

CRMC DECISION WORKSHEET

Hearing Date:	
Approved as Recommended	
Approved w/additional Stipulations	
Approved but Modified	
Denied	Vote

APPLICATION INFORMATION						
File Number	Town	Project Location		Category	Special Exception	Variance
2025-07-044	Little Compton	10 Minnesota Road		A	<input type="checkbox"/>	<input type="checkbox"/>
		Plat	8			
		Owner Name and Address				
Date Accepted	9/22/2025	Timothy & Isabella Ehrlich 7 Kirkland Road Cambridge, MA 02138		Work at or Below MHW		<input checked="" type="checkbox"/>
Date Completed	1/21/2026			Lease Required		<input type="checkbox"/>

PROJECT DESCRIPTION

Construct and maintain a residential boating facility consisting of a 74.5' fixed pier, 16' aluminum gangway, with a 72 square foot float. The total length of the facility is 96' and it terminates at 40' from mean low water (MLW), achieving a water depth of approximately 2.5' below MLW

KEY PROGRAMMATIC ISSUES

- Coastal Feature:** Rocky shore / Rock outcrop / Coastal Headland
- Water Type:** Type 5, Commercial and Recreational Harbors, Sakonnet Harbor
- Red Book:** 1.1.6(G), 1.2.1(F), 1.3.1(D)(11), 1.3.5
- SAMP:** N/A

Variations and/or Special Exception Details:
No variations or special exception required

Additional Comments and/or Council Requirements:
N/A

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

STAFF RECOMMENDATION(S)

Engineer RAS Recommendation: No Objection
 Biologist ACS Recommendation: No Objection
 Other Staff _____ Recommendation: _____


 Engineering Supervisor Sign-Off _____ 1/21/26 date


 Supervising Biologist Sign-off _____ 1/21/26 date


 Executive Director Sign-Off _____ 1/21/26 date

Name: Timothy & Isabella Ehrlich
CRMC File No.: 2025-07-044
Staff Report



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

DATE: January 21, 2026
TO: Jeffrey M. Willis, Executive Director
FROM: Anthony Sawaia

Applicant's Name:	Timothy & Isabella Ehrlich
CRMC File Number:	2025-07-044
Project:	Construct and maintain a residential boating facility consisting of a 74.5' fixed pier, 16' aluminum gangway, with a 72 square foot float. The total length of the facility is 96' and it terminates at 40' from mean low water (MLW), achieving a water depth of approximately 2.5' below MLW
Location:	10 Minnesota Road; Little Compton: Plat(s): 8; Lot(s): 67
Water Type/Name:	Type 5, Commercial and Recreational Harbors, Sakonnet Harbor
Coastal Feature:	Rocky shore / Rock outcrop / Coastal Headland
Plans Reviewed:	"A.P. 8, Lot 67 10 Minnesota Road Little Compton, RI" dated 11/20/2025, and prepared by Steven W. Otten PE of Northeast Engineers & Consultants.

INTRODUCTION:

A proposal for a residential boating facility at 10 Minnesota Ave Little Compton was received on 7/11/2025. It was sent back deficient requesting the water depth contour lines and to show any present SAV in relation to the proposed dock. An updated submission was submitted and accepted for review on 9/22/2025.

Additional information including Submerged Aquatic Vegetation (SAV) Survey and pictures was received on 10/15/2025. The SAV Survey was performed on September 23rd and 24th and was requested by Staff due to the historic extent of SAV in the project area which has shrunk since 2006. This decline is depicted on the RIDEM Marine Fisheries Maps (see below). No SAV was detected in the proposed project area as a result of the SAV Survey submitted by the applicant. The substrate is largely ledge and large boulders.

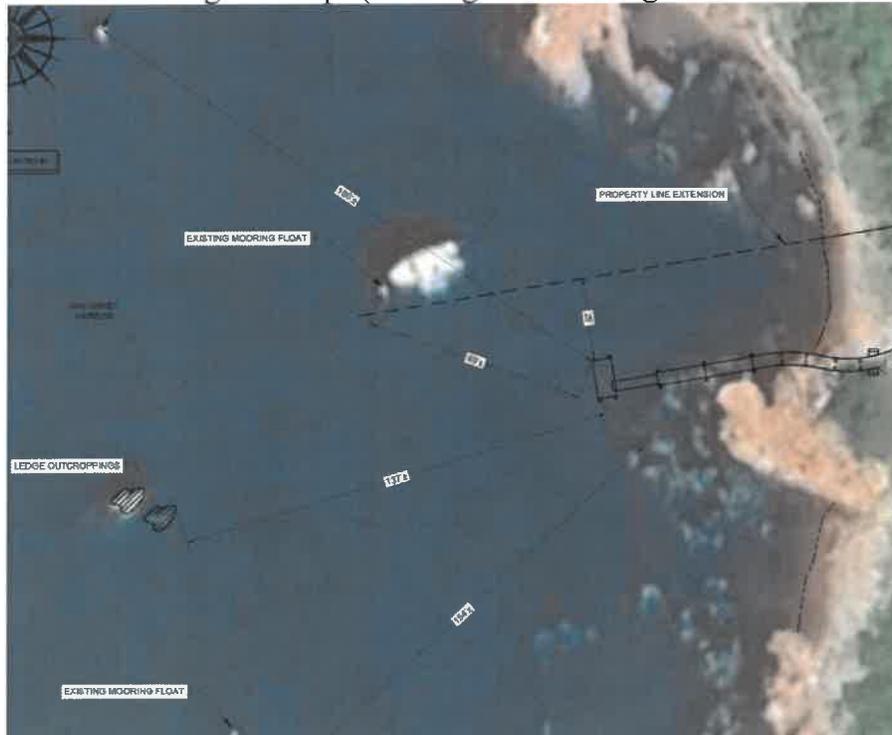
The proposal meets the applicable CRMC standards. No variances are required.



RIDEM Marine Fisheries Map with SAV layers from multiple years. Subject Lot in Red

The terminus of the dock is within 50' from MLW, extending out 40' and meets the 25' property line extension setback. The terminal float is 72 square feet, significantly less than the standard float size of 150 square feet.

The dock is approximately 239' away from the Sakonnet Harbor mooring field boundary, and 69' from the nearest mooring (which is owned by the applicants). The facility meets the setbacks from the mooring field and federal navigational channels. Additionally, the facility extends approximately 35 Feet from the ledge into the Harbor and is inland of ledge outcrops (ref image below – larger in Attachment A).



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A 30 day Public Notice was issued on 10/22/2025. Numerous objections were received by the public, the Sakonnet Yacht Club, and by the Town of Little Compton.

A site visit conducted by staff on 11/18/2025 determined that the rocky outcrop in the area of the proposed dock could be reasonably accessed and traversed related to public lateral access. The applicants were requested to address the public lateral access and ensure their proposed dock facility does not impede such access.

All objections were compiled and sent to the Applicant on November 24, 2025. The applicants submitted an updated site plan which added walkover stairs for lateral public access on 12/8/2025 and their response to the objections on 1/8/2026 (Attachment A). The updated plans only added the walkover stairs. No other dimensions were changed so additional public notice was deemed not necessary by the Executive Director.

CRMC Application History:

2020-11-077	Timothy & Isabella Ehrlich	Replace shingles on dwelling	Maintenance - Approved
2025-12-049	Timothy & Isabella Ehrlich	Install fence and plantings	Finding of No Significant Impact (FONSI) - Approved

COMMENTS ON APPLICATION/APPLICABLE POLICIES, STANDARDS & ETC:

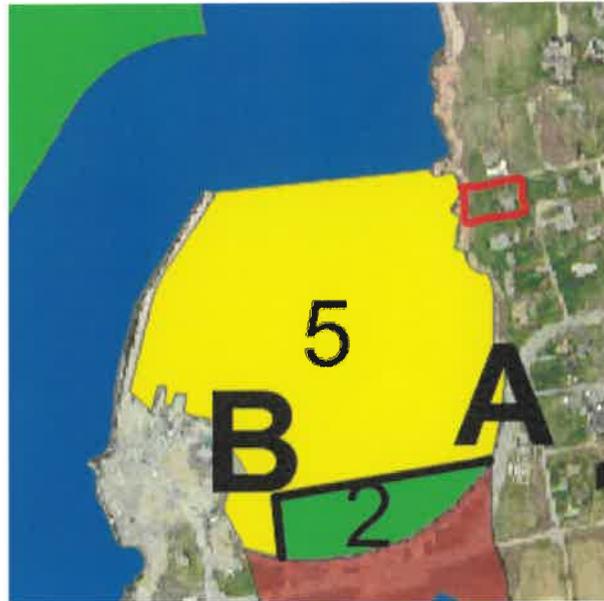
“Red Book” 650-RICR-20-00-01

Section	Title	Comment
1.1.6(G)	Substantive Objection	See Below
1.1.10	Climate Change and Sea Level Rise	Stormtools risk assessment is based on residential dwelling structures. Dock facilities are not included in the calculations of damage/risk.
1.2.1(F)	Type 5 Commercial & Recreational Harbors	See Below
1.3.1(D)(11)	Residential and limited recreational docks, piers, and floats standards	Meets applicable standards and polices and setbacks
1.3.5	Policies for the Protection and Enhancement of the Scenic Value of the Coastal Region	1 st residential dock on eastern shore north of Sakonnet Yacht Club dock. See comments below

SECTION 1.2.1(F) Type 5 Commercial & Recreational Harbors

These waters are adjacent to waterfront areas that support a variety of tourist, recreational, and commercial activities. The Council's goals are to *“maintain a balance among diverse port related activities, including recreational boating, commercial fishing, restaurants, and other water enhanced businesses; to promote the efficient use of space; and to protect the scenic characteristics that make these areas valuable to tourism”*. Further, the Section goes on to identify as a priority use of Type 5 waters: *“Berthing, mooring, and servicing of recreational craft”*.

As can be seen on the CRMC Water Type Maps available on CRMC’s website, the property clearly falls within Type 5 Waters, despite objector’s concerns that it does not:



Staff are of the opinion that the proposed residential boating facility, which meets the applicable residential boating facility standards, fits the balanced use of the activities currently within Sakonnet Harbor Type 5 waters and is consistent with the priority uses of those waters.

1.3.1(D)(11) Residential and limited recreational docks, piers, and floats standards

The proposed residential dock facility meets all the standards in this section. No SAV was present in the project location; the terminus of the dock is within 50' from MLW (extending out to 40' beyond MLW); and meets the 25' property line extension setbacks. The terminal float is 72 square feet -significantly less than the standard float size of 150 square feet. The proposed dock location does not meet excessive fetch standards and therefore can be reviewed as a Category A Assent. Absent objections, this dock is eligible for and would be approved administratively.

The proposed dock is approximately 239' away from the Sakonnet Harbor mooring field boundary, 69' from the nearest mooring (owned by the applicants), and meets the setbacks from the mooring field and federal navigational channels which are at least 50'.

1.3.5 Policies for the Protection and Enhancement of the Scenic Value of the Coastal Region

Several objections opined that the dock will impede the scenic values of Sakonnet Harbor. Residential boating facilities are consistent with Type 5 water usages, and where docks are consistent with the water type, CRMC does not consider them to be a detrimental impact on scenic quality of the shoreline.

COMMENTS ON OBJECTION:

There were numerous objections received. Most, if not all objections submitted to CRMC were submitted to the Town of Little Compton as well. The majority of the objections related to the location of the proposed residential dock facility, noting that there are no other residential dock facilities along that shoreline and suggest the nearby Sakonnet Yacht Club as a means to access the harbor, concerns related to increased congestion and setting a precedent for more residential docks and further congestion, as well as dangers to other recreational uses such as swimming.

Within the Town's objection packet was included a recommendation from the Little Compton Harbor Commission which voted unanimously to recommend the Town Council Object to this application and request CRMC deny this application. The factors they state for supporting their objection were the Stormtools data, the SAV; drilling for piles, rental nature of property and safety concerns relating to inexperienced renters using the harbor, compelling need for the private dock, and issues with harbormaster authorities overlapping private riparian rights claims.

Staff offers the following comments on objections:

Congestion/Use Conflicts:

The proposed residential boating facility will be the first residential dock along the eastern shore of Sakonnet Harbor. The proposed dock meets the standards of type 5 waters and the current identified priority uses of Type 5 Waters. As shown below, there are only 6 residence within the Type 5 Waters of the Harbor, and the shoreline is increasingly rocky as one moves south from the subject lot. While residential docks are consistent with Type 5 waters, the shoreline conditions could present an obstacle to additional facilities.



Lateral Access:

The lack of lateral access was noted by staff prior to receipt of objections and has been remedied with a new submission which added walkover stairs to the dock. The documents in Attachment A show the proposed dock superimposed over aerial photographs and show the distance to existing moorings, mooring fields and

Name: Timothy & Isabella Ehrlich
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potential obstructions. There appears to be adequate distance between the proposed dock and other obstructions.

Upland Use of Property:

Objections also raised concerns about the upland use of the property, which is not a CRMC regulatory issue and will not be addressed within this report.

Public Trust Uses:

Many objections to the proposed residential dock facility reference an impact to the public trust uses of the harbor. However, Section 1.3.1(D)(1)(a) states: *“Pursuant to R.I. Gen. Laws § 46-23-6(9) recreational boating facilities as defined in § 1.1.2 of this Part by and properly permitted by the Council, are deemed to be one of the uses consistent with the public trust.”* (emphasis added)

It is Staff opinion that the dock will not significantly alter recreational uses around proposed location. Use conflict with other recreational activities is a common objection to many proposed facilities, and staff regularly notes that docks are an accepted use of the public trust, and the public must share the space safely. Further, the relatively shallow depth at the terminus of the facility at 2.5 ft below MLW, limits the usage to smaller/recreational vessels (as use noted by the applicants).

STORMTOOLS/CERI Assessments:

The reference to the Stormtools risk assessment notes that the area of the proposed dock is within the extreme damage polygon. While this is true, these calculations are for residential and commercial structures built within these polygons and docks are not calculated for that assessment.

SAV Impacts:

As reported above, the SAV survey was completed by the applicant. Although the survey date was over a week outside of the peak biomass date range, it is sufficient due to the history of the SAV extent documented on the RIDEM Marine Fisheries maps. The SAV in the area has been contracting since 2006 and the SAV survey was requested by Staff to confirm that it has remained outside of the area of the proposed dock. The SAV survey revealed no SAV in the area of the proposed facility.

Construction Impacts:

Environmental concern of the installation method is noted. Most of the seabed in the proposed dock location is ledge/large boulders, most of the piles will need to be drilled. The drilling of the ledge will create temporary environmental impacts including sedimentation/turbidity likely creating clouds of sediment within the water during drilling. These impacts are temporary and can be mitigated for with turbidity curtains etc. and no SAV are present within proposed dock.

Question of “Residence”:

The Town has stated that it believes that this property does not meet the definition of “residence” due to its use as a short-term rental. Staff defers to CRMC Legal Counsel but is of the belief that the property is a single-family residence and meets programmatic requirements.

The objection goes on to state *“A number of complex legal issues exist with this first non-professionally managed private dock that would enter the harbor environment. Public domain, harbor master 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". Staff is unclear what makes this residential boating facility any more complex than other facilities regularly approved by the CRMC, unless this is in reference to the short-term rental usage of the property. As noted above, CRMC does not regulate the use of a residence, and believes that the property meets the definition as required by the CRMC Residential Boating Regulations.

Further, the applicant has stated that they reside at the property on a regular basis and have designed the facility to accommodate only small craft, as they intend to continue to utilize their authorized mooring further offshore. The site conditions at the terminus of the facility also make usage by larger vessels challenging due to the number of rocks and shallow waters.

All Residential Boating Facilities require a balance of public and private responsibilities, and as this facility meets the design requirements, is sited within an appropriate water type and has been designed to accommodate small recreational craft, staff disagree with the opinion of the Town that this facility is substantially different from other facilities regularly approved by the CRMC.

High-Fetch:

Other objections note the high-fetch area, northerly winds, and lack of a northerly breakwater which expose this area to potential storm damage in the event of a 100-year storm. During site inspection on 11/18/2025, constant north/northwesterly winds were present. However, this location falls just shy of the excessive fetch designation in the Redbook. Therefore, it does not need to meet category B requirements or excessive fetch engineering standards.

SECTION 1.1.6(G)- Substantive Objections

The Town of Little Compton requested with their objection that this be considered a substantial objection, making this a contested case. To be considered a "contested case", the objections submitted must meet one or more of the criteria set forth in Section 1.1.6(G). Staff forwarded Town objection for CRMC legal review/determination of substantive objection. Staff offers the following in regards to public objections relating to 1.1.6(G)criteria:

(a): Loss of property: None of the objectors suffer a threat of direct loss of property as a result of this proposal

(b): Proposal does not meet the policies, prerequisites, and standards: The proposal meets all requirements for a Residential Boating Facility.

(c): Significant Environmental Impact: While objections have stated concern over impacts to SAV, and concern with pile driving associated with construction, the standard for this is "*the proposal will result in significant adverse environmental impacts*" – dock construction is a recognized temporary impact.

(d): Does not meet state or municipal plans, ordinances or regulations: The Town has stated that the proposal does not meet the Harbor Management Plan (HMP).

It should be noted first that the HMP available through the Town website is dated 2010 and is significantly out of date. However, on the assumption that any newly recognized HMP would be similar in nature, the CRMC is of the opinion that this facility does in fact meet the HMP, which states on page 1 "*Dock, moorings, commercial and recreational boating, water-oriented business, the yacht club, the point club, a*

public boat launching ramp, a State-protected tidal wetland, an undeveloped barrier beach, a scenic seacliff, clean waters, swimming, fishing, shellfishing and a variety of permanent and seasonal residences... The Harbor Management Plan has been developed to support and preserve all of the above, while establishing procedures that will insure safety and compliance with all town, state and federal regulations". The facility meets all State Regulations and is consistent with the HMP.

It is Staff opinion that the objections raised do not meet the criteria of Substantive Objection as defined within Section 1.1.6(G). Staff defers to CRMC Legal Counsel on the matter of residential property/short-term rental.

COMMENTS ON APPLICANT’S OBJECTION RESPONSE:

The Applicants submitted their response to the objections and additional information on 1/8/2026. The additional information included updated site plans which now depict the walkover stair structure for public lateral access. The other documents show the proposed dock location superimposed on aerial imagery with measurements to potential obstructions and mooring fields (Attachment A). The applicants have demonstrated that the residential boating facility is consistent with the Type 5 water uses of Sakonnet Harbor.

The applicants have stated that their young children and elderly parents have struggled to safely access the water from their property as well as insufficient water depth along the rocky shore to launch a kayak or small boat. The applicants maintain a mooring within the harbor and state that the facility will be utilized by small recreational craft and a dinghy to access the mooring only. This is evidenced by the small size of the proposed float.

CONCLUSION/RECOMMENDATION

Staff understand the nuances of this proposed residential dock facility being the first private dock within a busy harbor area. The proposal meets all relevant programmatic requirements and has been designed to offer a minimal impact on the existing uses of the Harbor.

Staff has no objections to the Council approval of this facility, should the Council determine that the objections do not rise to Substantive.

Should the application be approved, standard stipulations for a Residential Boating Facility shall be prepared.

Signed:  _____ Staff Biologist
Signed:  _____ Staff Engineer



**Applicant Advisory Memorandum to the Coastal Resources
Management Council**

CRMC File No. 2025-07-044

Property: 10 Minnesota Road, Plat 8 Lot 67, Little Compton, Rhode Island

Project: Residential Boating Facility (Pier-Gangway-Float)

January 7, 2026

I. Purpose of This Advisory

This Applicant Advisory Memorandum is submitted to assist the Coastal Resources Management Council in its review of the applicants' pending assent request for a Residential Boating Facility ("Dock") at their property located at 10 Minnesota Road in Little Compton, Rhode Island. This assent has drawn a surprising amount of local public interest and written commentary against the application, presumably in an attempt to dissuade the applicants from pursuing their application or prevent the Dock's assent application approval. Public comment has broadly focused on two recurring concerns: (1) alleged increases in non-resident use of Sakonnet Harbor, and (2) alleged storm damage or debris risk posed by the Dock. This memorandum addresses the concerns raised by residents of Little Compton as well as the request from CRMC staff to demonstrate the Dock's compliance with Type 5 waters in accordance with the Rhode Island Coastal Resources Management Program (the "Red Book" See, 650-RICR-20-00-1; also known as Red Book Section 300.4).

II. Regulatory Context and Applicable Red Book Standards

The project site is the applicants' waterfront home adjacent to Sakonnet Harbor, a body of water that CRMC classifies as Type 5 water - Commercial and Recreational Harbor Use. Type 5 waters are considered waters adjacent to waterfront areas that support a variety of tourist, recreational, and commercial activities. Development such as dredging and shoreline alterations is anticipated to support intensive use. (See Red Book section 200.5.A). CRMC's policy for Type 5 waters is, amongst other criteria, to accommodate a mix of commercial and recreational boating activities, including residential boating facilities, provided that navigation, public trust interests, and water quality are protected.

Red Book §300.4 requires applicants for new residential boating facilities to demonstrate compliance with the Red Book criteria for the designated water type at the applicants' property and demonstrate a compelling need where safe and reasonable access to navigable waters cannot be achieved without a modest access structure. This determination is site-specific and evaluates shoreline conditions, safety, and feasibility of alternatives.

A. Water-Dependent Use (§200.1, Type 5 Policies)

A residential pier-gangway-float is a water-dependent use that directly supports recreational boating, one of the primary uses contemplated for Type 5 waters. This project is a small Dock specifically serving residential upland property for the sole purpose of safely accessing the water adjacent to the property. This is exactly the type of residential /recreational boating activity intended for Type 5 waters.

B. Compelling Need and Physical Shoreline Constraints (§300.4)

The shoreline at 10 Minnesota Road in Little Compton consists of rocky, uneven intertidal terrain with significant tidal fluctuation. There is no beach or gradual slope capable of supporting safe vessel boarding. The applicants have made it clear, during multiple open meetings before the Little Compton Town Council and the Little Compton Harbor Commission, that their young children and elderly parents have struggled to safely access the water and kayak from the upland property. The conditions at the property preclude safe access to suitable water depth for swimming or launching a kayak or small boat absent a Dock such as the one proposed by the applicants. Accordingly, the applicants have satisfied the compelling need criteria of §300.4 in their request to wharf out from their coastal property.

C. Lack of Feasible Alternatives (§300.4)

Alternatives to the proposed/ requested Dock are not viable at this site given the topography and geology found here. As described above, the rocky shelf and rocky shoreline adjacent to the property precludes safe access to the water without the requested Dock. CRMC's Red Book §300.4 does not require applicants to rely on unsafe or impractical access methods where a Red Book compliant structure can provide safe access.

III. Conformity with Type 5 Commercial and Recreational Harbor Policies.

Red Book policies governing Type 5 waters prioritize recreational boating access, berthing, and harbor use efficiency while safeguarding navigation and existing commercial activity.

Red Book §300.4 requires residential boating facilities to be designed to withstand coastal storm conditions and to be certified by a Rhode Island licensed Professional Engineer. All structural components of the proposed Dock have been designed for a minimum 50-year storm event, including wind, wave, and hydrodynamic loading, as required by §300.4 and standard CRMC engineering review practices.

The proposed design for the Dock, as provided by Northeast Engineers and submitted to CRMC with the application, is for a narrow-fixed pier kept low to the ground with designated stairs added by the applicants in direct response to public comments concerning lateral shoreline access, a 16-foot gangway, and a 6-by-12-foot (72 square

foot) float. These dimensions are substantially below the maximum terminal float size commonly allowed under §300.4 and represent the minimum facility necessary to meet the applicants' demonstrated need. Furthermore, the Dock is well inside the CRMC minimum setbacks from Federal Channels and established mooring fields and other design criteria listed in §300.4 for residential Boating facilities.

Navigation and Harbor Compatibility (§300.4(C))

This proposed Dock remains close to shore, extending only forty feet (40') seaward from MLW, terminates almost two hundred and forty feet (239') from the Sakonnet Harbor mooring field boundary, is sixty nine feet (69') from the nearest mooring (which is the applicants' mooring), terminates well short of recognized navigation channels in the harbor, and will not interfere with commercial fishing or municipal harbor operations. The Dock terminates well inside CRMC setback/ buffer requirements. See Exhibit A, Dock Plans S1 and S2.

The Little Compton/ Sakonnet Harbor Management Plan does not list specific setbacks or buffer zones for Docks but rather contains six primary goals: 1. to fully protect the ecological and environmental resources of the harbor and the Sakonnet Point area; 2. to preserve fishing and recreational boating as viable traditional and compatible economic activities in Sakonnet Harbor; 3. to maximize the safety and efficiency of overall harbor activities; 4. to provide a system of dedicated funding from user fees to properly manage and properly maintain the public activities carried out at Sakonnet Harbor; 5. to provide adequate parking for residents, their guests and coastal visitors including parking for boat trailers; and 6. to maintain legally established public rights of way to provide all Little Compton town residents access to the water. (See, Sakonnet Harbor Management Plan). The Sakonnet Harbor Management Plan also incorporates, directly and by reference, the CRMC guidelines. Given that the Dock plans comply with the CRMC §300.4 requirements, the Dock plan should also be deemed compatible with the goals of the Sakonnet Harbor Management Plan.

IV. Response to Recurring Public Concerns

There has been significant public interest/comment regarding this proposed Dock that have spanned a wide array of concerns. Two primary recurring objections have been raised, namely increased non-resident utilization of the Sakonnet Harbor and storm damage risk. A third objection, interference with swimming, was also raised during public meetings. All of these objections are addressed below.

A. Use of Sakonnet Harbor

This application is consistent with Rhode Island's public trust doctrine, under which the State holds tidal waters in trust for public rights of navigation, fishing, and commerce, while permitting reasonable, regulated, water-dependent private uses that do not



substantially impair those rights. The Rhode Island Supreme Court has long recognized that the public trust doctrine does not prohibit private structures in tidal waters per se but instead requires that such uses remain subordinate to public trust purposes and subject to state regulation (*State v. Ibbison*, 448 A.2d 728 (R.I. 1982)).

The proposed residential recreational boating facility advances the core public trust purpose of navigation by providing safe, controlled access to navigable waters from the upland parcel in a harbor expressly designated for commercial and recreational boating. The applicants, as a coastal property owner (riparian property) abutting Type 5 waters, would typically be afforded the right to wharf out to access navigable water under this doctrine so long as doing so does not conflict with other uses also protected under the doctrine. The Dock, as proposed, does not exclude the public, obstruct navigation, displace moorings, or convert public waters to exclusive private use. Rather, it represents a limited, conscientiously designed, water-dependent access structure, appropriately scaled and fully subject to CRMC oversight and enforceable conditions. The applicants' residency and the objectors desire to impose restrictions on who may access and enjoy the State's waters and harbors are not approval criteria under the CRMC rules and guidelines. On the contrary, the CRMC's rules and guidelines are intended to preserve and promote access for all citizens. Sakonnet Harbor is not reserved for the residents of Little Compton; the public trust doctrine preserves the public's rights to access and enjoy the waters of the State of Rhode Island. The objectors stated concerns that non-residents will have access to "their harbor" are unfortunately misinformed as to whom the public trust doctrine applies and protects.

B. Storm Damage Risk

Storm damage risk is managed and controlled by the engineering standards and enforceable conditions imposed by CRMC. The design presented by Northeast Engineers comports with the CRMC design criteria for Recreational Boating Facilities. Public comments have been based upon speculation and suggestions from the community that the structure will become a hazard in the event of a significant weather event.

While there is significant northerly wind wave exposure in Sakonnet Harbor, the shoreline at 10 Minnesota Road faces generally West-Southwest across the protected basin of Sakonnet Harbor, with storm-wave exposure moderated by harbor geometry and the Sakonnet Harbor breakwater. This orientation means that nor'easter wind directions (NE-ENE), which objectors frequently cite, are largely offshore at this location and do not create the long, uninterrupted over-water wind corridor associated with "excessive fetch." Rhode Island's predominant wind direction is South-Southwest, meaning that the harbor breakwater provides substantial protection. While southerly-sector winds can generate waves in the harbor, the project's restrained, nearshore design—96' total length, terminating 40' seaward of MLW, with a 6'×12' (72 sq. ft.) float—keeps the facility

within the lower-energy nearshore margin rather than extending into deeper, higher-energy areas. Accordingly, wave exposure at this location is characteristic of a working Type 5 harbor and can be adequately addressed through standard CRMC engineering and assent conditions and does not constitute “excessive fetch.” See Exhibit B, Fetch Determination S-1.

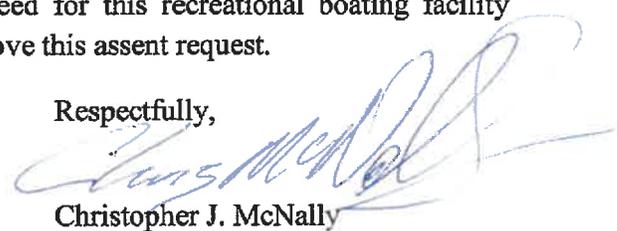
C. Swimming

Some members of the Little Compton community expressed concerns that this project would interfere with their ability to swim in Sakonnet Harbor because the Dock would extend into the harbor and interfere with their swimming lanes. Examination of the engineering drawings provided in “Exhibit A” demonstrates the folly of this position. The Dock as designed does not extend into what could reasonably be considered “a swimming lane”, the waters immediately south of the Dock are shoal and replete with boulders extending significantly further west (into the Harbor) than the proposed 6’x12’ floating dock. The Dock is well inshore of the boulder field and will have no meaningful negative impact on members of the public who might choose to swim in this section of the harbor.

V. Summary

This Recreational Boating Facility Assent Application is for a small, conforming Dock located in Type 5 waters of Sakonnet Harbor in Little Compton, Rhode Island. The application is fully conforming and promotes the intended uses of CRMC Type 5 waters. It also supports the Sakonnet Harbor Management Plan’s priority uses of supporting recreational activity in the harbor. The Dock does not interfere with or displace commercial fishing or navigation, does not introduce any new sources of discharge, has no impact on wetlands or submerged aquatic vegetation (see SAV study included with this application) and maintains public and scenic values. Based on the foregoing, the applicable Red Book standards and the Dock’s engineering design, the applicants respectfully submit that a compelling need has been demonstrated under §300.4 and that the Dock conforms to the policies governing Type 5 waters. Approval of this application is consistent with the State’s public trust obligations as articulated in *Ibbison* because it facilitates lawful navigation and recreational boating while preserving the primacy of public rights in Sakonnet Harbor and the riparian rights of the applicants. Accordingly, since the proposed application is conforming with CRMC guidelines and policies and the applicants have demonstrated a compelling need for this recreational boating facility assent, we respectfully request the council approve this assent request.

Respectfully,



Christopher J. McNally



Received
1/8/2026
Coastal Resources
Management Council



Sayer Regan & Thayer, LLP
ATTORNEYS AND COUNSELLORS AT LAW

Exhibit A

NORTHEAST ENGINEERS
& CONSULTANTS, INC.

SITE/CIVIL
LAND PLANNING
WATERFRONT
SURVEYING
GEO/TECHNICAL
ENVIRONMENTAL
TRANSPORTATION
STRUCTURAL
MATERIALS TESTING



A KNOWLEDGE CORPORATION
8 VALLEY ROAD MIDDLETOWN RHODE ISLAND 02842
PHONE (401) 849-2610 FAX (401) 846-4166
WWW.NORTHEASTENGINEERS.COM



No.	Revision	Date	App
Designed By	Drawn By	AID	Checked By
Drawn	11-11-07	DNA	11-20-2002
Project Title			
A.P. 8, LOT 67 10 MINNESOTA ROAD LITTLE COMPTON, RI			
Client/Owner			
ISABELLA COLLEAS REILICH 1 KERRLAND ROAD CAMBRIDGE MA 02138			
Drawn For			
CLIENT/OWNER			
Drawing Title			
PROPOSED DOCK PLAN MOORING AERIAL VIEW			
Drawing Number			
S1			
Sheet			
1 of 2			
Project Number			
25039			
Drawing Scale			
10 - 0 - 07			



Received
11/20/08
Coastal Resources
Management Council



NOTES
1. THE PROPERTY LINES AND SURVEYED SITE CHARACTERISTICS SHOWN HEREIN ARE THE PROPERTY OF THE CLIENT AND ARE NOT TO BE USED FOR ANY OTHER PROJECTS WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER.

NORTHEAST ENGINEERS
& CONSULTANTS, INC.

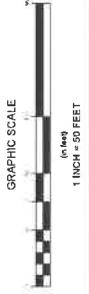


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- SITE CIVIL
- LAND PLANNING
- WATERFRONT SURVEYING
- GEOTECHNICAL EMBANKMENTAL
- TRANSPORTATION STRUCTURAL
- MATERIALS TESTING



No.	Revision	Drawn By	APP	Checked By	DS
		11/1/17			11/03/2025
Project Title A.P. 8, LOT 67 10 MINNESOTA ROAD LITTLE COMPTON, RI					
Client/Owner ISABELLA CALIFANO ENRICH 100 WASHINGTON STREET CAMBRIDGE, MA 02138					
Designed By CLIENT/OWNER					
Drawing Title PROPOSED DOCK PLAN MOORING FIELD AERIAL					
Drawing Number S2					
Sheet 2 of 2					
Project Number 25039					
Survey Metric 10 - 8 - 87					
<p>THIS DRAWING HAS BEEN PREPARED BY AN UNLICENSED PERSON AND DOES NOT CONSTITUTE A PROFESSIONAL ENGINEERING OR ARCHITECTURAL DESIGN. THE ENGINEER OR ARCHITECT HAS NOT REVIEWED THIS DRAWING AND IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS. THIS DRAWING IS THE PROPERTY OF NE&C. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE EXPRESS APPROVAL OF THE COMPANY.</p>					



- NOTES
- THE PROPERTY LINES AND BOUNDARY CHARACTERISTICS HAVE BEEN APPROXIMATELY DETERMINED FROM AERIAL PHOTOGRAPHS AND FIELD SURVEY DATA. THE RELATIONSHIP BETWEEN THESE CHARACTERISTICS AND AERIAL IMAGE CHARACTERISTICS IS NOT GUARANTEED.
 - THE MOORING FIELD POINTS AND BOUNDARIES SHOWN ON THIS DRAWING ARE NOT TO BE CONSIDERED AS A GUARANTEE OF ACCURACY FROM THE TOWN OF LITTLE COMPTON.

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Sayer Regan & Thayer, LLP
ATTORNEYS AND COUNSELLORS AT LAW

Exhibit B

Received
1/8/2026
Coastal Resources
Management Council

