the floating dock, 96 feet in total, appears to encroach upon the shared use of this narrow harbor. In addition to large fishing boats, the harbor is shared by small personal craft, children in sailing lessons, kayakers, paddleboarders, swimmers, etc. The proposed pier and floating dock would push these other users away from the shoreline, increasing congestion and the potential for mishap. The proposed facility would benefit the few to the detriment of the many. We, therefore, respectfully oppose this structure.

Thank you for your consideration.

*Claudia Jacques Soto*      *Antonio J Soto*

Claudia Jacques Soto and Antonio J. Soto  
7 Minnesota Road, Little Compton, RI 02837  
Mailing address: 518 Cedar Ridge Dr, Glastonbury, CT 06033  
Email: [cjacquessoto@gmail.com](mailto:cjacquessoto@gmail.com)  
Ph: (860) 573-3575



## Brittany Spurlock

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**From:** Brodt <brodttaylor@gmail.com>  
**Sent:** Wednesday, November 12, 2025 1:16 PM  
**To:** Cstaff  
**Cc:** hcook@littlecomptonri.org; Anthony Sawaia; cwordell@littlecomptonri.org; Amy Silva  
**Subject:** RE: File# 2025-07-044

To Whom It May Concern,

I respectfully oppose the proposed residential pier/gangway/float at 10 Minnesota Rd, Little Compton. There is a perfectly good, nearby alternative for access and berthing (their intended use as described in their letter sent to the LC Town Council) through the Sakonnet Yacht Club, which meets the same need without adding another a private structure.

Additionally, while the whole harbor is deemed a 'Type 5' waterway, and this new structure would exist inside the harbor, it would sit at the very edge adjacent to 'Type 1' shoreline. This means less protection (essentially none depending on the wind direction), and heightened risk of collateral effects to a Type 1 shoreline.

A vessel under the responsibility of the applicants was inadvertently beached after presumably being fastened to their mooring. Had the scenario played out a little different, someone could have been hurt in the harbor, other boats/facilities damaged, or harm done to the Type 1 shoreline.

In this part of the harbor, the shoreline and near-shore waters are sensitive and already under pressure, thus the shoreline being designated Type 1 just feet away. A new dock would create unnecessary, long-term impacts—disturbance to habitat, more congestion, and incremental harm that can be hard to reverse.

The property doubles as an AirBnb/Vrbo short term rental. Private dock access could present additional danger in the form of ill-equipped renters swimming and/or piloting a vessel in a Type 5 waterway.

Given that a practical alternative already exists, the marginal benefit of a private dock to one property owner doesn't outweigh the potential risks to the harbor and shoreline we all share.

Sincerely,  
Brodt Taylor

## **Brittany Spurlock**

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**From:** Mara Shore <mjlshore@gmail.com>  
**Sent:** Wednesday, November 12, 2025 10:50 AM  
**To:** Cstaff; Heather Cook; Carol Wordell  
**Cc:** Amy Silva; Anthony Sawaia  
**Subject:** File # 2025-07-44 Sakonnet Harbor/Application for Residential Marine Boating Facility

To Members of the RI Coastal Resources Management Council and Little Compton Town Council,

I am a lifelong resident of Little Compton, and I have spent much of my life on and around Sakonnet Harbor. As someone who grew up swimming, rowing, sailing, paddling, and fishing on and around the harbor, and who has spent nearly thirty years serving on the board of the Sakonnet Yacht Club, thinking about and protecting the safety of the harbor and those who use it, I strongly object to the proposed private 75'+ dock and associated 72' square foot float associated with a high-end short-term rental property on the harbor.

The property, 10 Minnesota Road, was recently bought and renovated (as advertised on Instagram and other social media) for purposes of short term rentals, which is how the house has been used, to their neighbors' dismay. The owners, Timothy and Isabella Ehrlich, are real estate speculators from Cambridge, MA who are not part of the Little Compton community. Instead, they earn income from crowds of short term, partying renters in the summer who often disrupt the quiet neighborhood of longtime locals. There are frequent noise disturbances and trespassing issues, and neighbors have reported upwards of ten (10) cars at the property on a single weekend. The proposed dock would extend this revolving-door chaos to Sakonnet Harbor, which would endanger all who use the harbor.

Sailors, swimmers, kayakers and paddle boarders regularly skirt the stretch of rocks in front of the houses on that eastern side of the harbor as a safe, quiet corridor, out of the way of power boats. The proposed Ehrlich dock and associated float would disrupt this safe corridor and push these vulnerable folks into boat traffic. Occupants of the neighboring houses also swim off those rocks, and would similarly be pushed into the traffic of both passing boats and also boats associated with the Ehrlich boating facility. Egrets, cormorants and sea ducks fish and forage on the rocks on the east side of the harbor, where the private dock would be built. At nightfall, night herons, cormorants, egrets, gulls, and several species of sea duck roost on the rocks in the exact place where the dock would be. The proposed dock would need to be lit for safety, destroying the peace of the night sky and contributing to light pollution.

Furthermore, there is no way to regulate or safeguard the short-term renters using the proposed dock. They would have access to the Harbor with any boats or watercraft provided by the owners or brought with them, with no regulation whatsoever. By contrast, as former Commodore and Chief Safety Officer of Sakonnet Yacht Club, I can state with assurance that SYC regulates the use of all watercraft launched from our dock to people who are qualified to use the watercraft, and we require them to file a float plan, so that we know when they leave and return, and where they plan to go. It is the only way to keep boaters, paddlers, and swimmers safe.

By contrast, anyone renting the house at 10 Minnesota Road, or anyone visiting a renter at 10 Minnesota Road, could launch or use a watercraft of any kind from the proposed dock, causing more boat traffic and potential injury to other users of the harbor. Even people who know how to operate watercraft and are not intoxicated would endanger others using the harbor, as they would be

unfamiliar with navigating the harbor and its rocks, wind, and seas. At the very least, the proposed dock would create more work for the Harbor Master, SYC Manager and Stewards, and anyone charged with protecting the safety and property of the harbor. A major storm from the north could wash any boats attached to the private dock or float, the float itself, and pieces of the dock right through the mooring field, wreaking havoc on the entire harbor.

The rocky shoreline on the east side of the Sakonnet harbor and extending north provides a bulwark against rising waters, as seen on flood plane projections. A private dock at 10 Minnesota Road would weaken that natural flood barrier, disrupting the bedrock, boulders and grasses. As someone who has witnessed 50-odd years of storms in this town, and watched as they have become ever more severe, and knowing how vulnerable the harbor is to wind and waves from the north and northeast, it is clear that a dock extending over 75 feet into the harbor at that point is an accident waiting to happen. In even ordinary wind and waves from the north, any boats secured to that dock would need to be moved or risk being damaged, and where would they go?

Sakonnet Yacht Club, which is located 160 yards from the house at 10 Minnesota Road, is open to all and costs little to join, provides an access point for use of the dock and boating. It even provides boats and paddleboards for members' use. The Ehrlichs' elderly parents could certainly use the dock, as many older people do (including my own father, before his passing, frequently in a wheelchair). As per its mission, SYC offers fun, safe, and affordable boating, harbor access, sailing instruction, and support for water-based activities to the community, as it has done since 1939. Its membership is ever-expanding, and its leadership works tirelessly to maintain its safety and affordability for all. Since the Ehrlichs could use SYC's dock just steps from their door, they do not need a private dock, except for use by their short-term renters.

It is worth noting that there are no private docks on the east side of the harbor, heading north along the coast, all the way up to Treaty Rock and beyond. There is a historical respect for the wild, beautiful shoreline extending up the river, preserved for all to enjoy. Allowing a private dock to be built would encourage other landowners to propose their own docks and send a message that Sakonnet Harbor is not a resource to be conserved and shared by all community members, but to be exploited by private interests.

For all of these reasons, I would ask that Little Compton Town Council and the CRMC oppose the construction of the proposed "Residential Marine Boating Facility." Many others in our town are also opposed and would like to have their voices heard.

Thank you for your consideration of these important issues and the precedent they set.

Mara Shore  
25 Sakonnet Point Road  
Little Compton RI 02837

**Brittany Spurlock**

2025-07-044

**From:** Patricia Blank <twblank@me.com>  
**Sent:** Monday, November 10, 2025 9:53 PM  
**To:** Amy Silva; Cstaff; Anthony Sawaia  
**Subject:** 10 Minnesota boating facility

To the Little Compton Town Council and Rhode Island Coastal Resources Council:

We are writing to you as residents of Sakonnet Point who abut the property at 10 Minnesota and are fiercely opposed to the construction of a dock and float at this property.

We have owned our home at 33 Goodrich Lane for 10 years and spend all summers (May - November) and many winter weekends and holidays at our home. We can attest that Tim and Isabel Ehrlich are rarely in their house, which functions as a commercial property and which they rent out as an Airbnb the majority of the year. Hard to believe they want a dock for her elderly mother who is rarely here. And swimming at Thanksgiving and Christmas is not likely. They want this dock to increase their earnings on their rentals.

Activity at 10 Minnesota is a revolving door of renters and cleaners etc. One huge problem has been the number of renters' cars spilling into neighbor's properties, which required the Ehrlichs to impose a cap. With a house that is advertised as "sleeps 21," it isn't hard to imagine how the addition of a dock -with random renters' boats, jet skis, music and friends - would similarly spill into neighbor's properties, creating disturbances and safety hazards for residents on Sakonnet Point.

The safety issue is our biggest fear. Summer in the harbor is busy with young kids in Optis and residents - young and old - swimming off the rocks jumping off the SYC dock, fishing or taking out paddle boards and kayaks to play in the harbor. The idea that there would be endless renters' boats and jet skis zipping around -unfamiliar with the idiosyncrasies and rhythm of the harbor - would impede everyone else's safe use and enjoyment of this special, quiet jewel.

We don't know much about the environmental issues; but we do know that the hundreds of wind turbines and rising sea levels have already impacted the equilibrium of Sakonnet Harbor. Protecting this harbor must be the highest priority.

We thank you for your consideration of our letter.

All the Best,

Tim and Tricia Blank

## Brittany Spurlock

---

**From:** Eleanor Pitts <eleanorcpitts@yahoo.com>  
**Sent:** Thursday, November 6, 2025 4:09 PM  
**To:** Cstaff  
**Subject:** Re: File number 2025-07-044  
**Attachments:** IMG\_1714.heic

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Britt

Hi Brittany and Cstaff,

The little Compton Town Council is hearing comments re this proposed pier in the Sakonnet Harbor this month.

Is it better to wait til you receive their recommendation for us to schedule a hearing?

Also, pls add to the file this aerial map showing how this pier off lot 68 will protrude into our tiny harbor:

Thank you  
Ellie Pitts  
Sent from my iPhone

On Nov 3, 2025, at 10:01 AM, Cstaff <cstaff1@crmc.ri.gov> wrote:

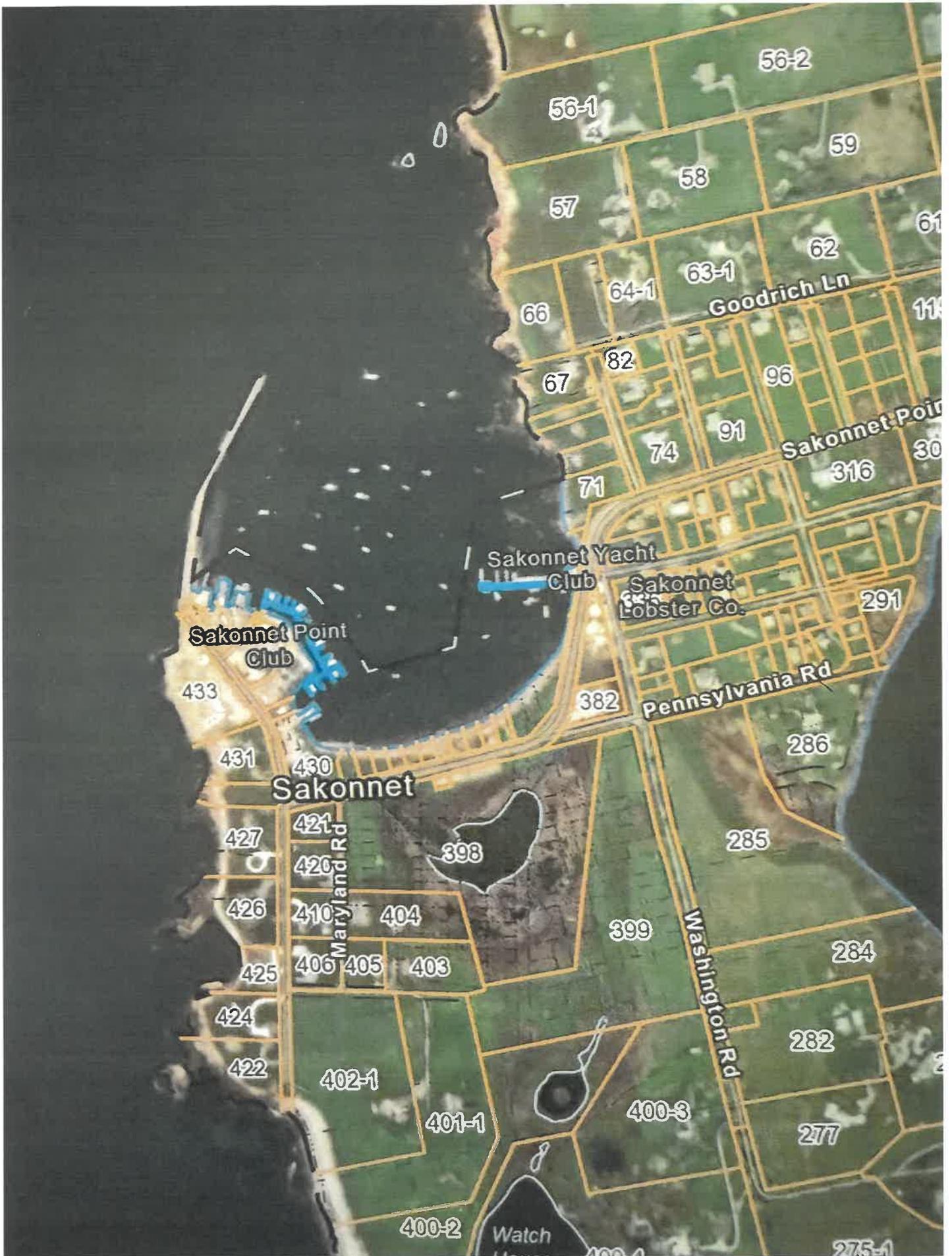
Your comments have been received and added to the file, thank you.

## Brittany Spurlock

Assistant Administrative Officer  
Coastal Resources Management Council  
Oliver Stedman Government Center  
4808 Tower Hill Road, Suite 116  
Wakefield, RI 02879  
(401)783-3370

**From:** eleanor pitts <eleanorcpitts@yahoo.com>  
**Sent:** Saturday, November 1, 2025 5:27 PM  
**To:** Cstaff <cstaff1@crmc.ri.gov>  
**Subject:** File number 2025-07-044

To the RI Coastal Resources Management Council,



## Brittany Spurlock

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**From:** Eleanor Pitts <eleanorcpitts@yahoo.com>  
**Sent:** Friday, November 7, 2025 8:19 AM  
**To:** Cstaff  
**Subject:** Re: File number 2025-07-044

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Britt

RI CRMC

I would like to officially request a hearing regarding this proposed boating facility, as that window closes 11/21. Can we look at a date for the second week in December? Will we be given a few options so that we can rally as many participants as possible from LC residents, and possibly the Little Compton town council and harbor commission as well? Thinking Dec 12 possibly?  
Please let me know as soon as possible so that we can get organized.

Thank you

Eleanor Pitts  
Eleanorcpitts@yahoo.com  
617-699-1148  
16 N Tupelo Drive  
Little Compton RI 02837

Sent from my iPhone

On Nov 6, 2025, at 4:08 PM, Eleanor Pitts <eleanorcpitts@yahoo.com> wrote:

Hi Brittany and Cstaff,

The little Compton Town Council is hearing comments re this proposed pier in the Sakonnet Harbor this month.  
Is it better to wait til you receive their recommendation for us to schedule a hearing?  
Also, pls add to the file this aerial map showing how this pier off lot 68 will protrude into our tiny harbor:

<IMG\_1714.heic>  
Thank you  
Ellie Pitts  
Sent from my iPhone

The water in the harbor has recently become clean enough that egrets, cormorants and sea ducks are now regularly seen hunting fish on the rocks on the east side of the harbor, right where that pier would be built. Of note, there are no private docks along that stretch of houses on the east side of the harbor and heading north along the coast, all of the way up to Treaty Rock and beyond. There is a historical respect for that beautiful shoreline extending up the river, preserved for all to enjoy. Finally, that rocky shoreline on the east side of the Sakonnet harbor and extending north is a bulwark against rising waters as seen on flood plane projections. That pier would weaken that natural flood barrier, disrupting the bedrock, boulders and grasses.

For all of these reasons, I would ask that the RI Coastal Resources Management Council deny this application. As you know, our own harbor commission opposes the construction of this large private pier on our harbor as well. Many others in our town are opposed too and would love to have their voices heard.

Please let me know your thoughts and the best way to approach this issue.

Ellie Pitts  
16 North Tupelo Dr  
Little Compton RI 02837  
617-699-1148  
[Eleanorcpitts@yahoo.com](mailto:Eleanorcpitts@yahoo.com)

## Brittany Spurlock

---

**From:** eleanor pitts <eleanorcpitts@yahoo.com>  
**Sent:** Saturday, November 1, 2025 5:27 PM  
**To:** Cstaff  
**Subject:** File number 2025-07-044

**Categories:** Britt

To the RI Coastal Resources Management Council,

I am a lifelong resident of Little Compton with a special love and respect for Sakonnet Harbor, and want to voice my strong objection to this proposed 75+ foot pier and associated 72sqft float proposed associated with this high end rental property on the harbor. The owners of this house at 10 Minnesota Road, Timothy and Isabella Ehrlich, are wealthy real estate speculators from Cambridge Mass. who bought the house a few years ago and really have no connection to our town other than this rental property, through which they rotate crowds of short term renters in the summer, disrupting a quiet neighborhood of longtime locals. This dock would extend this revolving-door chaos to the water off the rocks in front of their house during boating season - a true hazard to all nearby.

The Sakonnet Harbor is a tiny but bustling place, one of the hubs of our town, and a source of year round enjoyment for the town and for others from nearby towns, who come to our town landing and breakwater to swim, boat and fish.

Swimmers, kayakers and paddle boarders regularly skirt that stretch of rocks in front of the line of houses on that eastern side of the harbor as a safe, quiet corridor out of the way of boats. The proposed Ehrlich dock, and associated large float, would disrupt this safe corridor and push these vulnerable folks into boat traffic. Occupants of the flanking houses also swim off those rocks, and would be similarly be pushed into the traffic of both passing boats and also boats associated with the Ehrlich boating facility.

The water in the harbor has recently become clean enough that egrets, cormorants and sea ducks are now regularly seen hunting fish on the rocks on the east side of the harbor, right where that pier would be built.

Of note, there are no private docks along that stretch of houses on the east side of the harbor and heading north along the coast, all of the way up to Treaty Rock and beyond. There is a historical respect for that beautiful shoreline extending up the river, preserved for all to enjoy.

Finally, that rocky shoreline on the east side of the Sakonnet harbor and extending north is a bulwark against rising waters as seen on flood plane projections. That pier would weaken that natural flood barrier, disrupting the bedrock, boulders and grasses.

For all of these reasons, I would ask that the RI Coastal Resources Management Council deny this application. As you know, our own harbor commission opposes the construction of this large private pier on our harbor as well. Many others in our town are opposed too and would love to have their voices heard.

Please let me know your thoughts and the best way to approach this issue.

Ellie Pitts  
16 North Tupelo Dr