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

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

APPLICATION FOR STATE ASSENT

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

Project Location: Wellington Ave. (No. Street) Newport (City/Town)	File No. (CRMC USE ONLY): 2022-12-092
Owner's Name: City of Newport	Plat: 42 Lot(s): N/A
Mailing Address: 43 Broadway (Address) Newport, RI (City/Town, State) 02840 (Zip Code)	Owner's Contact: Number: (401) 845-5818 Email Address: SLAND@CITYOFNEWPORT.COM
Contractor RI Reg. # Address	Email address: Tel. No.
Designer Joeseph Choi, WSP. Address: 100 Summer Street, Boston MA	Tel. No. (617) 210-1657
Name of Waterway: Newport Harbor	Estimated Project Cost (EPC): $500,000 Application Fee: $2,750 (waiver requested)

Provide Below a Description of Work As Proposed (*required*).

Construction of a new recreational boating facility withing Type 2 Waters at King Park to expand Dinghy Dock Service. Proposed boating facility is a floating dock that will be connected to the existing Stone Pier via a gangway providing accessible access to the new dock.

Have you or any previous owner filed an application for and/or received an assent for any activity on this property?
(If so please provide the file and/or assent numbers): Request for Preliminary Determination, File No. D2022-04-111

Is this site within a designated historic district? ◉ YES ○ NO

Is this application being submitted in response to a coastal violation? ○ YES ◉ NO

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

Name/mailing addresses of adjacent property owners whose property adjoins the project site. Accurate mailing addresses will insure proper notification. SCL Applicant must initial to certify accuracy of adjacent property owners and accuracy of mailing addresses.

City of Newport, City Hall, 43 Broadway, Newport, RI 02840

Ida Lewis Yacht Club, PO Box 479 Newport, RI 02840

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

NOTE: The applicant acknowledges by evidence of their signature that they have reviewed the Rhode Island Coastal Resources Management Program, and have, where possible, adhered to the policies and standards of the program. Where variances or special exceptions are requested by the applicant, the applicant will be prepared to meet and present testimony on the criteria and burdens of proof for each of these relief provisions. The applicant also acknowledges by evidence of their signature that to the best of their knowledge the information contained in the application is true and valid. If the information provided to the CRMC for this review is inaccurate or did not reveal all necessary information or data, then the permit granted under this application may be found to be null and void. Applicant requires that as a condition to the granting of this assent, members of the CRMC or its staff shall have access to the applicant's property to make on-site inspections to insure compliance with the assent. This application is made under oath and subject to the penalties of perjury. 08/04

Stephen Land
Owner Name (PRINT)

Owner's Signature (SIGN)

PLEASE REVIEW REVERSE SIDE OF APPLICATION FORM

RECEIVED
12/27/2022
COASTAL RESOURCES MANAGEMENT COUNCIL

December 23, 2022

Lisa Turner, Applications Coordinator
Rhode Island Coastal Resources Management Council
Oliver Stedman Government Center
4808 Tower Hill Road; Suite 3
Wakefield, RI 02879

Dear Ms. Turner,

The City of Newport requests a State Assent for the proposed expansion of its existing public dinghy dock, located in Type 2 waters at the King Park Stone Pier. The existing dinghy dock currently suffers from overcrowding by its users; the City proposes construction of a new dock to the southeast, which would be connected to the Stone Pier by a Americans with Disabilities (ADA) compliant ramp. The new dock would alleviate crowding, benefitting Newport's boating public and providing additional public access to Newport Harbor. The proposed dock would be available to both mooring holders and small craft users, with use limited to vessels of 12 foot or less in length. The expansion is supported by users of the existing dock, the Newport City Council, the Newport Waterfront Commission, and the Friends of Stone Pier. The City requests that the application fee for this project of general public benefit be waived in accordance with 650-RICR-10-00-1 Section 1.4.2(D).

Please feel free to contact Joe Choi at (401) 617-210-1657 or joseph.choi1@wsp.com if you have any questions regarding this project.

Kind regards,

Samantha Hogan

Attachment: Request for Assent, City of Newport Dinghy Dock

WSP USA
Building 5
166 Valley Street
Providence, RI 02909
+1 401-521-5980

wsp.com

CITY OF NEWPORT

Application for State Assent

KING PARK DINGHY DOCK EXPANSION

December 2022

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C. Submerged Aquatic Vegetation Survey
D. Letters of Support
E. Historic Determination

STATEMENT OF DISCLOSURE AND APPLICANT AGREEMENT AS TO FEES

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

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

Owner Signature

12/22/22
Date

Stephen Land 43 Broadway Newport RI 02840
Print Name and Mailing Address

/ajt 03-2020

Tax Assessor Letter

TAX ASSESSOR
CITY OF NEWPORT
43 BROADWAY
NEWPORT, RI

March 3, 2022

State of Rhode Island and Providence Plantations
Coastal Resources Management Council
Oliver E. Stedman Government Center
Tower Hill Road
Wakefield, Rhode Island 02879

To Whom It May Concern:

The documents on file in the Land Evidence Records of the City of Newport, Rhode Island, Book 71 Page 487 indicate that the City of Newport is the owner of the real estate designated as Plat 42 Lot 007, located at Wellington Ave in the City of Newport, Rhode Island.

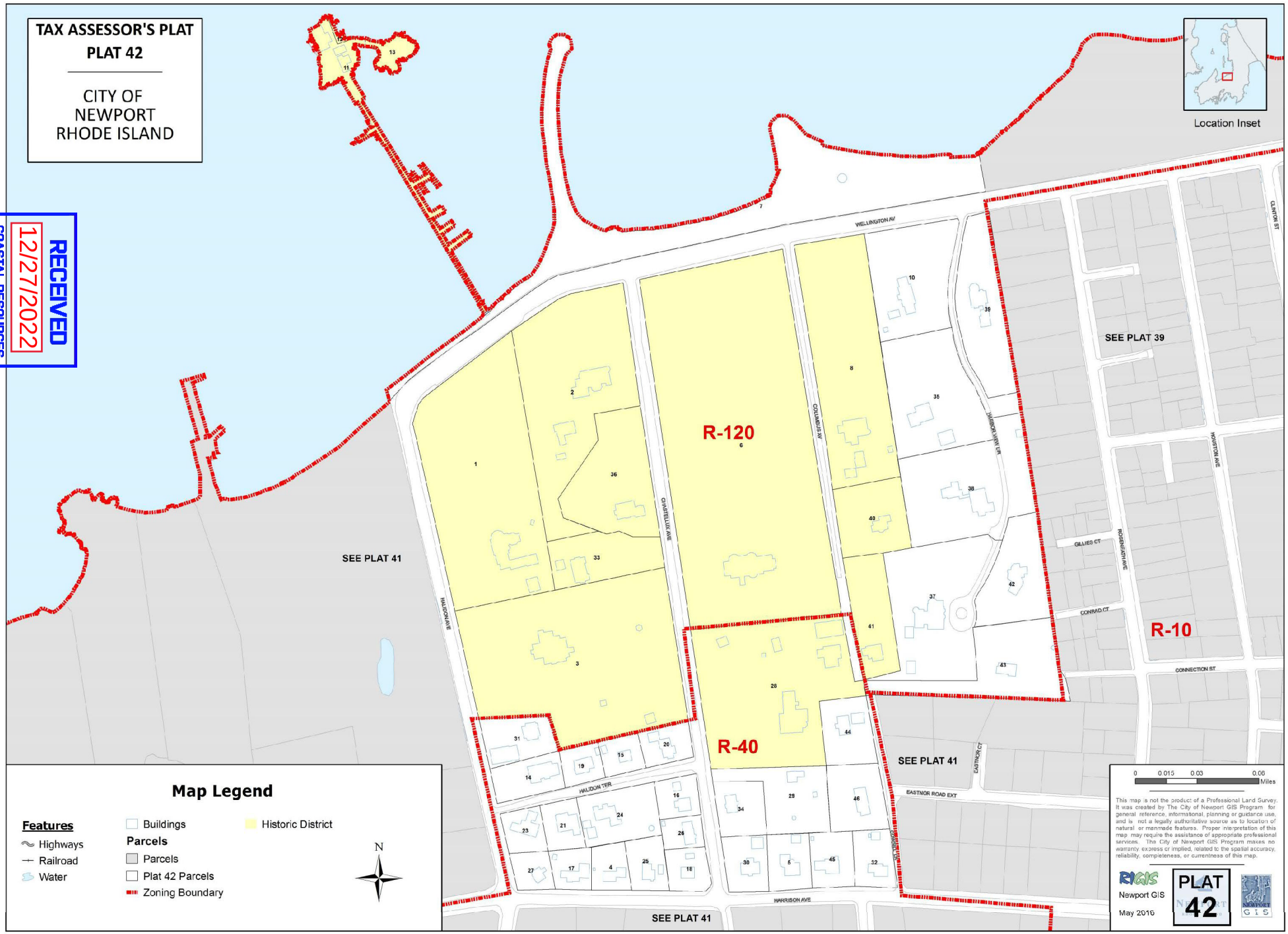
Respectfully,

Renèe Howellel

Renèe Howellel
Senior Clerk
City of Newport, RI

43 BROADWAY • NEWPORT, RI • 02840
PHONE: 401-846-9600 X313 • FAX: 401-848 5750

Tax Assessor's Map


TAX ASSESSOR'S PLAT
PLAT 42
CITY OF
NEWPORT
RHODE ISLAND
RECEIVED
12/27/2022
COASTAL RESOURCES
MANAGEMENT COUNCIL
Location Inset
R-120
R-40
R-10
SEE PLAT 39
SEE PLAT 41
SEE PLAT 41
SEE PLAT 41
WELLINGTON AV
CHASTELLUX AVE
COLUMBUS AV
HARBOR VIEW TER
HOUSTON AVE
CLINTON ST
GILLIES CT
ROSENFATH AVE
CONRAD CT
CONNECTION ST
HALIDON AVE
HALIDON TER
EASTNOR CT
EASTNOR ROAD EXT
HARRISON AVE
Map Legend
Features
Highways
Railroad
Water
Buildings
Parcels
Parcels
Plat 42 Parcels
Zoning Boundary
Historic District
N
0 0.015 0.03 0.06 Miles
This map is not the product of a Professional Land Survey. It was created by The City of Newport GIS Program for general reference, informational, planning or guidance use, and is not a legally authoritative source as to location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. The City of Newport GIS Program makes no warranty express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.
RIGIS
Newport GIS
May 2016
PLAT
42

Narrative

1 INTRODUCTION

The City of Newport (City) is submitting this Application for State Assent to the Rhode Island Coastal Resources Management Council (CRMC), hereafter "The Council," for construction of additional floating docks to expand the existing Dingy Dock service at King Park's Stone Pier. The existing Dinghy Dock is a recreational structure authorized by the Council via several Maintenance Certifications. The Council originally assented the facility in 1983 based on acceptable demonstration of preexistence, expansions of the facility were assented in 2002 and 2013:

- 98-4-83 – Maintenance/repairs/improvements to existing floating dock-system.
- 2013-01-046 - Maintenance/repair/improvements to public dinghy docks (floats) per approved plan
- 2002-12-063 - Adding (3) 6' x 16' floats to existing dingy dock

The City proposes construction of this new recreational boating facility to provide additional berthing space to alleviate overcrowding at the facility and to provide American's with Disabilities Act (ADA) compliant access to improve the safety of this public dock service. The City previously submitted a Request for Preliminary Determination for this project, File No. D2022-04-111. The staff report is provided in Appendix A.

Several build alternatives were considered for meeting the project goal of providing additional space at the Stone Pier; these alternatives were described in the Request for Preliminary Determination. The selected alternative is the introduction of a new floating dock connected to Stone Pier by gangway designed to provide ADA access. The proposed floating docks would be located 45-ft southeast of the existing dock to allow adequate clearance for boaters while making use of the deeper water away from the shoreline. See Volume II, Sheet S-3.

2 EXISTING CONDITIONS

The project area is located at the end of the City's Stone Pier, adjacent to the City's existing Dinghy Dock. The Stone Pier connects to the King Park, located off of Wellington Avenue. The current configuration of the Dinghy Dock includes a gangway and a series of floating docks that are timber framed and decked. The floating docks are deployed seasonally and secured by a series of timber pilings. The Dinghy Dock is currently used for daily tie up of dinghies; it also provides a 20-minute loading zone for recreational boaters. The current users of the Dinghy Dock are in three main categories, mooring permit holders, transient boaters using the anchorage or renting moorings, and residents with dinghies under twelve (12) feet. The King Park Dinghy Dock is the most heavily utilized dinghy dock in Newport Harbor, and demand at this

facility has exceeded the supply. The adjacent park is a desirable location for visitors of all types, and the boating public is no exception. King Park provides a place for the transient visitor to come ashore and provides easy access to other City amenities as well. King Park also provides easy public access to the dock from the street for residents and visitors attempting to access their boats or simply to launch a kayak from the dock.

The CRMC water use category along King Park is Type 2 for low intensity uses such as public marinas and boating facilities. The water depths at the floating dock range from 3.5 feet to 14 feet. The project location and existing conditions are shown in the maps and photographs in Figures 1 through 5.

Figure 1: Project Loction

0 2,000 4,000 Feet

References: ESRI, RIGIS

March 29, 2022

Figure 2: Existing Conditions

0 150 300 Feet

References: ESRI, RIGIS

March 29, 2022

Figure 3: View north along Stone pier towards existing Dinghy Dock

Figure 4: View south from Stone Pier towards existing Dinghy Dock

Figure 5: View from Stone Pier of gangway to existing Dinghy Dock

2.1.1 SITE LAYOUT

The King Park Stone Pier is an approximately 610-foot pier that extends into Newport Harbor and is located off Wellington Avenue between King Park and Lime Rock Island in Newport Rhode Island. The Stone Pier is comprised of granite stone courses around its perimeter and a pavement and gravel deck surface. The existing Dinghy Dock is approximately 120-ft long and is comprised typically of 16-ft wide floats. The floating docks are secured by a series of timber mooring piles that are driven to rock through a shallow layer of overburden (approximately 3 to 4 feet). Several of the existing piles are battered to provide lateral support without having to be drilled and socketed into the rock. The float sections at the gangway landing (located 40-ft from the northern end of the dock) and southern most end of the dock are oriented perpendicular and are 24-ft wide. The gangway connecting the docks to Stone Pier is approximately 20-ft long and does not provide ADA access.

2.1.2 USE

The existing Dinghy Dock is used as berthing for small craft and vessel tenders, with vessel size limited to 12 feet in length. Users include City of Newport mooring holders and commercial mooring renters for their vessel tenders as well as Newport residents with small vessels who do not also have a mooring. The Newport Harbor Master also utilizes the dock as a temporary berth for short durations during times of loading and unloading. In addition to those who use the dock for dinghies, the Stone Pier to which it is attached is used by the general public for passive recreation/scenic views of Newport Harbor. Shellfishing is prohibited in this area.

2.2 ENVIRONMENTAL RESOURCES

2.2.1 FIN AND SHELLFISH

The project area is mapped as Essential Fish Habitat (EFH) for both finfish and shellfish. The area is also mapped as Habitat Area of Particular of Particular Concern (HAPC) for Inshore 20m Juvenile Cod and Summer Flounder. See Appendix B.

2.2.2 SUBMERGED AQUATIC VEGETATION

A Submerged Aquatic Vegetation (SAV) Survey was performed by Natural Resources Services, Inc. on July 9, 2019 in accordance with the standards of the Rhode Island Coastal Resources Management Program (CRMP) Section 1.3.1(R)(4)(a-e). Forty-three transects were surveyed on the east side of the Stone Pier, extending 100 feet perpendicularly from the pier. Upon completion of the study, it was determined that there is no submerged aquatic vegetation present in the surveyed area. This study is valid for up to 3 years pursuant to 1.3.1(R)(3)(c). Per CRMC staff guidance, this study will be considered valid for an Assent Application for the location until December 31, 2022. The full SAV survey can is attached in Appendix C.

2.2.3 SUBSTRATE

Based on the SAV discussed in Section 2.2.2, the substrate in the area of the proposed dock extension and surrounding area consists entirely of mucky sand.

2.3 REGULATORY CLASSIFICATION

2.3.1 CRMC WATER USE

The King Park Stone Pier site falls within Type 2 water use jurisdictions for low intensity use. The western side of the facility (facing Ida Lewis) is considered Type 3 for high intensity boating. The eastern side of the facility, where the existing dinghy dock and proposed floating dock will be located, is classified as Type 2.

2.3.2 RIDEM WATER USE

The proposed dock would be located in Newport Harbor/Coddington Cove, Waterbody ID RI00007030E-01-E. These waters are classified as SB, designated for primary and secondary contact recreational activities; shellfish harvesting for controlled relay and depuration; and fish and wildlife habitat. In both the Final 2018-2020 Rhode Island 303(d) List and the Draft 2022 303(d) List this waterbody is assessed as not currently support primary or secondary contact recreation due to impairment by *enterococci,* fully supporting shellfish harvesting, was not assessed for fish and wildlife habitat, and insufficient information available for assessment of fish consumption.

3 PROPOSED CONDITIONS

The proposed floating dock would be comprised of six (6) 24-ft long by 16-ft wide sections. Five (5) of the sections would be aligned longitudinal to Stone Pier (overall length of 136-ft) and one (1) section at the southern end (24-ft long overall) would be in a perpendicular position to support the landing of a gangway for ADA access. The floating dock would allow for dinghy berthing on both the inside and outside face of the dock, thereby increasing the capacity of the existing dock by more than 200%. The new dock would be connected to Stone Pier by an ADA accessible gangway 4-ft wide and 60-ft long. This option would involve installation of 18 greenheart timber piles approximately 60-ft east of Stone Pier.

The proposed dock expansion will involve minimal environmental impact, limited to installation of new timber piles. The docks would be 16-ft wide, which is considered the optimal width for boaters because they often lift their dinghies up onto the dock for storage. The length of the proposed dock (136-ft) was sized to provide a similar length to the existing dock (120-ft) but using the standard float sections that are available in 24-ft lengths. The timber piles will be drilled into the rock to provide adequate lateral support without the need to add additional batter piles to the structure. Additional batter piles would increase the impact to the seabed and water column. Figure 6 shows a photo of the proposed location of the new dock.

Figure 6: View northwest towards proposed location of new dock

4 REQUEST FOR SPECIAL EXCEPTION

Because of the overwhelming demand by the public for dinghy space in the area, the City of Newport is requesting a Special Exception under Section 1.1.8 of the RICRMP for construction of a second dinghy dock consisting of six (6) 16-ft by 24-ft floating docks for additional public access. The proposed dock is a recreational structure, which is prohibited per Table 1.

The proposed project is consistent with the requirements of Section 1.1.8(A) as described below.

(1) The proposed activity does not benefit an individual or private interest; rather, it will benefit the public. The facility in whole will be open to the public. The new proposed dock will be ADA accessible to ensure that the facility is truly open to anyone in the public who wishes to access Newport Harbor. The new dock will also offer access for emergency response vessels. The City of Newport's Harbor Management Plan encourages increased Dinghy Dock facilities as well as public access. The King Park Stone Pier is easily accessed by the public from land and by water. This City owned property, King Park, offers a park, playground, boat ramp, beach and dinghy dock. There is also public parking. The dock will be managed by the Harbormaster and be governed by City Ordinance. The Ordinance as well as the conservation easement held by the Aquidneck Island Land Trust (AILT) will ensure the park, including boating facilities, remains a public facility. The proposed dock will operate seasonally and will have unobstructed access for dinghies 12 feet and under from May to October. As stated above, the floating docks will be deployed seasonally and stored on land during the off season. The facility is monitored by security cameras. A number of letters of support for the project have been received, and are provided in Appendix D.

(a) Not applicable – the proposed project is not associated with public infrastructure.

(b) Not applicable – the proposed project will not generate economic gain for the state.

(c) The project provides access to the shore for City of Newport mooring holders, transient mooring users, and small craft owners. It will be part of a public park that provides public access to all, and which will be maintained for the benefit of the public in perpetuity due to both the intent of the City of Newport and the AILT conservation easement.

(2) The proposed work will only result in extremely limited impacts to the environment and will not result in user conflict as it is an expansion of the existing public use of the Dinghy Dock, which currently experiences conflict due to overwhelming demand and overcrowding.

(3) As discussed in the Request for Preliminary Determination, several alternatives have been considered to serve the public by increasing much needed dinghy berthing at King Park. The proposed alternative was determined to be the best method for meeting the public's need by providing for ADA compliant access. Lack of accessible access to the existing Dingy Dock limits public access.

5 CRMP COMPLIANCE

The preferred alternative complies with the relevant sections of the CRMP as described below.

5.1 SECTION 1.3.1(A)(1) - CRMC CATEGORY B REGULATORY REQUIREMENTS

The proposed project meets all requirements for a Category B Assent, as discussed below.

(a) Demonstrate the need for the proposed activity or alteration;

The project is needed to provide improved public access by ameliorating overcrowding at the existing Dinghy Dock and providing ADA access.

(b) Demonstrate that all applicable local zoning ordinances, building codes, flood hazard standards, and all safety codes, fire codes, and environmental requirements have or will be met; local approvals are required for activities as specifically prescribed for nontidal portions of a project in Sections 300.2, 300.3, 300.6, 300.8, 300.9, 300.11, 300.13, 300.15 and 300.17; for projects on state land, the state building official, for the purposes of this section, is the building official;

The project will be located below Mean High Water (MHW) and is not zoned under the Newport Zoning Ordinance. The dock has been designed to be compliant with all applicable building codes. The proposed dock and will be constructed in full compliance with Section 300.4 Subsection E, Table 3. The requisite guidelines have been utilized in the design of docks within the flood hazard zone, and the floating docks have been designed in accordance with the requirements for velocity zone construction. All pilings for floats extend to the 100-year flood elevation and have been designed to withstand both wind and wave actions. See Volume II, Sheet G-2 for the design criteria used.

(c) Describe the boundaries of the coastal waters and land areas that are anticipated to be affected;

The only permanent effects of the project would be the 14 timber piling installed east of the Stone Pier, in Type 2 waters. From May to September the boundary of coastal waters impacted would be the footprint of the floating docks, and from October to April an area of land to the southwest of the Stone Pier would be utilized for storage of the floating dock sections. These areas are depicted in Volume II, Sheet S-3.

(d) Demonstrate that the alteration or activity will not result in significant impacts on erosion and/or deposition processes along the shore and in tidal waters;

Impacts within tidal waters are limited to timber pilings, which do not significantly impact erosion or deposition. Pilings will be drilled and socketed into rock instead of battered to reduce the area of impact and potential for alteration of sedimentation patterns.

(e) Demonstrate that the alteration or activity will not result in significant impacts on the abundance and diversity of plant and animal life;

The project would not result in significant impacts to sub-tidal plant and animal life. No SAV beds are present in the vicinity of the project area, therefore neither installation of pilings nor shade from the dock platforms will impact sub-tidal plants. The dock is unlikely to negatively impact the abundance or diversity of animal life; wooden pilings provide habitat and places of refuge for small fishes, and fish abundance has been found to be higher amongst pilings than in open waters.

(f) Demonstrate that the alteration will not unreasonably interfere with, impair, or significantly impact existing public access to, or use of, tidal waters and/or the shore;

The project will improve public access to tidal waters and the shore by providing additional space for dinghies used to provide access between Newport and Newport Harbor.

(g) Demonstrate that the alteration will not result in significant impacts to water circulation, flushing, turbidity, and sedimentation;

Pilings are unlikely to result in significant impacts to water circulation, flushing, turbidly, and sedimentation. A significant number of pilings are located in Newport Harbor, and the additional pilings would have at most a negligible effect on water movement.

(h) Demonstrate that there will be no significant deterioration in the quality of the water in the immediate vicinity as defined by DEM;

Newport Harbor's water quality classification is SB. These waters are designated for primary and secondary contact recreational activities; shellfish harvesting for controlled relay and depuration; and fish and wildlife habitat. These waters are suitable for aquacultural use, navigation, and industrial cooling and have good aesthetic value. The proposed dock will not deteriorate the water quality within the project area. As a project eligible for a RI USACE General Permit though PGP, the project will be covered under the water Quality Certificate for the Department of Army Programmatic General Permit of Rhode Island (WQC No. 22-011).

(i) Demonstrate that the alteration or activity will not result in significant impacts to areas of historic and archaeological significance;

The project is located within the Ocean Drive National Historic Landmark District, which is listed in the National Register of Historic Places and is a National Historic Landmark. The project has been reviewed by the Rhode Island Historical Preservation and Heritage Commission (RIHPHC). The RIHPHC has determined that the project will have no adverse effect on historic properties; a copy of the RIHPHC determination is included in Appendix E.

(j) Demonstrate that the alteration or activity will not result in significant conflicts with water-dependent uses and activities such as recreational boating, fishing, swimming, navigation, and commerce, and;

The project is designed to enhance existing water-depended uses. The existing dinghy dock is overutilized, the new dock will reduce existing conflicts between boaters using the Stone Pier for dinghy access between Newport and Newport Harbor. The new dock will be located just south of the existing dock, outside of navigation areas. No swimming areas are located in the vicinity of the proposed dock, and no commercial uses would be impacted by the new dock structure.

(k) Demonstrate that measures have been taken to minimize any adverse scenic impact

The proposed dock will not obstruct scenic views enjoyed by the public from the land or water. The proposed gangway will attach to the east side of the Stone Pier through eight bolt holes, which the RIHPHC has determined has the least visual impact to the surrounding historic district (See Appendix E). The proposed docks will be similar in character to the nearby existing Dinghy Dock, as well as other docks in the vicinity.

5.2 SECTION 1.2.1- TIDAL AND COASTAL POND WATERS

The proposed project is consistent with the CRMP's polices for Type 2 – Low Intensity Use waters, contained in Section 1.2.1(C)(2):

(a) The proposed project provides for low intensity use by small boats. The proposed dock will not detract from scenic value, water quality, or natural habitat value of the area. The scenic value of Newport Harbor stems in part from its use by recreational vessels. Stone Pier has a long history of recreational boating, as it was the dock area for the original America's Cup Regatta after WWII, and finger docks existed at the pier until being destroyed by hurricanes.

(b) The proposed dock is limited to use by vessels less than 12 foot in length and is therefore not subject to the prohibition on expansion of marinas by greater than 25%.

(c) The proposed project is consistent with the Council's intent to allow for continued viability of preexisting marina operations. A MPL is not proposed for the proposed Dinghy Dock, consistent with the Assent for the existing Dinghy Dock. However, if an MPL was established for the existing dock it would extend no more than 10-ft from the existing structure with no opportunity for utilizing a more efficient configurations of the existing dock to increase capacity.

(d) The proposed project is not classified as a residential boating facilities, public launching ramps, or structural shoreline protection facilities. However, the proposed dock functions similarly to a public launching ramp, allowing for public access to Newport's waters. The proposed dock will not result in significant adverse impacts to coastal resources, water dependent uses, or public use and enjoyment.

(e) The proposed project will not result in impacts to the scenic quality of the area. The proposed dock is designed to be similar visually to the existing dock. The project is located in waters heavily dominated by recreational boating uses in the summer months, with the Ida Lewis Yacht Club and the City of Newport mooring field visible from King Park and the Stone Pier. During the off season, only the timber piles will be visible, which are consistent with the scenic view of the surrounding area.

(f) Not applicable - no new or enlarged discharges are proposed.

(g) The project is proposed contiguous to a public park; rather than significantly interfering with the public use and enjoyment of the facility, it will enhance the public use by meeting the demand for berthing at the Stone Pier.

5.3 SECTION 1.2.3 - AREAS OF HISTORIC AND ARCHAEOLGICAL SIGNIFICANCE

The proposed project is consistent with the CRMP's polices for Areas of Historic and Archaeological Significance, contained in Section 1.2.3(A):

1. The Council's goal is to, where possible, preserve and protect significant historic and archaeological properties in the coastal zone.

   The RIHPHC has determined that the project will have no adverse effect on historic properties (see Appendix E).

2. Preservation of significant historic and archaeological properties is a high priority use of the coastal region. Activities which damage or destroy important properties shall be considered a low priority.

   The RIHPHC has determined that the project will have no adverse effect on historic properties (see Appendix E).

3. The Council shall require modification of, or shall prohibit proposed actions subject to its jurisdiction where it finds a reasonable probability of adverse impacts on properties listed in the National Register of Historic Places. Adverse impacts are those which can reasonably be expected to diminish or destroy those qualities of the property which make it eligible for the National Register of Historic Places. The Council shall solicit the recommendations of the RI Historical Preservation and Heritage Commission regarding impacts on such properties.

   The project is located within the Ocean Drive National Historic Landmark District, which is listed in the National Register of Historic Places and a National Historic Landmark. The RIHPHC has reviewed the project and determined it will have no adverse effect on historic properties (See Appendix E).

4. Not applicable - project is located in area listed in the National Register of Historic Places.

5. Not applicable - structural shoreline protection facilities are not proposed, and project is not located in Type 1 Waters.

5.4 SECTION 1.3.1 (D) RECREATIONAL BOATING FACILITIES

The proposed Dinghy Dock meets all the applicable requirements for Recreational Boating Facilities, as discussed below.

§1.3.1(D)(1) POLICIES

The proposed dock is consistent with the applicable CRMC policies for recreational boating facilities:

(a) It is understood that properly permitted recreational boating facilities are one of the uses consistent with the public trust.

(b) No text in RICRMP.

(c) It is understood that the Unites States Coast Guard has primary authority over navigational aids and marine boating safety.

(d) Not applicable - project does not involve implementation of a Harbor Management Plan.

(e) Not applicable – project does not involve any form of cooperative ownership.

(f) Not applicable – project does not involve repair or reconstruction of residential structures.

(g) Not applicable - project does not involve a modification to an existing residential or limited recreational boating facility.

(h) Not applicable – project does not involve a catastrophic storm or Emergency Assent.

(i) Not applicable – project does not involve an outhaul.

(j) Not applicable – project does not involve a pre-existing recreational boating facility.

§1.3.1(D)(2) MARINA POLICIES

Although the proposed Dinghy Dock is not considered a marina under the CRMP, the proposed recreational boating facility meets the CRMC's marina polices as follows:

(a) The existing dock is used at full capacity, with no way to use space more efficiently through dry stack storage or innovative slip or mooring configurations. The new dock will meet the increased demands for moorage.

(b) A Request for Preliminary Determination, including an alternatives analysis, was submitted to the Council on April 26, 2022.

(c) The existing Dinghy Dock does not have an established Marina Permitter Limit (MPL). If one were established, it would extend no further than 10-ft out from the existing dock, and therefore there are no opportunities for expansion by using more efficient configurations.

(d) This application will serve as the required USACE Pre-Construction Notification, and will be forwarded to the USACE to obtain coverage under General Permit 4. Pile-Supported Structures & Floats, Including Boat Lifts/Hoists and Other Miscellaneous Structures and Work, and the project would be covered under WQC No. 22-011. In addition, installation of pilings is not considered dredge or fill unless it has the effect of fill material, which is not the case for the proposed project.

(e) It is understood that the proposed dock is a use of Rhode Island's public trust resources. The proposed dock is intended to benefit the public by providing improved access for recreational use of tidal waters.

(f) Not applicable – project is not a significant marina expansion.

(g) Due to the nature of the proposed project, boat sizes are inherently limited to the size of a dinghy, less than approximately 12 feet. However, the dinghies that utilize the existing Dinghy Dock serve a variety of larger vessels, and the City's recent change to the definition of dinghy now allows residents of Newport who do not own a larger boat to use the dock for accessing Newport Harbor. Launching of smaller boats, such as kayaks and canoes, is easily accomplished from the existing dock and nearby small beach at the end of the pier, and larger boats can be launched from the nearby boat ramp. In addition, the new dock would reduce the distance required to carry small boats for launching from the Stone Pier as it is closer to land than the existing Dinghy Dock.

(h) The proposed structure will be owned by the City and accessed via a public pier from the city-owned King Park. No specific public access plan has been developed as the proposed dock and its access is specifically for public use. The AILT holds a conservation easement on King Park which preserves the park, including the Stone Pier, for the public in perpetuity.

1.3.1(D)(4) PREREQUISITES

The proposed dock meets the recreational boating facility prerequisite as follows:

(a) The proposed dock is located approximately 975 feet from the eastern property line extension of Plat 42 Lot 7; in addition, the parcel located to the east of Plat 42 Lot 7, Plat 39 Lot 9, is part of King Park and is also owned by the City. The parcel located to the west of Plat 42 Lot 7, the Ida Lewis Yacht Club (Plat 42 Lot 11) extends generally perpendicularly to King Park. The proposed dock is located approximately 475 feet from this parcel, as shown on Figure 7 below.

Figure 7: Property line extensions of City of Newport Plat 42 Lot 7 (Source: newportri.mapgeo.io)

1.3.1(D)(5) MARINA PREREQUISITES

The proposed dock satisfies the prerequisites for marinas in Section 1.3.1(D)(5) as follows:

(a) A Request for Preliminary Determination for the proposed project was previously submitted to the CRMC (File No. D202204-111). The CRMC issued a Report of Findings – Preliminary Determination for the project, a copy is contained in Appendix A.

(b) It is understood that alternative layouts may be required if the Council determines that the proposed layout does not utilize the public trust in accordance with Section 1.3.1(D)(5).

(c) The Request for Preliminary Determination assessed the impacts of all environmental site conditions and the below planning/design requirements:

(1) Due to the nature of the proposed project, there is no opportunity to provide dry storage, however, the City of Newport maintains dry storage in the form of a dinghy rack located at the shore end of the Stone Pier, providing dry storage in close proximity to the proposed dock.

(2) A Pre-Construction Notification will be submitted to the United States Army Corps of Engineers (USACE) for coverage under General Permit 4. The proposed dinghy dock does not meet the RIDEM definition of a marina requiring a Water Quality Certificate (WQC) or involve fill.

(3) Not applicable – a commercial mooring is not proposed.

(4) The proposed dock has been designed by a professional engineer. When design is complete, the required map and stamps will be submitted to the Council.

1.3.1(D)(7) PROHIBITIONS

The proposed dock does not involve any work prohibited by Section 1.3.1, as described below.

(a) The project does not involve a new marina in either Type 1 or Type 2 Waters.

(b) The project does not involve work in Type 1 Waters.

(c) The project does not involve a residential or limited recreational boating facility. Commercial fishing vessels will not be permitted to utilize the new dock; only vessels under 12 foot in size, with a permit issued by the City of Newport, are permitted to use the dock.

(d) No structures in addition to piles/pile cap/stringer/deck/handrail will be built on the proposed dock.

(e) It is understood that Rhode Island is a No Discharge State. The proposed dock will be utilized by small tenders which are unlikely to contain heads/marine sanitation devices (MSDs). The City operates a pumpout facility at the Maritime Center/Ann Street Pier approximately 3,000 feet northeast of the proposed Dinghy Dock.

(f) The project does not involve a launching ramp.

(g) The project does not involve a residential or limited recreational boating facility.

(h) The project does not involve a residential or limited recreational boating facility.

(i) The project does not involve a residential dock shared by owners of waterfront property.

(j) The project does not involve a marine railway system.

(k) The project does not involve residential or limited recreational boating facilities.

(l) The project does not involve a crib located within coastal wetlands.

1.3.1(D)(8) - STANDARDS

The proposed project meets the requirements for all Recreational Boating Facility standards; below is a description of how standards are met.

(a) All new or significantly expanded recreational boating facilities shall be located on site plans that clearly show the Mean Low Water (MLW) and Mean High Water Elevation (MHW) contours. The MLW shall be determined utilizing the "Short Term Tide Measurement" method. The Executive Director shall have the discretion to require a more accurate method of MLW determination when utilizing the Short Term Tide Measurement method will not provide accurate results. Guidance for the Short Term Tide Measurement is available from the CRMC.

Tide levels were determined using National Oceanic and Atmospheric Administration (NOAA) published benchmark sheets for Newport, Narraganset Bay, RI. The drawings provided (Volume II MLW and MHW elevations determined utilizing the "Short Term Tide Measurement" method will be shown on final plans.

(b) The proposed Dinghy Dock has been designed by a registered professional engineer licensed in the state of Rhode Island. The final design will be stamped by the design engineer and submitted to the Council.

(c) All structural elements have been designed in accordance with the American Society of Engineer's (ASCE) 7-16 Minimum Design Loads for Buildings and Other Structures (2016). The project has also been designed in accordance with the Rhode Island Building Code (2021), ICC 2018 International Building Code, NDS 2018 Design Specification for Wood Construction, and the American Concrete Institute (ACI) Building Code Requirements for Structural Concrete (2014). See "Waterfront Design Code" on Sheet 1 in Volume II.

(d) The proposed dock will comply with the policies and prohibitions of 1.3.1(R). No SAV is located in the vicinity of the proposed dock. A SAV survey was performed in accordance with the requirements of the CRMP in July of 2019, and determined that no SAV was present in the vicinity of the project. Per guidance of CRMC staff, this survey will be acceptable for meeting

the three year standard in section 1.3.1(R)(c) if this Request for Assent is submitted before December 31, 2022.

1.3.1(D)(9) MARINA STANDARDS

Per the CRMC Report of Findings on the Request for Preliminary Determination, the marina standards shall be used as a guide for developing the project. The proposed dock is not considered a marina under the CRMP however meets all applicable standards and justifications are provided for standards which are not applicable.

(a) *All new or significantly expanded marina designs shall be in accordance with Table 8 in § 1.3.1(D) of this Part (Minimum Design Criteria), but in no case shall any structural member be designed to withstand less than one hundred (100) year storm frequency, including breaking wave conditions in accordance with ASCE 7 (Minimum Design Loads For Buildings and Other Structures, 2016) and FEMA Manual 55 (Coastal Construction Manual, 2011) incorporated by reference, not including any further editions or amendments thereof and only to the extent that the provisions therein are not inconsistent with these regulations. All design elements including the bathymetry shall be stamped by a Rhode Island registered Rhode Island Professional Engineer. Any reconstruction of an existing marina destroyed by a catastrophic event shall have the piles and float restraint systems designed to meet the one hundred (100) year storm frequency, while other elements shall meet the requirements for a fifty (50) year storm at a minimum.*

The proposed dock has been designed with 18 greenheart timber piles in order to withstand the forces from a 100-year storm. The proposed design meets all applicable elements of CRMC Table 8 Minimum Design Criteria, as shown in Table 1 below. The pile design evaluation confirmed that a 10-ft embedment length will provide adequate capacity therefore the residential pile embedment minimum depth criteria has been met. Similar to the permit drawings herein, once the final design is complete, the contract documents will be stamped by a Rhode Island Professional Engineer.

Table 1: Project Compliance with CRMC Table 8 Design Criteria

Element	CRMC Criteria	Proposed
Min. pile tip diameter	10”	14”
Min. pile butt diameter	12”	14”
Marina minimum pile embedment	15’	N/A - residential criteria proposed
Residential minimum pile embedment	10’	10’
Minimum marina deck and float load	60 psf LL 500 lb concentrated	N/A – residential criteria proposed
Residential deck load	40 PSF LL 500 LB concentrate	40 PSF LL 500 LB concentrated

Element	CRMC Criteria	Proposed
Min float freeboard *including LL and DL	12”	24”
Design wind loads	Wind gust base on 50 year return & natural period of 60 seconds	100 year
Wave conditions (min)	All fixed and floating structure shall be designed for a 3’ minimum	4.0’
Min pile cut off	V zone elevation + flat freeboard +1’	El. 16’ NAVD88 (exceeds criteria)
Min/max float freeboard	8”/30”	24”
Max. fetch for residential docks	4 miles	N/A
Minimum stringer/Joist	3”X10”	N/A
Minimum through bold hardware diameter – hot dipped galvanized	¾”	N/A
Minimum cross bracing	3”X10”	N/A
Minimum lag bolt diameter	½”	1”
Minimum water depth at the terminus of recreational boating facilities	18” MLW	18” MLW
Required datum	MLW	MLW (El -1.9’ NAVD88)

(b) *New marinas or any significant expansion of an existing marina shall first submit a Preliminary Determination request. The executive director may waive this requirement for limited marinas when there is minimal expected impact to the resources and no known use conflicts.*

(1) In order to minimize the impact of the significant expansion within tidal waters, the preferred mode of expansion shall be dry-stack marina, on the applicant’s property or in areas controlled by the applicant, when consistent with local ordinances.

(2) As part of the requirements under § 1.3.1(A) of this Part (Category B Requirements), the applicant shall state the basis for the number of wet slips requested.

A Request for Preliminary Determination request was submitted to CRMC on April 26, 2022. Neither dry stack storage nor wet slips are proposed. The proposed dock will only be used for transient use during the day, with overnight use prohibited.

(c) I*n evaluating the facility proposal, the applicant must demonstrate that:*

(1) Potential impacts have been or can be avoided to the maximum extent practicable when considering existing technology, infrastructure, logistics, and costs in light of approved project purposes; and

(2) Impacts have been or can be minimized to an extent practicable and appropriate to the scope and degree of those environmental impacts; and

(3) Any unavoidable impacts to aquatic and terrestrial resources have been or will be mitigated to an extent that is practicable and appropriate.

Impacts have been minimized to the extent practicable, with impacts limited to installation of timber piles. Pilings will be drilled into rock without use of supporting batters to minimize impact. No unavoidable impacts requiring mitigation are proposed.

(d) *The density of in-water vessels shall be greater than thirty (30) vessels per acre (except in destination harbors) within the MPL. If vessel density is less than the limit, reduction of the MPL will be required.*

Although a MPL is not proposed for this recreational structure, an MPL extending 10-ft around the proposed dock and gangway would result in an area of approximately 5,500 SF used for 25 dinghies, an approximate density of 200 dinghies/acre.

(e) *Dockage for dry stack vessel loading and temporary storage shall be excluded from the marina density calculations, provided only dry stack vessels and vessels awaiting pump out utilize the area. There shall be no permanent or transient use of the docks used for dry stack vessels or pumpouts*.

No dry stack vessel loading, temporary storage, or pumpouts proposed or used in the density calculation.

(f) *Marina layout and geometry shall utilize existing bathymetry to the greatest extent possible. The layout shall provide for similar size vessels located such that fairway widths can be minimized in areas of smaller vessels. Fairways shall be a minimum of 1.5-times the length of the average vessel length utilizing the fairway.*

Existing bathymetry will be used, no fill or dredge that would change existing bathymetry is proposed. The layout provides for use only by similar sized dinghies, less than 12-ft in size. No fairways are proposed.

(g) *The maximum length of any contiguous dock, both fixed and floating shall be one thousand (1,000) feet for all new or expanded marinas*.

The maximum length of dock proposed is 136 feet.

(h) *Sufficient sanitary facilities shall be provided to service the patrons of the marina, in accordance with Table 7 of § 1.3.1(D) of this Part (Minimum Required Sanitary Facilities). The maximum distance from sanitary facilities for any slip shall be within a one thousand (1,000) foot radius from the facilities. This may require more than one sanitary facility location. Portable toilets may be considered sufficient for limited marinas*

No sanitary facilities are proposed to be constructed as part of this project. Under Table 7, for 5-25 vessels, two toilets, a urinal, and a pump out location are required. As the proposed dock is not a full-service marina or limited marina, this requirement is not applicable to the proposed project. However, public restrooms are available in King Park, approximately 1200 feet from the proposed dock.

(i) *Marinas with more than two hundred (200) vessels with an average length in excess of thirty-eight (38) feet may be eligible for a reduction in the minimum number of facilities at the discretion of the executive director with an acceptable pump out plan.*

Not applicable – capacity of new and existing dinghy docks is 50 vessels and no pump out plan is proposed.

(j) *Marina owners shall submit documentation of compliance with the State of Rhode Island's requirements of National Fire Protection Association (NFPA) 303 Standard for Marinas and Boatyards from the local or State Fire Official, where appropriate.*

Not applicable - the proposed structure does not meet the NFPA definition of a marina (A facility, generally on the waterfront, that stores and services boats in berths, on mornings, and in dry storage or dry stack storage) or boatyard (A facility used for construction, repairing, servicing, hauling from the water, storing (on land and in water), and launching of boats).

(k) *All electrical installations shall be designed and installed in accordance with the requirements of the NFPA, State building and electrical code. The operations & maintenance plan shall certify that all applicable codes have been met.*

Not applicable - no electrical installations proposed.

(l) *Sufficient parking shall be provided for the patrons of the marina. A standard of three hundred (300) square feet is required for each parking space; the minimum requirements for the total number of parking spaces provided is one (1) space for each one and one half (1.5) vessel. If parking for dry stack vessels is in the rack space, no additional parking is required. On grade Parking for dry stack shall be at one space for five (5) vessels. Parking for new or expanded marinas in destination harbors shall be one (1) space for every twenty-five (25) vessels of new or expanded slips.*

The City requests that this standard be considered not applicable. Under the standard, 17 parking spaces would be required. However, the vast majority of users of the proposed facility will access it via dingy from moorings located in Newport Harbor. In addition, public parking is available at King Park, over 100 standard sized angled parking spots are located off of Wellington Avenue in the vicinity of the pier.

(m) *A Council Assent for a marina permits the marina operator to undertake minor repairs and alterations of approved facilities without further review, where such repairs or activities will not alter the assented design, capacity, purpose or use of the marina. For the purposes of this section, the assented design, capacity, purpose or use of the marina shall be those characteristics associated with the physical configuration or construction, numbers and sizes of vessels accommodated at in-water facilities, and nature of operation as defined in the original Council Assent, respectively. Minor repairs and alterations to in-water facilities shall include repair or replacement of dock decking or planks, replacing pilings, extensions of slips and/or finger piers within the perimeter and capacity of the marina as defined within the original Assent, or as established in § 1.3.1(D)(9)(o) of this Part, and other activities of a similar and non-substantial nature. Minor repairs and alterations to upland facilities may take place upon Council approval of an operations and maintenance plan as identified below in § 1.3.1(D)(9)(q) of this Part and shall include grading of parking and launch ramp areas, grouting of seawalls, plumbing and electrical work, maintenance of sidewalks, fences and walkways, flagpole installations, landscaping, signage and other activities of a similar and non-substantial nature. Minor repairs and alterations shall not be construed to include maintenance dredging, alterations, repairs or expansion of shoreline protection facilities, bulkheads, or breakwaters or other activities subject to review under other relevant sections of this program. All minor repairs and alterations shall take place within the assented design of the marina, or marina perimeter as defined in the original Council Assent or as established in accordance with § 1.3.1(D)(9)(o) of this Part. Any repair or replacement of floats for existing marinas shall meet current float design standards.*

It is understood that the City of Newport may undertake minor repairs and alterations of approved facilities without further review if the repairs/alterations do not alter the assented design, capacity, purpose, or use of the facility. The City will not undertake any repairs or alterations that do not meet this standard without Council approval.

(n) *In those instances where the minor repair or alteration would require the use of heavy machinery (such as a pile driver or grader), the Council shall be notified in writing at least ten (10) working days prior to undertaking the work. Notice of repair activities requiring the use of heavy machinery shall include the following: (1). A statement that the notice is given pursuant to § 1.3.1(D)(9)(n) of this Part; (2). A description of the proposed repair or alteration to be performed including a statement as to the size and type of materials to be used; (3).A copy of the original Council Assent or Division of Harbors and Rivers permit under which the proposed repair or alteration is to be performed;(4). A copy of the site plan from the original Council Assent showing the location of the proposed repair or alteration; (5). The name of the person on-site responsible for supervising the proposed repair or alteration; and (6).The anticipated dates on which the proposed repair or alteration shall commence and be completed.*

Should minor repairs or alterations requiring heavy machinery be necessary, the City will notify the Council in writing at least 10 days prior to the work; notice will include all required elements.

(o) *All marinas and/or mooring areas shall have a defined perimeter for in-water facilities, which shall describe and limit that area in which the repair or alteration activities described in §§ 1.3.1(D)(9)(m), 1.3.1(D)(9)(n) and 1.3.1(D)(9)(p) of this Part may take place. Operators of marinas may apply to the Council for definition and establishment of this perimeter at any time. Perimeters shall be defined on the basis of in-water facilities in place as of September 30, 1971, or subsequently assented structures. All new or modified Marina Perimeter Limit lines shall be a maximum of ten (10) feet outside of the marina structures. The MPL shall be designated on all plans with the corners designated by their State Plane Coordinates.*

The City is not proposing a defined perimeter limit as a MPL was not required or established for the existing Dinghy Dock. Should an MPL be required, it will be shown on the final plans and will not extend more than 10 feet outside of the structure.

(p) *It is permissible to have vessels berthed at a facility outside of the Marina Perimeter Limit if, in the opinion of the executive director, there are no conflicts with other users, or impacts to resources, or conflicts with the DEM Shellfish Program. All vessels shall be berthed parallel to piers and docks if outside of the MPL. Mediterranean style mooring (vessel perpendicular to the dock at the stern beyond the MPL) may be permissible in destination harbors if the executive director determines that there are no adverse impacts to existing navigation, fishing, commerce or recreational uses.*

Not applicable – no MPL established. Should an MPL be established, the City requests permission for mooring perpendicular to the dock, with larger vessels approaching the 12-ft maximum partially extending beyond the MPL while docked in order to maximize capacity of the dock. This method of berthing is used at the existing Dinghy Dock with no adverse impacts to navigation, fishing, commerce, or recreational use.

(q) *Proposals for the alteration or reconfiguration of in-water facilities such as piers and/or mooring areas shall be reviewed in the following manner: (1) Alterations to the layout or configuration of in-water facilities within a previously approved MPL which do not increase the number of boats accommodated shall obtain a Certification of Maintenance in accordance with the requirements of § 1.3.1(N) of this Part; (2) Alterations which propose to increase the number of boats that may be accommodated at the in-water facilities of the marina within twenty-five percent (25%) of the capacity of the marina as defined in the original Council Assent, and do not propose to extend the facility beyond the defined perimeters (established pursuant to the original Council Assent or § 1.3.1(D)(9)(o) of this Part shall be reviewed as Category A applications. The Council's review shall establish that the alterations and/or expansion meet the twenty-five percent (25%) standard, and that the Council's standards for parking and sanitary facilities are met. If the twenty-five percent (25%) increase changes the marina type, the expansion shall be treated as a Category B*

application and all standards for the new marina designation shall apply; and (3) Alterations which propose to increase the numbers of vessels accommodated at the in-water facilities beyond 25% of the capacity as defined in the original Council Assent, and/or extend the facility beyond the defined perimeters, or alter the purpose of the facility shall be reviewed as a Category B application. The executive director may allow a onetime expansion of the MPL for limited marinas in Type 2 waters up to twenty-five percent (25%) of the assented/original boat capacity. (4) Alterations to marinas in Type 2 waters shall have all inwater vessels and dry stack vessels count towards the twenty-five percent (25%) increase in vessel/boat capacity.

Not applicable - project does not involve alteration or reconfiguration of in-water facilities.

(r) *New marinas and significantly expanded existing marinas must submit a draft operations & maintenance plan with their marina permit application. Existing marinas must submit the plan within one (1) year of the effective date of this regulation. Whenever the marina ownership or leasehold changes, the O&M plan must be revised and resubmitted for approval. Plan approvals are valid for three (3) years without any change in ownership, expansion or major infrastructure work.*

Not applicable - none of the operations covered by the Council's "Developing an Operations and Maintenance Plan" will be performed at the site. There will be no hull maintenance area with storm water runoff, fueling stations, solid wasted generation from boat maintenance, fish waste, storage of liquid material, use by boats with inboard engines requiring petroleum control, in-water boat cleaning, sewage pump out facilities or dump stations.

(s) *All O&M plans shall include the information outlined in the guidance document "Marina Operations and Maintenance Plans" by the CRMC.*

Not applicable - see response to (r) above.

(t) Not applicable - facility does not have and will not pursue "Clean Marina" certification.

(u) Not applicable - facility does not include any mooring areas.

(v) Not applicable - facility will not be used by boats with marine toilets requiring pumpout.

(x) Not applicable - no marine pumpout facilities or pumpout stations proposed.

(y) *All new marina facilities shall meet the setback policies and standards contained in municipal harbor management plans and/or harbor ordinances approved by the Council. However, in all cases marina facilities shall be setback at least fifty (50) feet from approved mooring fields and*

three times the authorized project depth from federal navigation projects (e.g. navigation channels and anchorage areas).

There are no applicable setback requirements for the facility in the City's Harbor Management Plan. Several mooring areas are located in the vicinity of the proposed dock, as shown in Figure 8. The proposed Dinghy Dock will be located approximately 120 feet from the nearest mooring area (Spindle). The proposed dock is located over three times the approved project depth from Newport Harbor Federal Navigation Project (see Figure 9). The dock will be located approximately 275 feet from the Spindle Anchorage (13 feet deep, required setback of 39 feet) and over 800 feet to the Anchorage southeast of Goat Island Channel (18 feet deep, required setback of 54 feet).

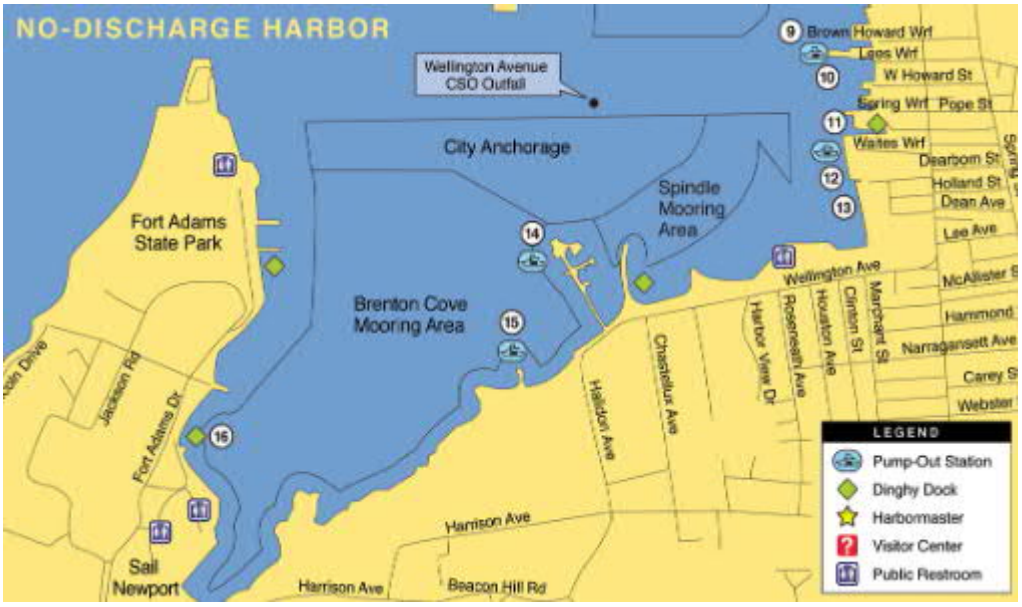


Figure 8: Mooring Areas (Source: City of Newport).

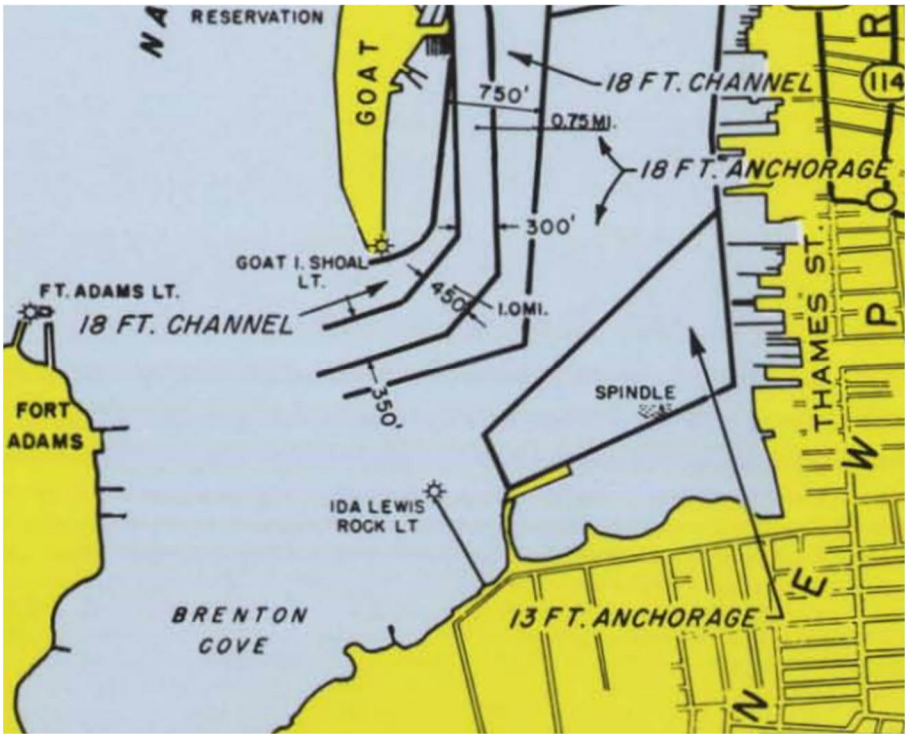


Figure 9: Newport Harbor Federal Navigation Project (Source: US Army Corps of Engineers)

(z) *All new or replacement floats shall utilize floatation that was specifically fabricated for marine use and warranted by its manufacturer for such use. Foam billets or foam bead shall not be utilized unless it is completely encapsulated within impact resistant plastic. All existing installations of non-encapsulated floatation shall be replaced at a rate of ten percent (10%) per year (minimum) during normal maintenance. This shall be detailed in the O&M plan. The start of mandatory replacement shall begin in October 2011.*

New floats for the proposed project will be specially fabricated for the marine environment and require a warranty by the manufacturer. Float type will be foam completely encapsulated with impact resistant plastic. An O&M plan not required for this application.

(aa) *All new marinas (including expansions) and water dependent facilities shall be designed in accordance with the latest Accessible Boating Facilities Guidelines by the United States Access Board promulgated under 36 C.F.R. Part 1191. The number of fully accessible slips shall be in accordance with the latest version of the guidelines, but in no case shall be less than 2% of the facility. Limited Marinas are not required to meet the accessibility guidelines, but are encouraged to do so.*

The proposed gangway has been designed in accordance with the latest Accessible Boating Facilities Guidelines. Although the dock will have not designated slips, as the entire dock will be clear of any permanent structures that would limit access.

(bb) *The executive director, in his discretion, shall have the authority to determine which of the above standards shall be applied to Limited Marinas*.

The proposed dock more closely resembles a limited marina than a standard marina; the City of Newport has designed the project in accordance with all applicable standards to the extent practicable.

6 CONCLUSION

The proposed project is consistent with the Council's intent to allow for continued maintenance and viability of preexisting operations located in Type 2 waters. Due to the nature of the proposed project as a dock for use by small craft available to the public, the expansion does not result in any of the impacts associated with a major expansion of a full-scale marina facility. The project has a compelling public purpose and is consistent with the Council's goals for Type 2 waters.

APPENDIX A

CRMC Report of Findings

State of Rhode Island
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

RHODE ISLAND COASTAL RESOURCES MANAGEMENT COUNCIL
REPORT OF FINDINGS -- PRELIMINARY DETERMINATION

STATEMENT OF LIMITATIONS

The contents of this staff determination report shall be valid only for the period on and preceding the date of this report. This report is neither an approval nor denial of the subject proposal. It is an evaluation of CRMC regulations in effect as of 08/10/2022 as they pertain to the below stated proposal, including preliminary staff recommendations.

Modifications to the below stated proposal may, upon the discretion of the CRMC, render this determination null and void.

APPLICANT INFORMATION

NAME: **City of Newport** **CRMC FILE NO.** D2022-04-111
LOCATION/POLE: Wellington Avenue
CITY/TOWN: Newport **PLAT:** 42 **LOT:** 7

CONTACT PERSON(S) & ADDRESS:

City of Newport
43 Broadway
Newport, RI 02840

Also send to:

Samantha Hogan
166 Valley St, Bldg 5
Providence, RI 02903

PRELIMINARY REVIEW INFORMATION

PROPOSAL: A new dinghy float dock comprised of six (6) 24' long by 16' wide sections (136' overall length) connected to Stone Pier by gangway compliant with Americans with Disabilities Act (ADA) adjacent (southeast) to existing dinghy dock at King Park.

PLAN(S) REVIEWED:

"Existing Conditions King Park Dinghy Dock Expansion…" by WSP USA Inc. sheet 1 of 3, dated April 1, 2022

"Alternative 1 – Independent Floating Dock…" by WSP USA Inc. sheet 2 of 3, dated April 1, 2022

"Alternative 2 – Extended Floating Dock…" by WSP USA Inc. sheet 3 of 3, dated April 1, 2022

INVESTIGATOR: A. Sawaia & R. Lucia **DATE** 6/2/2022 **TIME** 12PM

NAME: **City of Newport**
CRMC FILE NUMBER: **D2022-04-111**

MEASUREMENTS & OBSERVATIONS: Confirmed existing conditions and proposed project area

PREVIOUS CRMC ACTIONS FOR SITE: 98-4-83, 2002-12-063, & 2013-01-046 (Maintenance of existing dinghy dock)

Preliminary Buffer and Setback Requirements:

SETBACK (ref. Section 1.1.7 Red Book) N/A
BUFFER (ref. Section 1.1.9 Red Book) N/A

Note: **Setbacks** apply to "construction related activities" including filling, removing, and grading (ref: Section 1.3.1(B) Red Book). The coastal program requires a minimum setback of either 50', or the buffer zone width plus 25' (whichever is greater). Work within this minimum setback will require a variance per Section 1.1.5 of the Red Book. All variances must be requested in writing. No construction or construction related work shall occur within the required setback (exemptions include structural shoreline protection, outfalls and water dependant uses). Work within the required setback may require a Category "B" review (public notice and decision by the full coastal council) and would likely result in adverse CRMC staff recommendations to the Coastal Council during the review process.

Buffer zones are areas that must be retained in, or allowed to revert to, "an undisturbed natural condition." All structures (excluding accessory structures) should be setback a minimum of 25' from the buffer zone to allow for access, fire protection and maintenance without infringement into the buffer.

If applicable, the plan must show "area of land within 50 feet" in accordance with Rule 5.04 of The Rules and Regulations Governing the Protection and Management of Freshwater Wetlands in the Vicinity of the Coast (the Rules), and label this area as a "buffer zone" in accordance with Rule 5.14. In addition, no activities (such as: drainage, grading, filling, etc.) may affect the freshwater wetland or the buffer zone. Where such alterations occur, or are proposed, an application shall be submitted in accordance with CRMC's Freshwater Wetland Rules.

Coastal Hazard: In accordance with Section 1.1.10, the applicant is encouraged to utilize CRMC's "STORMTOOLS" mapping feature to better understand the impact of current and future Sea Level Rise and Storms on the subject property. Also, in accordance with Section 1.1.6(I), the applicant is required to complete a "Coastal Hazards Worksheet" to further understand the impact of climate change on a proposal (http://www.crmc.ri.gov/coastalhazardapp.html). While the RICRMP does not yet require structures to be designed for SLR scenarios, the applicant should consider SLR, Climate Change, and design life expectations in design planning.

Coastal feature verification shall be valid for one-year from the date of this Determination or until an erosion event (e.g., due to storm event, landslide, man-induced alteration, etc.) occurs that alters the coastal feature.

SUMMARY OF FINDINGS

CRMC JURISDICTION: YES
TYPE WATER: 2; Low intensity use

For the purpose of this review the coastal feature(s) shall be manmade stone "jetty", extending northerly approx. 500' perpendicular from shoreline adjacent to Wellington Ave.

Applicability of Red Book and SAM Plans (as amended):

Red Book Sections: 1.1.7, 1.1.8, 1.2.1(C), 1.2.3, 1.3.1(A), 1.3.1(D)

SAMP: N/A

NAME: **City of Newport**
CRMC FILE NUMBER: **D2022-04-111**

STAFF CONCERNS/COMMENTS/INFORMATION REQUIREMENTS:

1.) The existing facility was assented per File No. 98-4-83 based on acceptable demonstration of pre-existence. That dinghy dock facility was 1,064sf. Assent 2002-12-63 expanded the dinghy dock by 27% which added (3) 6'x16' floats (288sf) on the south side of the landing to the existing dingy dock. This Assent required a special exception and was approved as a Category B Assent. The most recent Assent was a Maintenance Assent 2013-01-046. This Assent further expanded the size of the docks on the south side of the landing from 6' wide to 16' wide to match the width of the floats to the north. The facility now totals approx. 2,090sf, approx. 97% increase from its original 1,064sf.

2.) The applicant's preferred alternative (site plans titled; "Alternative 1 – Independent Floating Dock…") proposes to construct a new dinghy float dock separate from the existing dinghy float dock with a separate ADA compliant 60' gangway. This second dinghy dock facility will consist of seven (7) 16'x24' floating docks (2,688sf) for additional public access. This applicant preferred alternative does not qualify as an extension or maintenance of the existing dinghy float dock. Therefore a new Assent (see below) application is required for this project. The other proposed alternative (site plan titled; "Alternative 2 – Extended Floating Dock…") is not preferred by the applicant and is considered an extension/modification of the existing dinghy dock.

3.) Professional Engineer stamped site plans showing the entire facility with relevant calculations are required when applying for Assent.

4.) Submerged Aquatic Vegetation Survey (SAV) provided is dated July 10, 2019 and is valid for 3 years. Based on the submitted information no SAV bed is present in the project area.

5.) The project area is mapped as Essential Fish Habitat (EFH) for both finfish and shellfish. The areas is also mapped as Habitat Area of Particular Concern (HAPC) for inshore 20m Juvenile Cod and Summer Flounder.

6.) Historical Preservation & Heritage Commission (HPHC) has issued a letter with concerns regarding this project and has requested additional information.

> "The pier is located within the Ocean Drive National Historic Landmark District, which is listed in the National Register of Historic Places and a National Historic Landmark. The City has put forth various options for renovations. Alternative 2 – new dock east of stone pier – is the City's preferred option. This would involve constructing a new floating dock with a ramp and concrete pad that will be built into the Stone Pier. In order to determine the effect of the proposed project on historic resources, the RIHPHC would need more information regarding how the concrete pad will be built into the pier and how the gangway will be tied in, as well as a description of any other necessary physical alterations to the pier."

Staff strongly recommends working with HPHC to alleviate their concerns before application for Assent is submitted.

NAME: **City of Newport**
CRMC FILE NUMBER: **D2022-04-111**

7.) Where the applicant chooses not to meet any of the applicable RICRMP standards, a written variance request must be submitted for each standard not met. The criteria for the consideration of a variance are provided in 650-RICR-20-00-1 Section 1.1.7. Each of the six criteria must be addressed in writing. Submitting a written variance request is required. It is advised that the written variance request is submitted at the time of application.

8.) As described in CRMC file 2002-12-063, the facility is considered a recreational "structure" and is prohibited per Table 1. This new expansion will also require a special exception to a prohibited activity. Please address special exception criteria as listed in 1.1.8 when submitting the application for Assent.

9.) With regards to the City of Newport request that the facility be considered a limited marina; limited marinas are also prohibited in Type 2 waters and would be subject to the RICRMP prohibitions (Reference 1.3.1.D.7(a)). While staff recognizes that the proposed structure is not a marina, the applicant should use the standards contained in 1.3.1(D) of the RICRMP as a guide in developing the project. Where they are applicable, the facility should conform to the standards, where they are not, the applicant should justify the reasons they are not.

10.) Please note that as previously stipulated in CRMC Assent 98-4-83; no overnight berthing of boats shall occur at the facility.

11.) This project will require a US Army Corp of Engineers (ACOE) approval. The CRMC will forward a copy of your application to ACOE for processing with the General Permit (GP) for the State of RI.

SIGNATURE: _____ STAFF BIOLOGIST

SIGNATURE: _____ STAFF ENGINEER

APPENDIX B

EFH Mapper Report

EFH Mapper Report

EFH Data Notice

Essential Fish Habitat (EFH) is defined by textual descriptions contained in the fishery management plans developed by the regional fishery management councils. In most cases mapping data can not fully represent the complexity of the habitats that make up EFH. This report should be used for general interest queries only and should not be interpreted as a definitive evaluation of EFH at this location. A location-specific evaluation of EFH for any official purposes must be performed by a regional expert. Please refer to the following links for the appropriate regional resources.

Greater Atlantic Regional Office
Atlantic Highly Migratory Species Management Division

Query Results

Degrees, Minutes, Seconds: Latitude = 41° 28' 38" N, Longitude = 72° 40' 35" W
Decimal Degrees: Latitude = 41.477, Longitude = -71.324

The query location intersects with spatial data representing EFH and/or HAPCs for the following species/management units.

***** W A R N I N G *****

Please note under "Life Stage(s) Found at Location" the category "ALL" indicates that all life stages of that species share the same map and are designated at the queried location.

EFH

Link	Data Caveats	Species/Management Unit	Lifestage(s) Found at Location	Management Council	FMP
		Winter Flounder	Eggs Juvenile Larvae/Adult	New England	Amendment 14 to the Northeast Multispecies FMP
		Little Skate	Juvenile Adult	New England	Amendment 2 to the Northeast Skate Complex FMP
		Atlantic Herring	Juvenile Adult Larvae	New England	Amendment 3 to the Atlantic Herring FMP
		Atlantic Cod	Larvae Adult Juvenile Eggs	New England	Amendment 14 to the Northeast Multispecies FMP
		Pollock	Juvenile	New England	Amendment 14 to the Northeast Multispecies FMP
		Red Hake	Adult Eggs/Larvae/Juvenile	New England	Amendment 14 to the Northeast Multispecies FMP

Link	Data Caveats	Species/Management Unit	Lifestage(s) Found at Location	Management Council	FMP
		Silver Hake	Eggs/Larvae Adult	New England	Amendment 14 to the Northeast Multispecies FMP
		Yellowtail Flounder	Adult Juvenile	New England	Amendment 14 to the Northeast Multispecies FMP
		Windowpane Flounder	Adult Larvae Eggs Juvenile	New England	Amendment 14 to the Northeast Multispecies FMP
		Winter Skate	Adult Juvenile	New England	Amendment 2 to the Northeast Skate Complex FMP
		Ocean Pout	Eggs Juvenile	New England	Amendment 14 to the Northeast Multispecies FMP
		Smoothhound Shark Complex (Atlantic Stock)	ALL	Secretarial	Amendment 10 to the 2006 Consolidated HMS FMP: EFH
		Sand Tiger Shark	Neonate/Juvenile	Secretarial	Amendment 10 to the 2006 Consolidated HMS FMP: EFH
		Scup	Larvae Eggs Juvenile Adult	Mid-Atlantic	Summer Flounder, Scup, Black Sea Bass
		Longfin Inshore Squid	Juvenile Adult Eggs	Mid-Atlantic	Atlantic Mackerel, Squid,& Butterfish Amendment 11
		Atlantic Mackerel	Eggs Larvae Juvenile Adult	Mid-Atlantic	Atlantic Mackerel, Squid,& Butterfish Amendment 11
		Bluefish	Adult Juvenile	Mid-Atlantic	Bluefish
		Atlantic Butterfish	Eggs Larvae Adult Juvenile	Mid-Atlantic	Atlantic Mackerel, Squid,& Butterfish Amendment 11
		Atlantic Surfclam	Adult	Mid-Atlantic	Surfclam and Ocean Quahog
		Summer Flounder	Larvae Juvenile Adult	Mid-Atlantic	Summer Flounder, Scup, Black Sea Bass
		Black Sea Bass	Juvenile Adult	Mid-Atlantic	Summer Flounder, Scup, Black Sea Bass

Salmon EFH

No Pacific Salmon Essential Fish Habitat (EFH) were identified at the report location.

HAPCs

Link	Data Caveats	HAPC Name	Management Council

Link	Data Caveats	HAPC Name	Management Council
		Inshore 20m Juvenile Cod	New England
		Summer Flounder	Mid-Atlantic

EFH Areas Protected from Fishing

No EFH Areas Protected from Fishing (EFHA) were identified at the report location.

Spatial data does not currently exist for all the managed species in this area. The following is a list of species or management units for which there is no spatial data.
****For links to all EFH text descriptions see the complete data inventory: open data inventory -->**

All spatial data is currently available for the Mid-Atlantic and New England councils,
Secretarial EFH,
Bigeye Sand Tiger Shark,
Bigeye Sixgill Shark,
Caribbean Sharpnose Shark,
Galapagos Shark,
Narrowtooth Shark,
Sevengill Shark,
Sixgill Shark,
Smooth Hammerhead Shark,
Smalltail Shark

APPENDIX C

Submerged Aquatic Vegetation Survey

Natural Resource Services, Inc.

Submerged Aquatic Vegetation Survey
Stone Pier
Off Wellington Avenue
Newport, Rhode Island

Prepared for:
Neil Hayes
Friends of Stone Pier
3 Vaughan Avenue
Newport, RI 02840

Report Prepared by:

Scott P. Rabideau, PWS

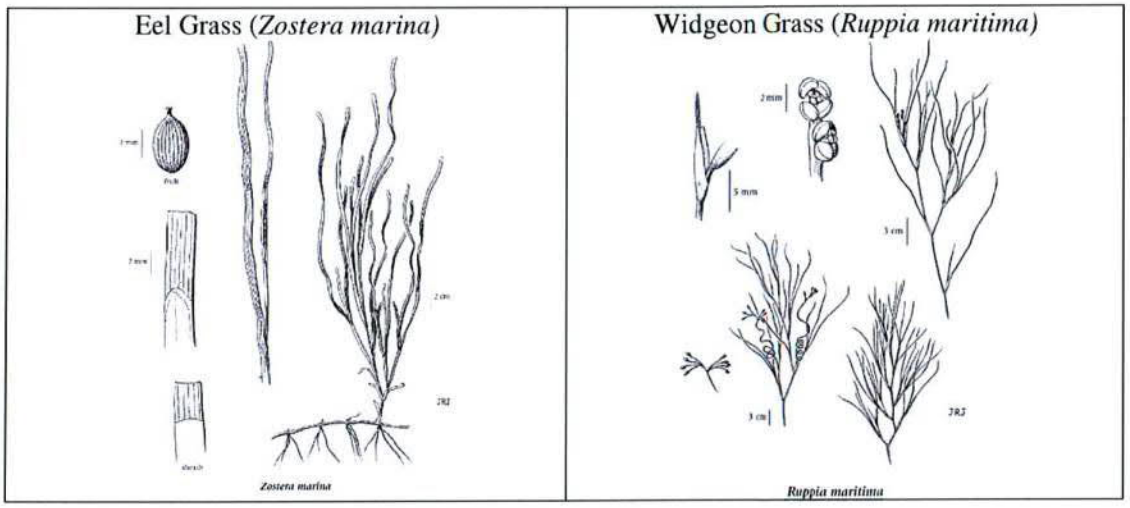
July 10, 2019

P.O. Box 311 Harrisville, RI 02830 401-568-7390 FAX 401-568-7490

Introduction

Natural Resource Services, Inc. (NRS) has completed a Submerged Aquatic Vegetation (SAV) study along the east side of the Stone Pier. This study was performed in accordance with the standards established within Section 1.3.1(R)(4) (a-e) of the RI Coastal Resources Management Program (CRMP). This report and the enclosed graphic and data tables can be used for any submission to the Coastal Resources Management Council (CRMC) requiring proof of an SAV study. An SAV study is valid for up to three (3) years pursuant to 1.3.1(R)(4)(c).

The primary purpose of this SAV study is to identify and map existing eelgrass (*Zostera marina*) and/or widgeon grass (*Ruppia maritima)* beds, substrate within the study area, mean height of eelgrass or widgeon grass shoots, and depth of water (at time of sampling) at each quadrat location. Eelgrass and widgeon grass are perennial, rooted, submerged, aquatic plants that occupies shallow, estuarine waters in sheltered bays and coves. The following illustration depicts eelgrass and widgeon grass.



SAV beds provide habitat and cover for various shellfish and fin fish species, while subsequently providing food for waterfowl species. Eelgrass and widgeon grass also play an important role in protecting the shorelines from sedimentation and erosion by stabilizing bottom sediments. It is for these functions and values that the CRMC requires a study of SAV habitats.

Methodology

The SAV Study was performed on July 9, 2019 by NRS staff biologist Carolyn Decker and Sabrina Charron, with all work occurring between 10:00 am – 1:30 p.m. in a portion of the Newport Harbor/Coddington Cove (Waterbody ID: RI0007030E-01E) classified as Type 2 Waters. Type 2 Waters are defined as low-intensity boating use and docks are permittable in these waters.

NRS has established forty-three (43) transects (A – QQ) to encompass the area along the east of the Stone Pier. The first transect, transect A, was established approximately 45 feet south of the northern terminus of Stone Pier at the point where the circular end of the pier meets the main body of the pier. The subsequent transects were spaced at ten foot (10') intervals leading southwards along the eastern edge of the pier.

The following images illustrate the survey area at Stone Pier:

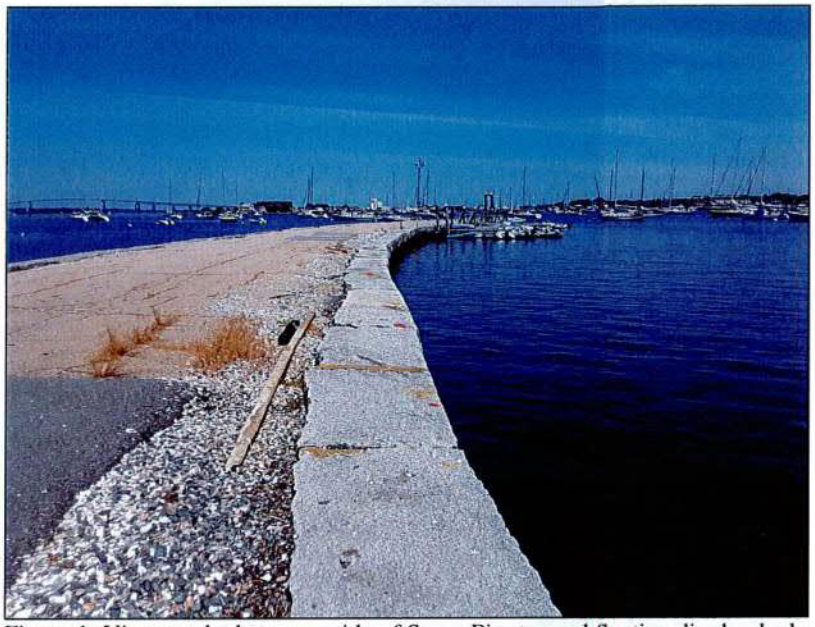


Figure 1: View north along east side of Stone Pier toward floating dinghy dock.

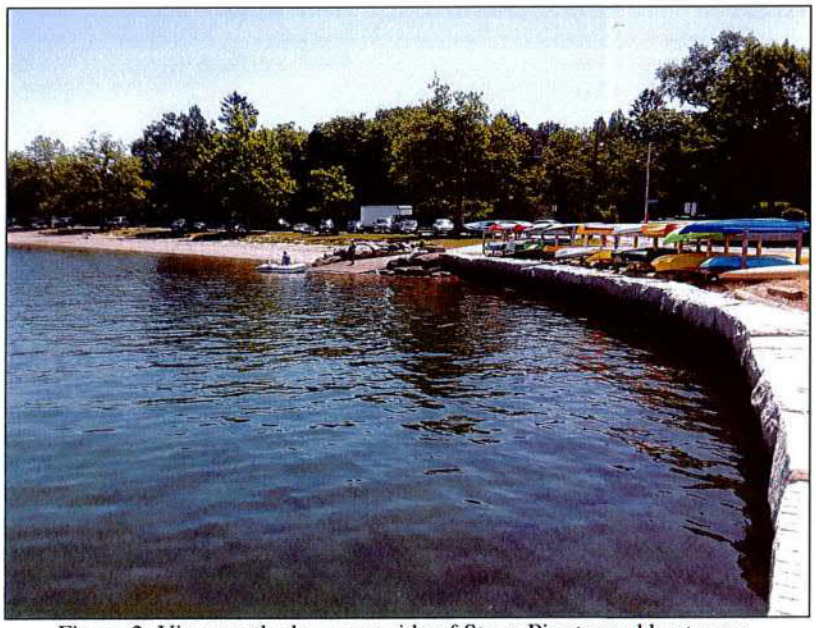


Figure 2: View south along east side of Stone Pier toward boat ramp.

The transects span an area from the north of the existing floating dinghy dock southwards to the concrete boat ramp east of the Stone Pier. All transects extend perpendicular to the eastern edge of the pier 100 feet eastward into the water. Along each transect, one meter square sampling stations (quadrats) were established every 10 feet. At each of the established sampling stations, the water depth, substrate characteristics, percent cover of *Zostera marina* or *Ruppia maritima*, and mean shoot height were recorded.

Low tide was recorded to be at 7:35 a.m. on July 9, 2019 (Newport, RI (#8452660). At the time of the survey, the water depth in the study area ranged approximately between 3.5 to 14 feet. The substrate consists primarily of mucky sand.

The locations of the transects were GPS located in the field using a handheld Trimble Geo7X unit. While this GPS data should not be considered a survey plan, it can be helpful for preliminary planning purposes.

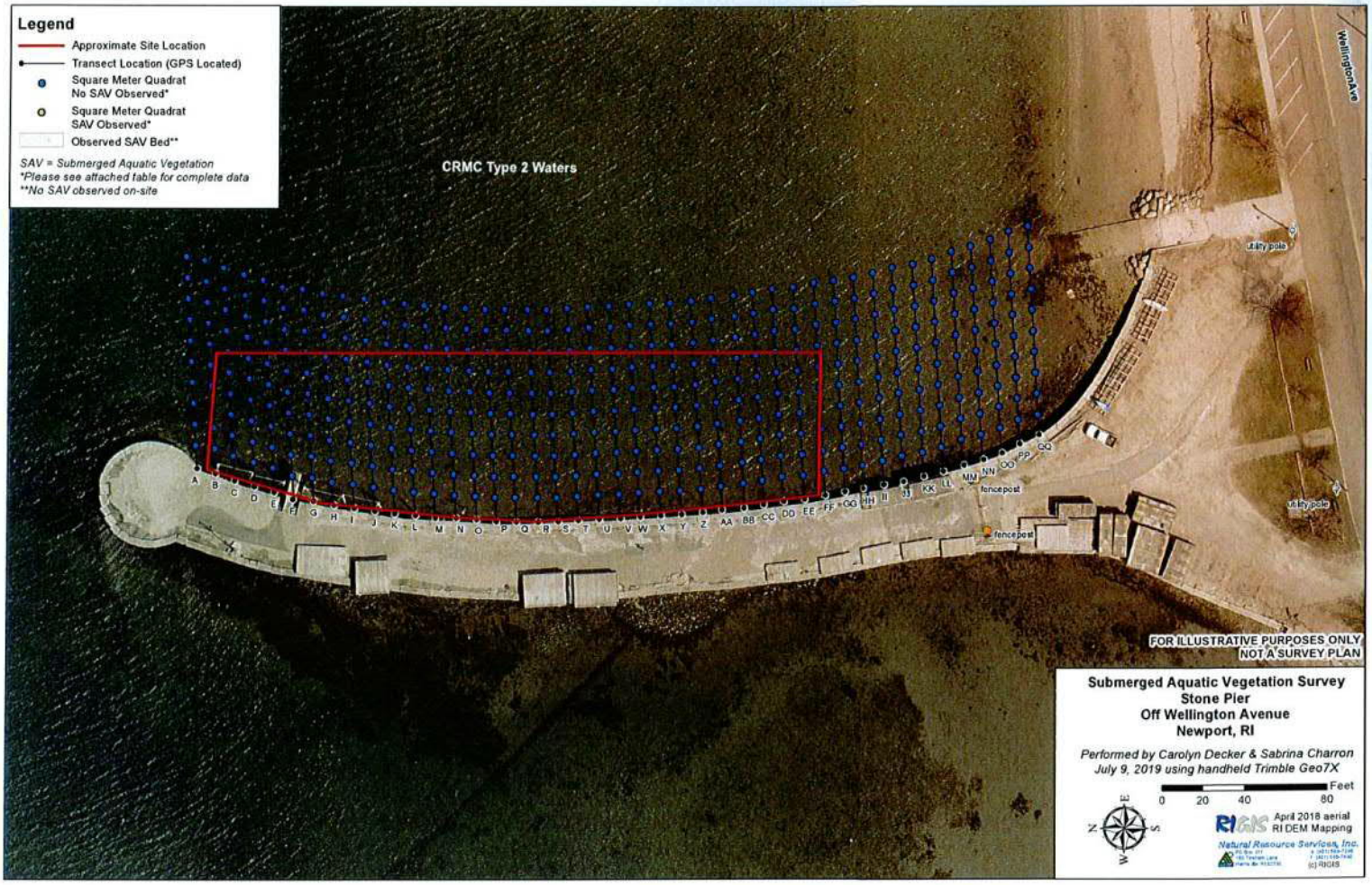
Findings and Conclusion

Upon completion of the NRS site investigation, it was determined that there is no submerged aquatic vegetation (SAV) bed present in the surveyed area. No eelgrass *(Zostera marina)* or widgeon grass *(Ruppia maritima)* were observed during the SAV survey. Please see the enclosed data tables and site graphic for detailed information taken at each quadrat location.

The data collected by NRS is available electronically and can be forwarded to your engineer for use in preparing a plan. The transect locations along the shoreline and reference points within the property were located using a handheld GPS unit (Trimble Geo7X). While this data is not survey grade, the information shall assist your design professional when their field work is performed.

Please do not hesitate to contact our office should you have any questions, or require additional information.

Appendix



Submerged Aquatic Vegetation Survey Data
Stone Pier -- Off Wellington Avenue, Newport RI
Prepared by: Carolyn Decker
and Sabrina Charron, July 9, 2019, 10:00am-1:30pm

A

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
A1	10	3.5	Mucky Sand	0	-
A2	20	4	Mucky Sand	0	-
A3	30	6.5	Mucky Sand	0	-
A4	40	8	Mucky Sand	0	-
A5	50	9.5	Mucky Sand	0	-
A6	60	10	Mucky Sand	0	-
A7	70	11	Mucky Sand	0	-
A8	80	12	Mucky Sand	0	-
A9	90	14	Mucky Sand	0	-
A10	100	14	Mucky Sand	0	-

B

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
B1	10	3.5	Mucky Sand	0	-
B2	20	4	Mucky Sand	0	-
B3	30	6.5	Mucky Sand	0	-
B4	40	8	Mucky Sand	0	-
B5	50	9.5	Mucky Sand	0	-
B6	60	10	Mucky Sand	0	-
B7	70	11	Mucky Sand	0	-
B8	80	11	Mucky Sand	0	-
B9	90	13	Mucky Sand	0	-
B10	100	13	Mucky Sand	0	-

C

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
C1	10	3.5	Mucky Sand	0	-
C2	20	4	Mucky Sand	0	-
C3	30	6.5	Mucky Sand	0	-
C4	40	8	Mucky Sand	0	-
C5	50	9.5	Mucky Sand	0	-
C6	60	10	Mucky Sand	0	-
C7	70	11	Mucky Sand	0	-
C8	80	11	Mucky Sand	0	-
C9	90	12	Mucky Sand	0	-
C10	100	12	Mucky Sand	0	-

D

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
D1	10	4	Mucky Sand	0	-
D2	20	0	Mucky Sand	0	-
D3	30	0	Mucky Sand	0	-
D4	40	7	Mucky Sand	0	-
D5	50	7.5	Mucky Sand	0	-
D6	60	8	Mucky Sand	0	-
D7	70	8	Mucky Sand	0	-
D8	80	8	Mucky Sand	0	-
D9	90	10	Mucky Sand	0	-
D10	100	11	Mucky Sand	0	-

E

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
E1	10	4	Mucky Sand	0	-
E2	20	0	Mucky Sand	0	-
E3	30	0	Mucky Sand	0	-
E4	40	7	Mucky Sand	0	-
E5	50	7	Mucky Sand	0	-
E6	60	8	Mucky Sand	0	-
E7	70	8	Mucky Sand	0	-
E8	80	8	Mucky Sand	0	-
E9	90	9.5	Mucky Sand	0	-
E10	100	10	Mucky Sand	0	-

F

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
F1	10	4	Mucky Sand	0	-
F2	20	0	Mucky Sand	0	-
F3	30	0	Mucky Sand	0	-
F4	40	6.5	Mucky Sand	0	-
F5	50	6.5	Mucky Sand	0	-
F6	60	8	Mucky Sand	0	-
F7	70	8	Mucky Sand	0	-
F8	80	8.5	Mucky Sand	0	-
F9	90	9.5	Mucky Sand	0	-
F10	100	9.5	Mucky Sand	0	-

G

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
G1	10	4	Mucky Sand	0	-
G2	20	0	Mucky Sand	0	-
G3	30	0	Mucky Sand	0	-
G4	40	6.5	Mucky Sand	0	-
G5	50	6.5	Mucky Sand	0	-
G6	60	8	Mucky Sand	0	-
G7	70	8	Mucky Sand	0	-
G8	80	8.5	Mucky Sand	0	-
G9	90	9.5	Mucky Sand	0	-
G10	100	9.5	Mucky Sand	0	-

H

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
H1	10	4	Mucky Sand	0	-
H2	20	0	Mucky Sand	0	-
H3	30	0	Mucky Sand	0	-
H4	40	6.5	Mucky Sand	0	-
H5	50	6.5	Mucky Sand	0	-
H6	60	8	Mucky Sand	0	-
H7	70	8	Mucky Sand	0	-
H8	80	8.5	Mucky Sand	0	-
H9	90	9.5	Mucky Sand	0	-
H10	100	9.5	Mucky Sand	0	-

I

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
I1	10	4	Mucky Sand	0	-
I2	20	0	Mucky Sand	0	-
I3	30	0	Mucky Sand	0	-
I4	40	6.5	Mucky Sand	0	-
I5	50	6.5	Mucky Sand	0	-
I6	60	8	Mucky Sand	0	-
I7	70	8	Mucky Sand	0	-
I8	80	8.5	Mucky Sand	0	-
I9	90	9.5	Mucky Sand	0	-
I10	100	9.5	Mucky Sand	0	-

J

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
J1	10	4	Mucky Sand	0	-
J2	20	0	Mucky Sand	0	-
J3	30	0	Mucky Sand	0	-
J4	40	6.5	Mucky Sand	0	-
J5	50	6.5	Mucky Sand	0	-
J6	60	8	Mucky Sand	0	-
J7	70	8	Mucky Sand	0	-
J8	80	8	Mucky Sand	0	-
J9	90	9	Mucky Sand	0	-
J10	100	9	Mucky Sand	0	-

K

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
K1	10	3.5	Mucky Sand	0	-
K2	20	0	Mucky Sand	0	-
K3	30	0	Mucky Sand	0	-
K4	40	6	Mucky Sand	0	-
K5	50	6	Mucky Sand	0	-
K6	60	6.5	Mucky Sand	0	-
K7	70	7	Mucky Sand	0	-
K8	80	7.5	Mucky Sand	0	-
K9	90	8.5	Mucky Sand	0	-
K10	100	9	Mucky Sand	0	-

L

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
L1	10	3.5	Mucky Sand	0	-
L2	20	0	Mucky Sand	0	-
L3	30	0	Mucky Sand	0	-
L4	40	6	Mucky Sand	0	-
L5	50	6	Mucky Sand	0	-
L6	60	6.5	Mucky Sand	0	-
L7	70	7	Mucky Sand	0	-
L8	80	7.5	Mucky Sand	0	-
L9	90	8.5	Mucky Sand	0	-
L10	100	9	Mucky Sand	0	-

M

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
M1	10	3.5	Mucky Sand	0	-
M2	20	0	Mucky Sand	0	-
M3	30	0	Mucky Sand	0	-
M4	40	5.5	Mucky Sand	0	-
M5	50	6	Mucky Sand	0	-
M6	60	6	Mucky Sand	0	-
M7	70	7	Mucky Sand	0	-
M8	80	7	Mucky Sand	0	-
M9	90	7.5	Mucky Sand	0	-
M10	100	8	Mucky Sand	0	-

N

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
N1	10	3.5	Mucky Sand	0	-
N2	20	0	Mucky Sand	0	-
N3	30	0	Mucky Sand	0	-
N4	40	5.5	Mucky Sand	0	-
N5	50	5.5	Mucky Sand	0	-
N6	60	6	Mucky Sand	0	-
N7	70	6.5	Mucky Sand	0	-
N8	80	7	Mucky Sand	0	-
N9	90	7	Mucky Sand	0	-
N10	100	7.5	Mucky Sand	0	-

O

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
O1	10	3.5	Mucky Sand	0	-
O2	20	4	Mucky Sand	0	-
O3	30	5	Mucky Sand	0	-
O4	40	5.5	Mucky Sand	0	-
O5	50	5.5	Mucky Sand	0	-
O6	60	6	Mucky Sand	0	-
O7	70	6	Mucky Sand	0	-
O8	80	6	Mucky Sand	0	-
O9	90	6.5	Mucky Sand	0	-
O10	100	6.5	Mucky Sand	0	-

P

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
P1	10	3.5	Mucky Sand	0	-
P2	20	4	Mucky Sand	0	-
P3	30	5	Mucky Sand	0	-
P4	40	5.5	Mucky Sand	0	-
P5	50	5.5	Mucky Sand	0	-
P6	60	6	Mucky Sand	0	-
P7	70	6	Mucky Sand	0	-
P8	80	6	Mucky Sand	0	-
P9	90	6.5	Mucky Sand	0	-
P10	100	6.5	Mucky Sand	0	-

Q

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
Q1	10	3.5	Mucky Sand	0	-
Q2	20	4	Mucky Sand	0	-
Q3	30	5	Mucky Sand	0	-
Q4	40	5.5	Mucky Sand	0	-
Q5	50	5.5	Mucky Sand	0	-
Q6	60	6	Mucky Sand	0	-
Q7	70	6	Mucky Sand	0	-
Q8	80	6	Mucky Sand	0	-
Q9	90	6.5	Mucky Sand	0	-
Q10	100	6.5	Mucky Sand	0	-

R

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
R1	10	3.5	Mucky Sand	0	-
R2	20	4	Mucky Sand	0	-
R3	30	5	Mucky Sand	0	-
R4	40	5.5	Mucky Sand	0	-
R5	50	5.5	Mucky Sand	0	-
R6	60	6	Mucky Sand	0	-
R7	70	6	Mucky Sand	0	-
R8	80	6	Mucky Sand	0	-
R9	90	6.5	Mucky Sand	0	-
R10	100	6.5	Mucky Sand	0	-

S

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
S1	10	3.5	Mucky Sand	0	-
S2	20	4	Mucky Sand	0	-
S3	30	4.5	Mucky Sand	0	-
S4	40	5.5	Mucky Sand	0	-
S5	50	5.5	Mucky Sand	0	-
S6	60	6	Mucky Sand	0	-
S7	70	6	Mucky Sand	0	-
S8	80	6	Mucky Sand	0	-
S9	90	6.5	Mucky Sand	0	-
S10	100	6.5	Mucky Sand	0	-

T

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
T1	10	3.5	Mucky Sand	0	-
T2	20	4	Mucky Sand	0	-
T3	30	4.5	Mucky Sand	0	-
T4	40	5.5	Mucky Sand	0	-
T5	50	5.5	Mucky Sand	0	-
T6	60	6	Mucky Sand	0	-
T7	70	6	Mucky Sand	0	-
T8	80	6	Mucky Sand	0	-
T9	90	6.5	Mucky Sand	0	-
T10	100	6.5	Mucky Sand	0	-

U

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
U1	10	4	Mucky Sand	0	-
U2	20	4.5	Mucky Sand	0	-
U3	30	5	Mucky Sand	0	-
U4	40	5.5	Mucky Sand	0	-
U5	50	6	Mucky Sand	0	-
U6	60	6	Mucky Sand	0	-
U7	70	6.5	Mucky Sand	0	-
U8	80	6.5	Mucky Sand	0	-
U9	90	6.5	Mucky Sand	0	-
U10	100	6.5	Mucky Sand	0	-

V

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
V1	10	4.5	Mucky Sand	0	-
V2	20	5	Mucky Sand	0	-
V3	30	5.5	Mucky Sand	0	-
V4	40	5.5	Mucky Sand	0	-
V5	50	6	Mucky Sand	0	-
V6	60	6.5	Mucky Sand	0	-
V7	70	6.5	Mucky Sand	0	-
V8	80	6.5	Mucky Sand	0	-
V9	90	6.5	Mucky Sand	0	-
V10	100	7	Mucky Sand	0	-

W

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
W1	10	4.5	Mucky Sand	0	-
W2	20	5	Mucky Sand	0	-
W3	30	5.5	Mucky Sand	0	-
W4	40	5.5	Mucky Sand	0	-
W5	50	6	Mucky Sand	0	-
W6	60	6.5	Mucky Sand	0	-
W7	70	6.5	Mucky Sand	0	-
W8	80	6.5	Mucky Sand	0	-
W9	90	6.5	Mucky Sand	0	-
W10	100	7	Mucky Sand	0	-

X

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
X1	10	4.5	Mucky Sand	0	-
X2	20	5	Mucky Sand	0	-
X3	30	5.5	Mucky Sand	0	-
X4	40	5.5	Mucky Sand	0	-
X5	50	6	Mucky Sand	0	-
X6	60	6	Mucky Sand	0	-
X7	70	6.5	Mucky Sand	0	-
X8	80	6.5	Mucky Sand	0	-
X9	90	6.5	Mucky Sand	0	-
X10	100	6.5	Mucky Sand	0	-

Y

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
Y1	10	4.5	Mucky Sand	0	-
Y2	20	5	Mucky Sand	0	-
Y3	30	5.5	Mucky Sand	0	-
Y4	40	6	Mucky Sand	0	-
Y5	50	6	Mucky Sand	0	-
Y6	60	6	Mucky Sand	0	-
Y7	70	6	Mucky Sand	0	-
Y8	80	6	Mucky Sand	0	-
Y9	90	6.5	Mucky Sand	0	-
Y10	100	6.5	Mucky Sand	0	-

Z

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
Z1	10	4.5	Mucky Sand	0	-
Z2	20	5	Mucky Sand	0	-
Z3	30	5.5	Mucky Sand	0	-
Z4	40	6	Mucky Sand	0	-
Z5	50	6	Mucky Sand	0	-
Z6	60	6	Mucky Sand	0	-
Z7	70	6	Mucky Sand	0	-
Z8	80	6	Mucky Sand	0	-
Z9	90	6.5	Mucky Sand	0	-
Z10	100	6.5	Mucky Sand	0	-

AA

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
AA1	10	4.5	Mucky Sand	0	-
AA2	20	5	Mucky Sand	0	-
AA3	30	5.5	Mucky Sand	0	-
AA4	40	6	Mucky Sand	0	-
AA5	50	6	Mucky Sand	0	-
AA6	60	6	Mucky Sand	0	-
AA7	70	6	Mucky Sand	0	-
AA8	80	6	Mucky Sand	0	-
AA9	90	6.5	Mucky Sand	0	-
AA10	100	6.5	Mucky Sand	0	-

BB

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
BB1	10	4.5	Mucky Sand	0	-
BB2	20	5	Mucky Sand	0	-
BB3	30	5.5	Mucky Sand	0	-
BB4	40	5.5	Mucky Sand	0	-
BB5	50	5.5	Mucky Sand	0	-
BB6	60	6	Mucky Sand	0	-
BB7	70	6	Mucky Sand	0	-
BB8	80	6	Mucky Sand	0	-
BB9	90	6	Mucky Sand	0	-
BB10	100	6	Mucky Sand	0	-

CC

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
CC1	10	4.5	Mucky Sand	0	-
CC2	20	5	Mucky Sand	0	-
CC3	30	5.5	Mucky Sand	0	-
CC4	40	5.5	Mucky Sand	0	-
CC5	50	5.5	Mucky Sand	0	-
CC6	60	6	Mucky Sand	0	-
CC7	70	6	Mucky Sand	0	-
CC8	80	6	Mucky Sand	0	-
CC9	90	6	Mucky Sand	0	-
CC10	100	6	Mucky Sand	0	-

DD

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
DD1	10	4.5	Mucky Sand	0	-
DD2	20	5	Mucky Sand	0	-
DD3	30	5.5	Mucky Sand	0	-
DD4	40	5.5	Mucky Sand	0	-
DD5	50	5.5	Mucky Sand	0	-
DD6	60	6	Mucky Sand	0	-
DD7	70	6	Mucky Sand	0	-
DD8	80	6	Mucky Sand	0	-
DD9	90	6	Mucky Sand	0	-
DD10	100	6	Mucky Sand	0	-

EE

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
EE1	10	4.5	Mucky Sand	0	-
EE2	20	4.5	Mucky Sand	0	-
EE3	30	5	Mucky Sand	0	-
EE4	40	5.5	Mucky Sand	0	-
EE5	50	5.5	Mucky Sand	0	-
EE6	60	5.5	Mucky Sand	0	-
EE7	70	5.5	Mucky Sand	0	-
EE8	80	5.5	Mucky Sand	0	-
EE9	90	5.5	Mucky Sand	0	-
EE10	100	6	Mucky Sand	0	-

FF

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
FF1	10	4.5	Mucky Sand	0	-
FF2	20	4.5	Mucky Sand	0	-
FF3	30	5	Mucky Sand	0	-
FF4	40	5.5	Mucky Sand	0	-
FF5	50	5.5	Mucky Sand	0	-
FF6	60	5.5	Mucky Sand	0	-
FF7	70	5.5	Mucky Sand	0	-
FF8	80	5.5	Mucky Sand	0	-
FF9	90	5.5	Mucky Sand	0	-
FF10	100	6	Mucky Sand	0	-

GG

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
GG1	10	4.5	Mucky Sand	0	-
GG2	20	4.5	Mucky Sand	0	-
GG3	30	5	Mucky Sand	0	-
GG4	40	5.5	Mucky Sand	0	-
GG5	50	5.5	Mucky Sand	0	-
GG6	60	5.5	Mucky Sand	0	-
GG7	70	5.5	Mucky Sand	0	-
GG8	80	5.5	Mucky Sand	0	-
GG9	90	5.5	Mucky Sand	0	-
GG10	100	6	Mucky Sand	0	-

HH

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
HH1	10	4.5	Mucky Sand	0	-
HH2	20	5	Mucky Sand	0	-
HH3	30	5	Mucky Sand	0	-
HH4	40	5.5	Mucky Sand	0	-
HH5	50	5.5	Mucky Sand	0	-
HH6	60	5.5	Mucky Sand	0	-
HH7	70	5.5	Mucky Sand	0	-
HH8	80	5.5	Mucky Sand	0	-
HH9	90	5.5	Mucky Sand	0	-
HH10	100	5.5	Mucky Sand	0	-

II

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
II1	10	4.5	Mucky Sand	0	-
II2	20	5	Mucky Sand	0	-
II3	30	5	Mucky Sand	0	-
II4	40	5.5	Mucky Sand	0	-
II5	50	5.5	Mucky Sand	0	-
II6	60	5.5	Mucky Sand	0	-
II7	70	5.5	Mucky Sand	0	-
II8	80	5.5	Mucky Sand	0	-
II9	90	5.5	Mucky Sand	0	-
II10	100	5.5	Mucky Sand	0	-

JJ

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
JJ1	10	4.5	Mucky Sand	0	-
JJ2	20	5	Mucky Sand	0	-
JJ3	30	5	Mucky Sand	0	-
JJ4	40	5.5	Mucky Sand	0	-
JJ5	50	5.5	Mucky Sand	0	-
JJ6	60	5.5	Mucky Sand	0	-
JJ7	70	5.5	Mucky Sand	0	-
JJ8	80	5.5	Mucky Sand	0	-
JJ9	90	5.5	Mucky Sand	0	-
JJ10	100	5.5	Mucky Sand	0	-

KK

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
KK1	10	4.5	Mucky Sand	0	-
KK2	20	5	Mucky Sand	0	-
KK3	30	5	Mucky Sand	0	-
KK4	40	5	Mucky Sand	0	-
KK5	50	5	Mucky Sand	0	-
KK6	60	5	Mucky Sand	0	-
KK7	70	5	Mucky Sand	0	-
KK8	80	5	Mucky Sand	0	-
KK9	90	5	Mucky Sand	0	-
KK10	100	5.5	Mucky Sand	0	-

LL

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
LL1	10	4.5	Mucky Sand	0	-
LL2	20	5	Mucky Sand	0	-
LL3	30	5	Mucky Sand	0	-
LL4	40	5	Mucky Sand	0	-
LL5	50	5	Mucky Sand	0	-
LL6	60	5	Mucky Sand	0	-
LL7	70	5	Mucky Sand	0	-
LL8	80	5	Mucky Sand	0	-
LL9	90	5	Mucky Sand	0	-
LL10	100	5.5	Mucky Sand	0	-

MM

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
MM1	10	4.5	Mucky Sand	0	-
MM2	20	5	Mucky Sand	0	-
MM3	30	5	Mucky Sand	0	-
MM4	40	5	Mucky Sand	0	-
MM5	50	5	Mucky Sand	0	-
MM6	60	5	Mucky Sand	0	-
MM7	70	5	Mucky Sand	0	-
MM8	80	5	Mucky Sand	0	-
MM9	90	5	Mucky Sand	0	-
MM10	100	5.5	Mucky Sand	0	-

NN

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
NN1	10	4	Mucky Sand	0	-
NN2	20	4.5	Mucky Sand	0	-
NN3	30	4.5	Mucky Sand	0	-
NN4	40	5	Mucky Sand	0	-
NN5	50	5	Mucky Sand	0	-
NN6	60	5	Mucky Sand	0	-
NN7	70	5	Mucky Sand	0	-
NN8	80	5	Mucky Sand	0	-
NN9	90	5.5	Mucky Sand	0	-
NN10	100	5.5	Mucky Sand	0	-

OO

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
OO1	10	4	Mucky Sand	0	-
OO2	20	4.5	Mucky Sand	0	-
OO3	30	4.5	Mucky Sand	0	-
OO4	40	5	Mucky Sand	0	-
OO5	50	5	Mucky Sand	0	-
OO6	60	5	Mucky Sand	0	-
OO7	70	5	Mucky Sand	0	-
OO8	80	5	Mucky Sand	0	-
OO9	90	5.5	Mucky Sand	0	-
OO10	100	5.5	Mucky Sand	0	-

PP

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
PP1	10	3.5	Mucky Sand	0	-
PP2	20	4	Mucky Sand	0	-
PP3	30	4	Mucky Sand	0	-
PP4	40	4	Mucky Sand	0	-
PP5	50	4.5	Mucky Sand	0	-
PP6	60	4.5	Mucky Sand	0	-
PP7	70	4.5	Mucky Sand	0	-
PP8	80	4.5	Mucky Sand	0	-
PP9	90	4.5	Mucky Sand	0	-
PP10	100	5	Mucky Sand	0	-

QQ

Sample ID	Distance from shore (ft)	Depth (ft)	Bottom substrate	% Cover of eelgrass	Mean Shoot Height (ft)
QQ1	10	3.5	Mucky Sand	0	-
QQ2	20	3.5	Mucky Sand	0	-
QQ3	30	4	Mucky Sand	0	-
QQ4	40	4	Mucky Sand	0	-
QQ5	50	4	Mucky Sand	0	-
QQ6	60	4	Mucky Sand	0	-
QQ7	70	4	Mucky Sand	0	-
QQ8	80	4	Mucky Sand	0	-
QQ9	90	4	Mucky Sand	0	-
QQ10	100	4	Mucky Sand	0	-

APPENDIX D

Letters of Support

Informational letter for the Stone Pier extension application

Newport Harbor, Newport, RI

To: CRMC

From: Newport Waterfront Commission and Friends of the Stone Pier

Subject: Newport Harbor's Stone Pier use, location, and public access

Since 1903 the Stone was used by local residents for harbor access by small boats, dinghies, swimmers as well as young children, as local memories recall. On return of the America's Cup in 1958 it was used to dock boats there for the campaign.

When the Newport Waterfront Commission was formed in 1971 the dock was incorporated into the City's first Harbor Management Plan. It has been a crucial part of the operation of the harbor since that time as it serves the adjacent city anchorage, which welcomes vessels from other harbors in Rhode Island, the United States and around the world. Additionally, the pier serves approximately 900 boats on harbor moorings, some which have no other access but to row or motor small tenders to their boats.

The City of Newport is requesting to improve the dockage capability for the following reasons:

Overcrowding:

The dock can safely accommodate approximately 35 standard 12 foot dinghies. During the midsummer, holiday, and music festivals the number attempting to use the dock increases to 140-150 with dinghy tie ups up to three deep. Our new dock would hold approximately 150 dinghies in single row and would also be able to double that on high demand weekends.

Hogan, Samantha

From: Land, Stephen <sland@CityofNewport.com>
Sent: Monday, November 14, 2022 10:03 AM
To: Choi, Joseph
Subject: FW: Stone Pier New Dinghy Dock

Moring, here is a letter of support from Friends of the Stone Pier.

From: Friends of Stone Pier <friendsofstonepier@yahoo.com>
Sent: Saturday, November 12, 2022 11:52 PM
To: Land, Stephen <sland@CityofNewport.com>; Mariani, Sara <smariani@cityofnewport.com>; edwardfay77@yahoo.com; swilkinson99@yahoo.com; neilhayes702@yahoo.com; Markcfontaine <markcfontaine@aol.com>
Subject: Stone Pier New Dinghy Dock

Dear Honorable Costal Resource Management Commissioners and Staff,

I am writing to you on behalf of The Friends of Stone Pier in favor of the proposed dinghy dock expansion being put forth by the Newport Harbor Master and the City of Newport located at Kings Park in Newport R.I.
The Friends of Stone Pier is a group comprised of the vast majority of people who use Stone Pier. We are a broad cross section of the public whose primary purpose is to ensure that Stone Pier remains open to the public under its original intended and current use forever.
Stone Pier has been open to the public since it was built over a century ago and is part of the fabric and charm of our New England coastal town.
For generations, families have been free to come and go as they please to use Stone Pier as part of their lives, for their coastal experience of fishing, boating, and exploring. Where parents have taught their children how to use their dinghy, how to row, how to fish, how to use a compass, how to use an outboard, or just how to splash about and have a good time. Many of Friends of Stone Pier's members are 4th and 5th generation users of the pier, some of whom are told their great grandfathers were part of its construction over a century ago.
I have had many conversations with all of our members about this dinghy dock expansion, as we have been very involved at all levels of the approval process, including our providing the SAV survey (eel grass survey) for CRMC and the city of Newport. And I have not spoken with one person who is not in favor of this dock, as long as the proposed dock, and the existing dock, remain open to the public, and exclusively for dinghies 12' and under.
Thank you very much for your time and consideration.

Sean Kelly
Friends of Stone Pier

APPENDIX E

Historic Determination

STATE OF RHODE ISLAND

HISTORICAL PRESERVATION & HERITAGE COMMISSION

Old State House 150 Benefit Street Providence, RI 02903

Telephone 401-222-2678
TTY 401-222-3700

Fax 401-222-2968
www.preservation.ri.gov

November 17, 2022

Via email: lturner@crmc.ri.gov & jabbruzzese@crmc.ri.gov, CRMC

Raymond Coia, Chair
Coastal Resources Management Council
Oliver H. Stedman Government Center
4808 Tower Hill Road
Wakefield, Rhode Island 02879

Re: CRMC File Number 2022-04-111
Applicant: City of Newport
Stone Pier at King Park
Wellington Avenue
Newport, Rhode Island

Dear Mr. Coia:

The Rhode Island Historical Preservation and Heritage Commission (RIHPHC) staff has reviewed additional information provided by the applicant for the above-referenced application. The City of Newport proposes to install a new floating dock off the Stone Pier at King Park in Newport.

The pier is located within the Ocean Drive National Historic Landmark District, which is listed in the National Register of Historic Places and a National Historic Landmark. The City proposes to install a new floating dock with a ramp and concrete pad that will attach to the east side of the Stone Pier through eight bolt holes. This option will cause the least damage to historic fabric and will have the least visual impact to the surrounding historic district. Based upon our review of available information, it is the RIHPHC's conclusion that the project will have no adverse effect on historic properties.

These comments are provided in accordance with *650-RICR-20-00-1.2.3 Areas of Historic and Archaeological Significance* of the Coastal Resources Management Council. If you have any questions, please contact Elizabeth Totten, Project Review Coordinator, or Charlotte Taylor, Staff Archaeologist of this office.

Sincerely,

Elizabeth Totten
FOR

Jeffrey Emidy
Interim Executive Director/Interim State Historic Preservation Officer

Copy via email: sland@cityofnewport.com
221117.01est

Volume II

Newport Dinghy Dock Plans

THE CITY OF NEWPORT
43 BROADWAY, NEWPORT, RI 02840

KING PARK DINGHY DOCK EXPANSION

VICINITY MAP
SCALE : N.T.S.

LOCATION MAP
SCALE : 1:40

RECEIVED
12/27/2022
COASTAL RESOURCES MANAGEMENT COUNCIL

Dated 12/15/2022
1 of 8 Sheets

JOSEPH CHOI
No. 14476
REGISTERED PROFESSIONAL ENGINEER
CIVIL

FOR USE IN ASSENT APPLICATION ONLY NOT FOR CONSTRUCTION

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THE CITY OF NEWPORT
KING PARK DINGHY DOCK EXPANSION
TITLE SHEET
G-1

Proj. Nº:
Doc. Nº:
Rev.
Page: 1 of 8
Drawing Nº: 30901534.001

GENERAL WATERFRONT CONSTRUCTION NOTES :

1. THE NOTES BELOW ARE NOT INTENDED TO REPLACE THE SPECIFICATIONS. SEE THE SPECIFICATIONS FOR REQUIREMENTS IN ADDITION TO THE GENERAL NOTES.
2. TOPOGRAPHIC AND BATHYMETRIC DATA WAS DEVELOPED FROM SURVEYS, COLLECTED BY WSP USA INC, COLLECTED IN DECEMBER 2021.
3. THE HORIZONTAL DATUM SHOWN HEREON IS THE RHODE ISLAND STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983.
4. ALL ELEVATIONS ARE SHOWN IN FEET & ARE REFERENCED TO NAVD88 = 0.0'. SEE DATUM TABLE THIS SHEET.
5. WATERFRONT CONSTRUCTION REFERS TO ALL CONSTRUCTION ASSOCIATED WITH THE FLOATING DOCK, AS WELL AS THOSE ITEMS DIRECTLY SUPPORTED THEREON.
6. BEFORE PROCEEDING WITH ANY WORK, THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE EXISTING CONDITIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE NECESSARY SAFEGUARDS TO MAINTAIN AND PROTECT FROM DAMAGE ALL PARTS OF THE ADJACENT STRUCTURES DURING THE PROSECUTION OF THE WORK.
7. DIMENSIONS TO ALL EXISTING STRUCTURES ARE APPROXIMATE. FIELD VERIFY ALL ELEVATIONS, COORDINATES, DIMENSIONS AND EXISTING CONDITIONS PRIOR TO CONSTRUCTION. ANY DISCREPANCY SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE.
8. SITE CONDITIONS MAY CHANGE DUE TO TIDES AND WEATHER. SITE INFORMATION CONTAINED HEREIN IS BASED ON THE HYDROGRAPHIC AND TOPOGRAPHIC SURVEY PERFORMED IN DECEMBER OF 2021.
9. REMOVE ANY CONSTRUCTION OR DEMOLITION DEBRIS FALLING INTO THE WATER OR ENTERING TIDAL WETLANDS IMMEDIATELY.

DATUM TABLE :

1. TIDAL INFORMATION IS PER NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) AVERAGES BASED ON 1983-2003 TIDAL EPOCH FOR STATION ID 8452660 - NEWPORT, NARRAGANSETT BAY RI, AND IS NOT GUARANTEED TO REPRESENT CONDITIONS WHICH MAY OCCUR DURING CONSTRUCTION. ACTUAL TIDES WILL VARY FROM THE LEVELS INDICATED. THE CONTRACTOR IS RESPONSIBLE FOR MAKING ESTIMATIONS OF TIDES WHICH MAY OCCUR DURING CONSTRUCTION. VARIATION OF TIDAL LEVELS FROM THOSE INDICATED OR THE CONTRACTOR'S ESTIMATION OF THE TIDE LEVELS WILL NOT BE A BASIS FOR CLAIM FOR ADDITIONAL COMPENSATION OR DELAY OF THE WORK.

ITEM	ELEVATION (FEET)
HIGHEST RECORDED TIDE (EXTREME HIGH):	+11.27
MEAN HIGHER HIGH WATER (MHHW):	+1.81
MEAN HIGH WATER (MHW):	+1.56
NORTH AMERICA VERTICAL DATUM (NAVD88):	+0.00
MEAN SEA LEVEL (MSL):	-0.31
MEAN TIDE LEVEL (MTL):	-0.17
MEAN LOW WATER (MLW):	-1.90
MEAN LOWER LOW WATER (MLLW):	-2.04
LOWEST RECORDED TIDE (EXTREME LOW):	-5.94

WATERFRONT DESIGN CRITERIA:

1. GOVERNING DESIGN CODES:
   a) RHODE ISLAND BUILDING CODE (2021)
   b) ICC 2018 INTERNATIONAL BUILDING CODE (2018)
   c) ASCE 7-16 MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES (2016)
   d) NDS 2018 NATIONAL DESIGN SPECIFICATION FOR WOOD CONSTRUCTION (2016)
   e) ACI 318-14 BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE (2014)
2. TIMBER FLOATING DOCK LIVE LOAD:
   FROM MANUFACTURER
3. WIND LOAD:
   a) WIND PRESSURE CALCULATION SHALL BE CONSISTENT WITH A 100 YEAR EVENT. 108MPH BASED ON 3 SECOND GUST, RISK CATEGORY I, EXPOSURE CATEGORY D.
4. FLOOD LOAD
   a. 100 YEAR STILL WATER LEVELS AND WAVE HEIGHTS TAKEN FROM USACE NORTH ATLANTIC , ATLANTIC COAST COMPREHENSIVE STUDY 2015.
   b. WAVE LOADS
   i. FLOATING DOCK STRUCTURE WAVE LOADS CALCULATED AT 100 YEAR EVENT.
   Hs = 4.0 FT
   Tp = 5.6 SECONDS.
5. CURRENT = 2.36 FT/S

STRUCTURAL STEEL NOTES:

1. ALL STEEL AND MISCELLANEOUS METALS INCLUDING BOLTS, WASHERS, NUTS, SLEEVES, CHANNELS, PLATES, THREADED BAR, INSERTS, WIRE ROPE, ETC. SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A123/A153 AS APPLICABLE UNLESS OTHERWISE NOTED.
2. ALL STRUCTURAL STEEL, UNLESS OTHERWISE NOTED, SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36.
3. ANCHOR BOLTS SHALL CONFORM TO ASTM F1554 GRADE 36.
4. STAINLESS STEEL SHALL BE ASTM A240 TYPE 316L.
5. GALVANIZED REPAIR: CLEAN FIELD WELDS, BOLTED CONNECTIONS, ABRADED AREAS AND ANY OTHER AREA WHERE THE GALVANIC COATING HAS BEEN DAMAGED AND REPAIR IN ACCORDANCE WITH ASTM A780, ZINC-SOLDER METHODS.

CAST-IN-PLACE CONCRETE:

1. ALL CAST-IN-PLACE CONCRETE SHALL BE IN ACCORDANCE WITH ACI 301-20 SPECIFICATIONS FOR STRUCTURAL CONCRETE.
2. ALL CAST-IN-PLACE CONCRETE SHALL BE NORMAL WEIGHT AND DEVELOP A MINIMUM COMPRESSIVE STRENGTH AT 28 DAYS OF 5,000 PSI UNO.
3. ALL DETAILING, FABRICATION, AND ERECTION OF REINFORCING STEEL SHALL CONFORM TO THE ACI MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES.
4. ALL NEW REINFORCING STEEL SHALL BE ASTM A615 GRADE 60.
5. ALL EMBEDDED ITEMS SHALL BE IN ACCORDANCE WITH ACI 117-10 SPECIFICATION FOR TOLERANCES FOR CONCRETE CONSTRUCTION AND MATERIALS AND COMMENTARY. ALL EMBEDDED STEEL, NOT COMPLETELY ENCASED IN CONCRETE IN THE FINAL WORK SHALL BE EITHER STAINLESS STEEL OR HOT DIP GALVANIZED, UNO.
6. THE MINIMUM COVER OVER REINFORCING STEEL SHALL BE 3 INCHES UNO.
7. ALL REINFORCING TENSION LAP SPLICES SHALL BE CLASS "B" SPLICES IN ACCORDANCE WITH ACI 318, CHAPTER 25.
8. DO NOT LOCATE SPLICES AT AREAS OF HIGH STRESS. STAGGER SPLICE LOCATIONS 24" MINIMUM, WHERE PRACTICAL.
9. PROVIDE ¾", 45° CHAMFERS ON ALL EXPOSED CORNERS, UNO.
10. ALL BENDING OF STEEL REINFORCEMENT SHALL BE DONE IN THE SHOP.

TIMBER NOTES:

1. ALL STRUCTURAL LUMBER AND TIMBER SHALL BE SOUTHERN PINE GRADE NO. 2 OR BETTER UNO.
2. ALL TIMBER SHALL BE TREATED WITH CHROMATED COPPER ARSENATE (CCA) CONFORMING TO AWPA-U1 STANDARD USE CATEGORY 4B/AC WITH A RETENTION LEVEL OF 2.50 PCF
3. ALL HOLES FOR BOLT HEADS SHALL BE COUNTERBORED WHERE INDICATED.
4. ALL HOLES SHALL BE DRILLED FOR TIGHT FIT, U.O.N
5. FIELD TREAT CUTS, BEVELS, NOTCHES, DAPS, RE-FACING AND ABRASIONS MADE IN THE FIELD IN TREATED TIMBERS (FURNISHED AS PART OF THE WORK OR EXISTING TIMBERS TO REMAIN) IN ACCORDANCE WITH AWPA M4, MSDS AND CIS. WOOD PRESERVATIVES ARE RESTRICTED - USE PESTICIDES AND SHALL BE APPLIED ACCORDING TO AWPA STANDARDS. TRIM CUTS AND ABRASIONS BEFORE FIELD TREATMENT. PAINT DEPRESSIONS OR OPENINGS AROUND BOLT HOLES, JOINTS, OR GAPS INCLUDING RECESSES FORMED BY COUNTERBORING, WITH PRESERVATIVE TREATMENT USED FOR TIMBER.
6. ALL BOLTS TO BE 1" DIAMETER UNLESS OTHERWISE NOTED. ALL BOLTS SHALL BE FULL SIZE AND HAVE CUT THREADS. ALL BOLTS SHALL HAVE WASHERS (NEW YORK DOCK DEPARTMENT TYPE).
7. TIMBER SIZES SHOWN ON DRAWINGS ARE NOMINAL IN INCHES.

PILE DRIVING NOTES:

1. OBSTRUCTIONS WILL BE ENCOUNTERED DURING INSTALLATION OF TIMBER PILES INCLUDING BUT NOT LIMITED TO BOULDERS, COBBLES, EXISTING SLOPE RIPRAP, CONCRETE PAVERS, AND/OR OTHER DEBRIS. THE CONTRACTOR SHALL PRE-EXCAVATE TO REMOVE ALL EXISTING OBSTRUCTIONS PRIOR TO INSTALLATION OF PILES.

INDEX OF DRAWINGS:

ABBREVIATIONS:

ACI	AMERICAN CONCRETE INSTITUTE
APPROX.	APPROXIMATELY
ASCE	AMERICAN SOCIETY OF CIVIL ENGINEERS
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
BOT	BOTTOM
C.I.P.	CAST-IN-PLACE
CLR.	CLEAR
CONC.	CONCRETE
COV.	COVER
DIA.	DIAMETER
DWG.	DRAWING
E	EASTING
EL.	ELEVATION
EMBED.	EMBEDMENT
EST.	ESTIMATED
EQ.	EQUAL
FT	FEET
GALV.	GALVANIZED
HOWL	HIGHEST OBSERVED WATER LEVEL
IN.	INCHES
KSI	KIPS PER SQUARE INCH
LAT.	LATITUDE
LBS	POUNDS
LONG.	LONGITUDE
LOWL	LOWEST OBSERVED WATER LEVEL
MAX.	MAXIMUM
MHHW	MEAN HIGH HIGH WATER
MIN.	MINIMUM
MLLW	MEAN LOW LOW WATER
MOD	MODIFIED
MPH	MILES PER HOUR
N	NORTHING
N/A	NOT APPLICABLE
NAVD88	NORTH AMERICAN VERTICAL DATUM 1988
NO.	NUMBER
NOAA	NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
N.T.S.	NOT TO SCALE
OBJ.	OBJECT
O.C.	ON CENTER
PL	PLATE
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
REF.	REFERENCE
SPA.	SPACING
S.S.	STAINLESS STEEL
T/	TOP OF
TYP.	TYPICAL
U..A.C.E.	UNITED STATES ARMY CORPS OF ENGINEERS
UTIL	UTILITY
W/	WITH
W.P.	WORK POINT
Ø	DIAMETER
CL	CENTERLINE
#	NUMBER

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THE CITY OF NEWPORT
KING PARK DINGHY DOCK EXPANSION
GENERAL NOTES AND ABBREVIATIONS
G-2

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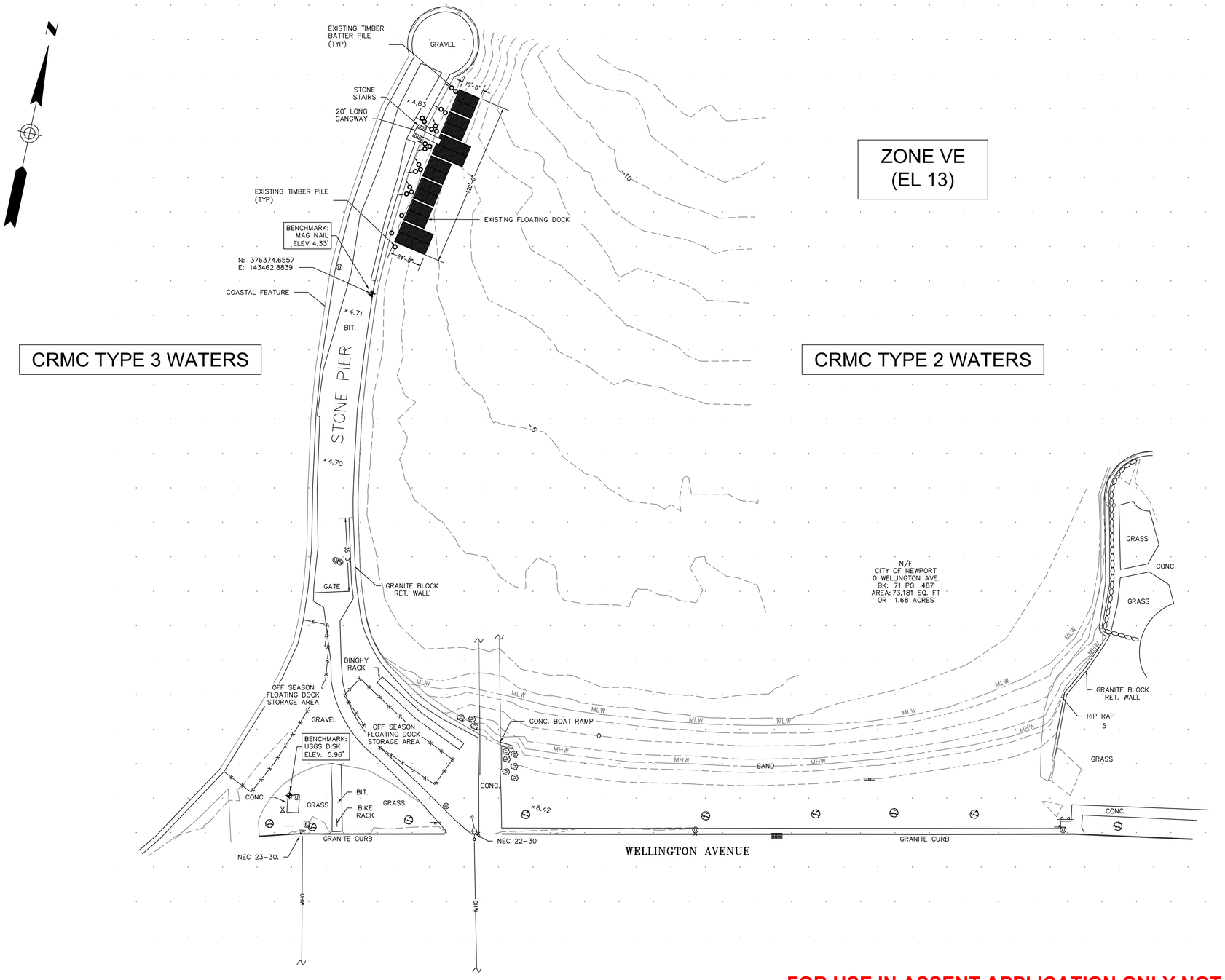

CRMC TYPE 3 WATERS

ZONE VE
(EL 13)

CRMC TYPE 2 WATERS

LEGEND

- DOUBLE CATCH BASIN
- NO LABEL MANHOLE
- SEWER MANHOLE
- WATER GATE
- ELECTRIC METER
- UTILITY POLE
- UTILITY POLE WITH LIGHT
- DECIDUOUS TREE
- SIGN (SINGLE POSTED)
- SIGN (DOUBLE POSTED)
- POST
- BENCHMARK
- TEST PIT
- ROCK
- ABUTTERS LOT LINE
- PROPERTY LINE
- STONE WALL
- TEMPORARY WOOD FENCE
- EDGE OF WATER
- INTERMEDIATE CONTOURS
- INDEX CONTOURS

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THE CITY OF NEWPORT
KING PARK DINGHY DOCK EXPANSION
EXISTING CONDITIONS AND FEMA FLOOD PLAIN PLAN
S-1

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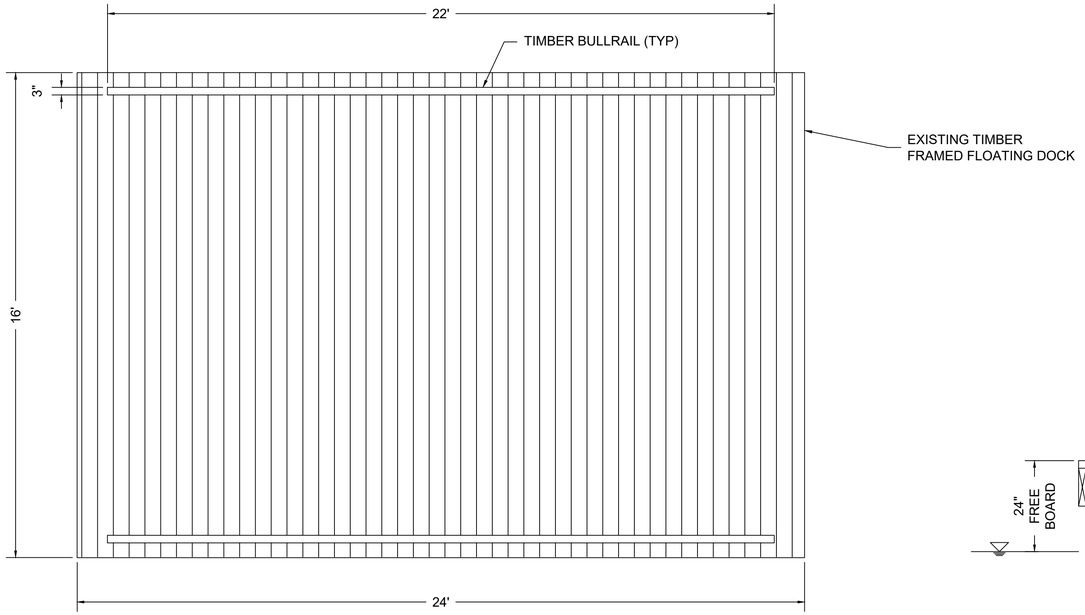
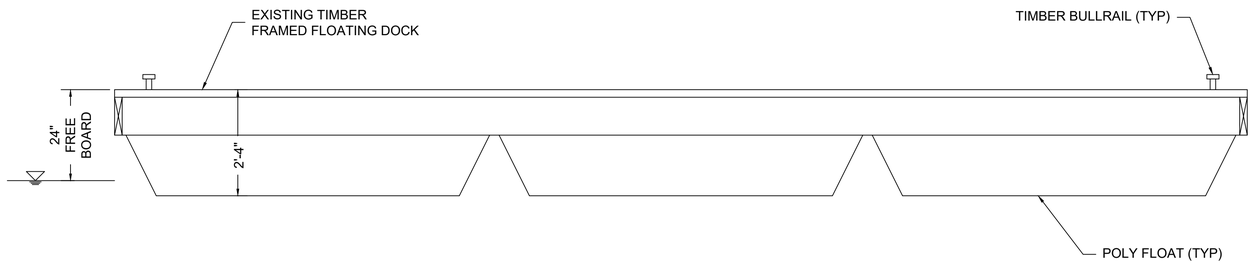


PLAN – TYPICAL EXISTING FLOATING DOCK UNIT

SCALE : 1" = 30'–0"



SECTION – TYPICAL EXISTING FLOATING DOCK UNIT

SCALE : 1" = 20'–0"

NOTE:
CONTRACTOR TO OBTAIN WRITTEN AUTHORIZATION TO VERIFY NEW FLOAT IS CONSISTENT WITH EXISTING DOCK FREEBOARD.

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KING PARK DINGHY DOCK EXPANSION
EXISTING CONDITIONS
SECTIONS AND DETAILS
S-2

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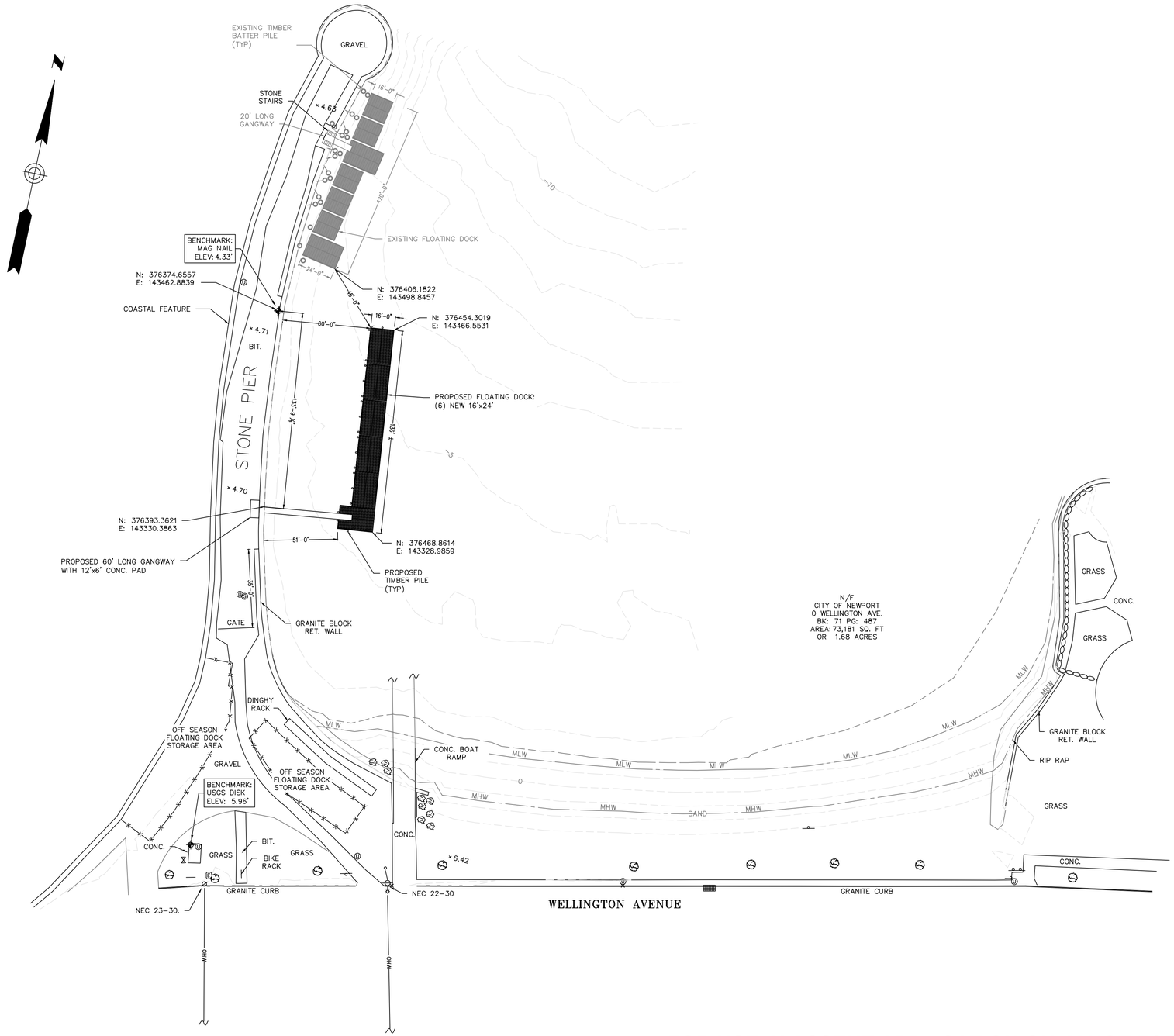

LEGEND

- DOUBLE CATCH BASIN
- NO LABEL MANHOLE
- SEWER MANHOLE
- WATER GATE
- ELECTRIC METER
- UTILITY POLE
- UTILITY POLE WITH LIGHT
- DECIDUOUS TREE
- SIGN (SINGLE POSTED)
- SIGN (DOUBLE POSTED)
- POST
- BENCHMARK
- TEST PIT
- ROCK
- ABUTTERS LOT LINE
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- STONE WALL
- TEMPORARY WOOD FENCE
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KING PARK DINGHY DOCK EXPANSION

SITE PLAN - PROPOSED DINGHY DOCK
S-3

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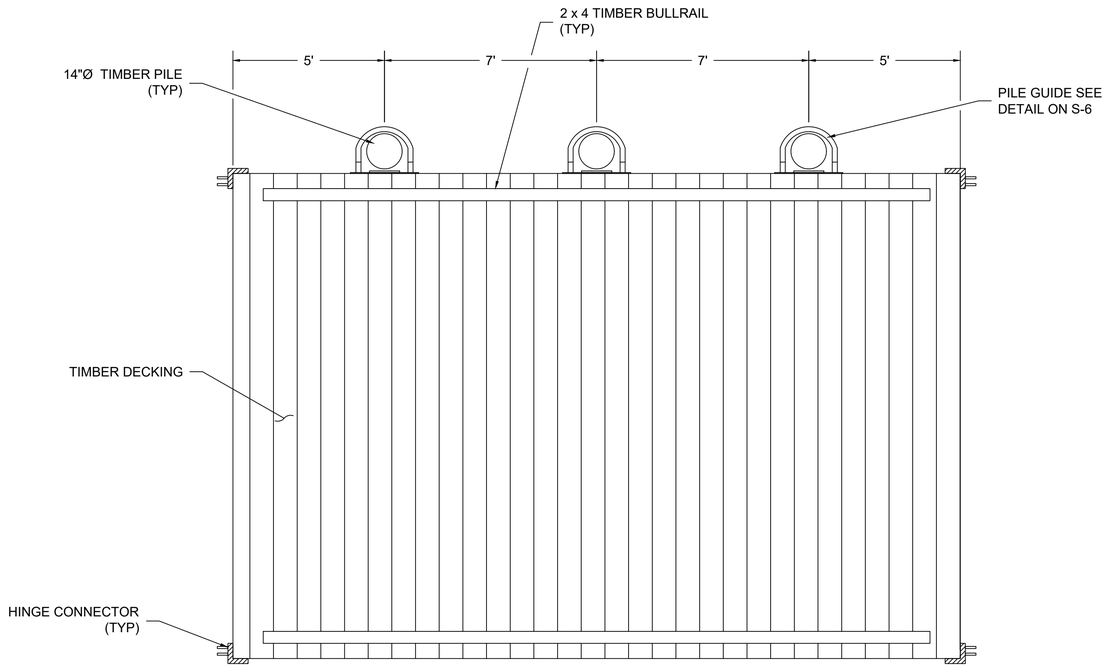
NOTES:

1. ALL STEEL HARDWARE SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A123/A153 AS APPLICABLE.
2. DOCK CONNECTORS SHALL BE HEAVY DUTY GALVANIZED 3 TAB FEMALE AND 2 TAB MALE CONNECTORS WITH HEAVY DUTY BACKUP PLATES.
3. FLOATING DOCKS SHALL BE FURNISHED BY THE MARINE CONTRACTOR.
4. CONTRACTOR TO OBTAIN WRITTEN AUTHORIZATION TO VERIFY NEW FLOAT IS CONSISTENT WITH EXISTING FLOATING DOCK FREE BOARD.
5. TIMBER PILES SHALL BE GREENHEART SPECIES U.N.O.



PLAN – NEW 16' x 24' FLOATING DOCK SECTION

SCALE : 1" = 30'–0"

SECTION – NEW 16' x 24' FLOATING DOCK SECTION

SCALE : 1" = 20'–0"

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KING PARK DINGHY DOCK EXPANSION
TIMBER FRAMED FLOATING DOCK SECTIONS AND DETAILS
S-4

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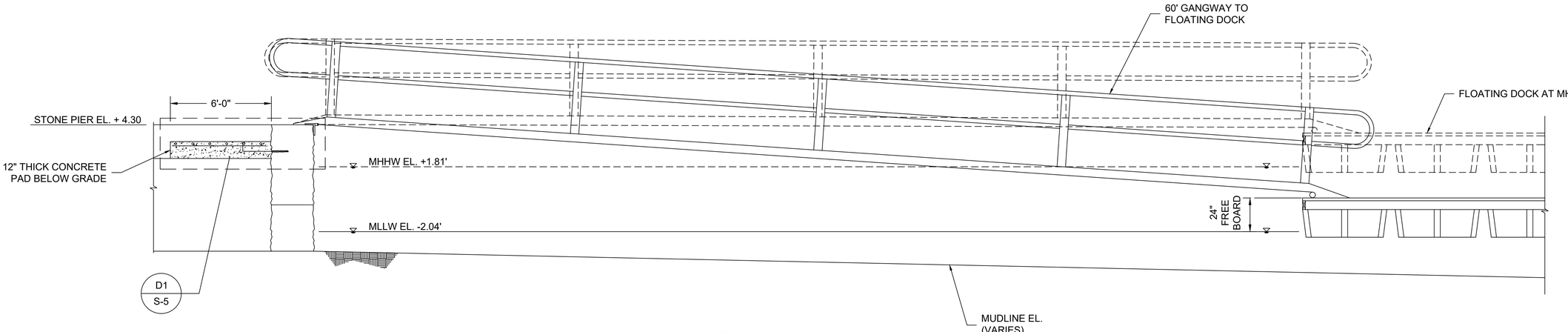
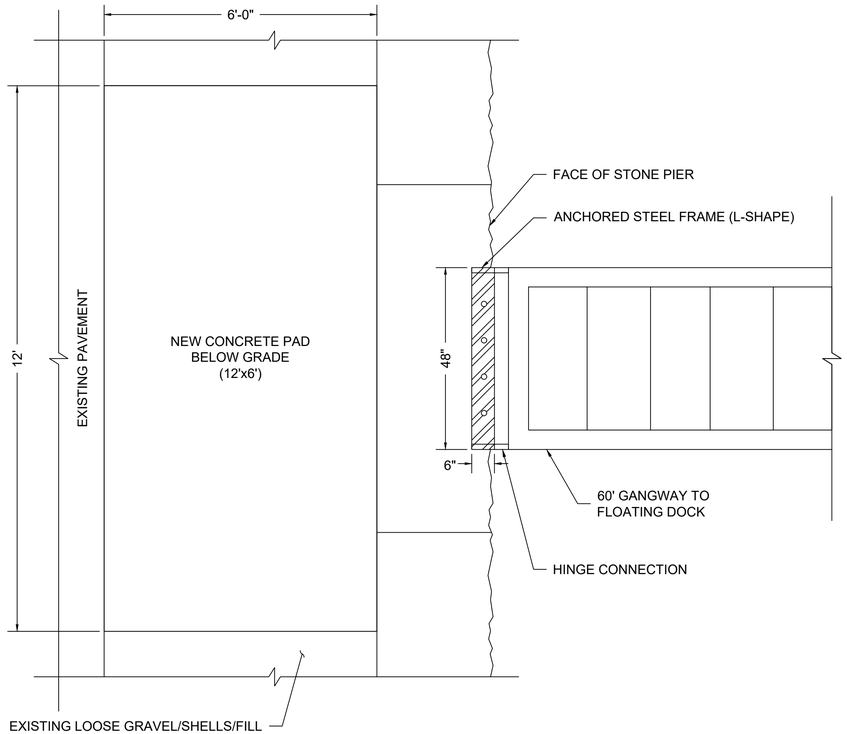


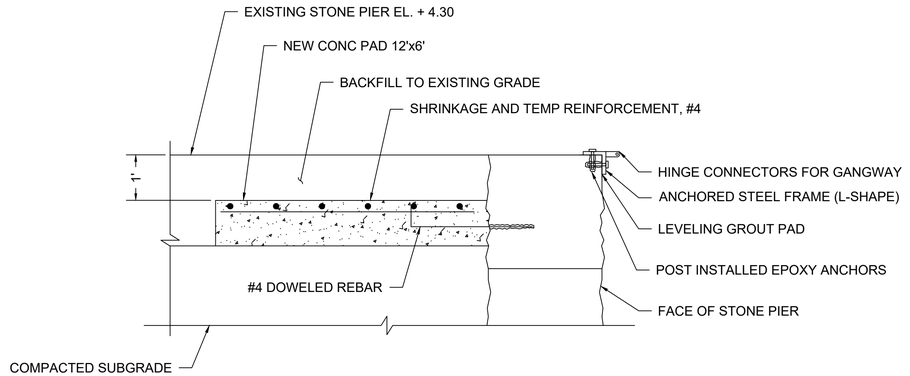
ELEVATION – GANGWAY

SCALE : 1" = 4'-0"



PLAN – GANGWAY CONNECTION

SCALE : 1" = 20'-0"



D1 / S-5 DETAIL – GANGWAY CONNECTION

SCALE : 1" = 20'-0"

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KING PARK DINGHY DOCK EXPANSION
GANGWAY TYPICAL SECTIONS AND DETAILS
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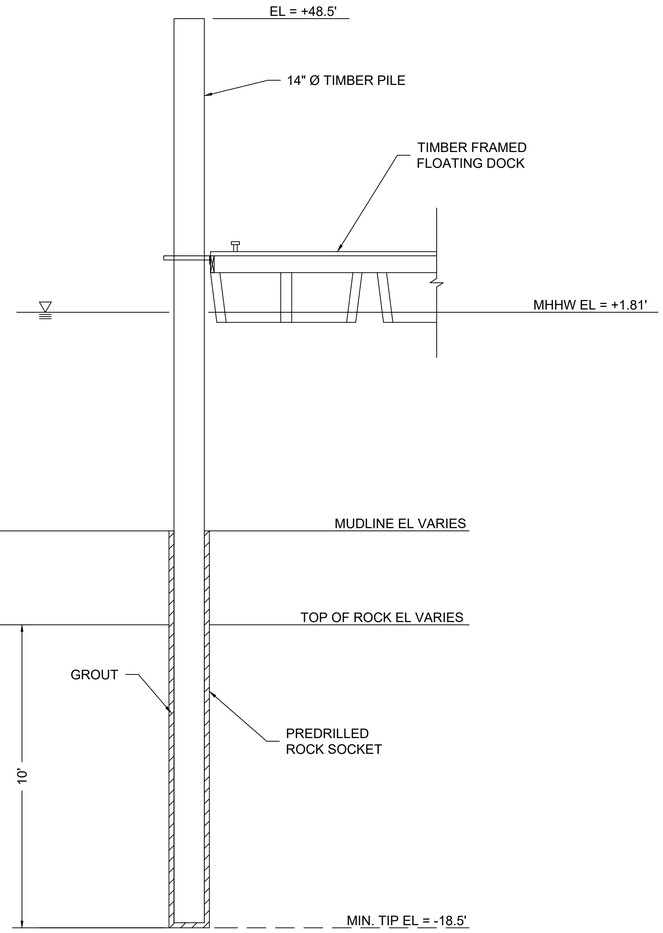
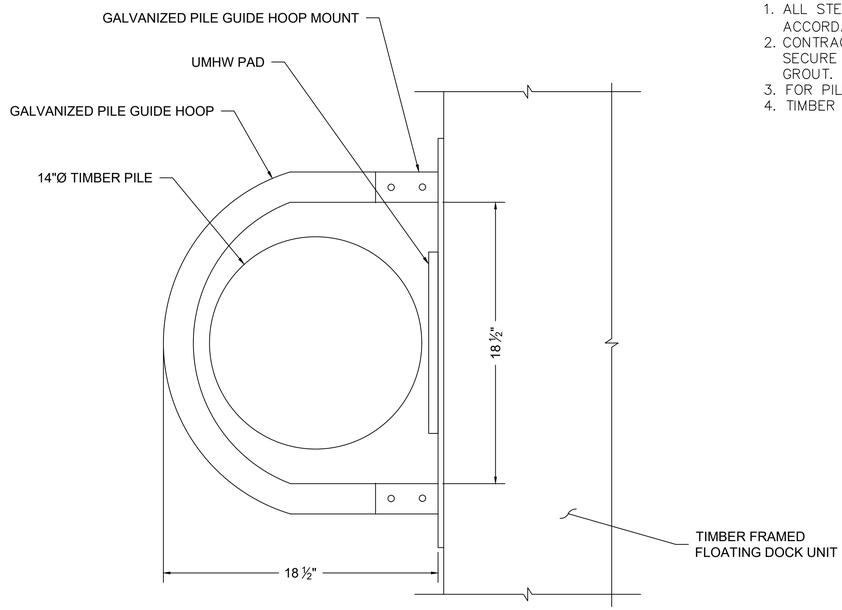


ELEVATION – TYPICAL PILE EMBEDMENT

SCALE : 1" = 30'–0"



DETAIL – TIMBER PILE GUIDE

SCALE : 1" = 5'–0"

NOTES:

1. ALL STEEL HARDWARE SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A123/A153 AS APPLICABLE.
2. CONTRACTOR TO TAKE CARE DURING DRILLING OPERATIONS TO SECURE TIMBER PILE IN PRE DRILLED ROCK SOCKET WITH GROUT.
3. FOR PILE DRIVING NOTES, SEE DRAWING G–2.
4. TIMBER PILES SHALL BE GREENHEART SPECIES U.N.O.

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KING PARK DINGHY DOCK EXPANSION
TIMBER PILES - SECTIONS AND DETAILS
S-6

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THE CITY OF NEWPORT
43 BROADWAY, NEWPORT, RI 02840

KING PARK DINGHY DOCK EXPANSION

VICINITY MAP
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LOCATION MAP
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KING PARK DINGHY DOCK EXPANSION
TITLE SHEET
G-1

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GENERAL WATERFRONT CONSTRUCTION NOTES :

1. THE NOTES BELOW ARE NOT INTENDED TO REPLACE THE SPECIFICATIONS. SEE THE SPECIFICATIONS FOR REQUIREMENTS IN ADDITION TO THE GENERAL NOTES.
2. TOPOGRAPHIC AND BATHYMETRIC DATA WAS DEVELOPED FROM SURVEYS, COLLECTED BY WSP USA INC, COLLECTED IN DECEMBER 2021.
3. THE HORIZONTAL DATUM SHOWN HEREON IS THE RHODE ISLAND STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983.
4. ALL ELEVATIONS ARE SHOWN IN FEET & ARE REFERENCED TO NAVD88 = 0.0'. SEE DATUM TABLE THIS SHEET.
5. WATERFRONT CONSTRUCTION REFERS TO ALL CONSTRUCTION ASSOCIATED WITH THE FLOATING DOCK, AS WELL AS THOSE ITEMS DIRECTLY SUPPORTED THEREON.
6. BEFORE PROCEEDING WITH ANY WORK, THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE EXISTING CONDITIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE NECESSARY SAFEGUARDS TO MAINTAIN AND PROTECT FROM DAMAGE ALL PARTS OF THE ADJACENT STRUCTURES DURING THE PROSECUTION OF THE WORK.
7. DIMENSIONS TO ALL EXISTING STRUCTURES ARE APPROXIMATE. FIELD VERIFY ALL ELEVATIONS, COORDINATES, DIMENSIONS AND EXISTING CONDITIONS PRIOR TO CONSTRUCTION. ANY DISCREPANCY SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE.
8. SITE CONDITIONS MAY CHANGE DUE TO TIDES AND WEATHER. SITE INFORMATION CONTAINED HEREIN IS BASED ON THE HYDROGRAPHIC AND TOPOGRAPHIC SURVEY PERFORMED IN DECEMBER OF 2021.
9. REMOVE ANY CONSTRUCTION OR DEMOLITION DEBRIS FALLING INTO THE WATER OR ENTERING TIDAL WETLANDS IMMEDIATELY.

DATUM TABLE :

1. TIDAL INFORMATION IS PER NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) AVERAGES BASED ON 1983-2003 TIDAL EPOCH FOR STATION ID 8452660 - NEWPORT, NARRAGANSETT BAY RI, AND IS NOT GUARANTEED TO REPRESENT CONDITIONS WHICH MAY OCCUR DURING CONSTRUCTION. ACTUAL TIDES WILL VARY FROM THE LEVELS INDICATED. THE CONTRACTOR IS RESPONSIBLE FOR MAKING ESTIMATIONS OF TIDES WHICH MAY OCCUR DURING CONSTRUCTION. VARIATION OF TIDAL LEVELS FROM THOSE INDICATED OR THE CONTRACTOR'S ESTIMATION OF THE TIDE LEVELS WILL NOT BE A BASIS FOR CLAIM FOR ADDITIONAL COMPENSATION OR DELAY OF THE WORK.

ITEM	ELEVATION (FEET)
HIGHEST RECORDED TIDE (EXTREME HIGH):	+11.27
MEAN HIGHER HIGH WATER (MHHW):	+1.81
MEAN HIGH WATER (MHW):	+1.56
NORTH AMERICA VERTICAL DATUM (NAVD88):	+0.00
MEAN SEA LEVEL (MSL):	-0.31
MEAN TIDE LEVEL (MTL):	-0.17
MEAN LOW WATER (MLW):	-1.90
MEAN LOWER LOW WATER (MLLW):	-2.04
LOWEST RECORDED TIDE (EXTREME LOW):	-5.94

WATERFRONT DESIGN CRITERIA:

1. GOVERNING DESIGN CODES:
   a) RHODE ISLAND BUILDING CODE (2021)
   b) ICC 2018 INTERNATIONAL BUILDING CODE (2018)
   c) ASCE 7-16 MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES (2016)
   d) NDS 2018 NATIONAL DESIGN SPECIFICATION FOR WOOD CONSTRUCTION (2016)
   e) ACI 318-14 BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE (2014)
2. TIMBER FLOATING DOCK LIVE LOAD:
   FROM MANUFACTURER
3. WIND LOAD:
   a) WIND PRESSURE CALCULATION SHALL BE CONSISTENT WITH A 100 YEAR EVENT. 108MPH BASED ON 3 SECOND GUST, RISK CATEGORY I, EXPOSURE CATEGORY D.
4. FLOOD LOAD
   a. 100 YEAR STILL WATER LEVELS AND WAVE HEIGHTS TAKEN FROM USACE NORTH ATLANTIC , ATLANTIC COAST COMPREHENSIVE STUDY 2015.
   b. WAVE LOADS
   i. FLOATING DOCK STRUCTURE WAVE LOADS CALCULATED AT 100 YEAR EVENT.
   Hs = 4.0 FT
   Tp = 5.6 SECONDS.
5. CURRENT = 2.36 FT/S

STRUCTURAL STEEL NOTES:

1. ALL STEEL AND MISCELLANEOUS METALS INCLUDING BOLTS, WASHERS, NUTS, SLEEVES, CHANNELS, PLATES, THREADED BAR, INSERTS, WIRE ROPE, ETC. SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A123/A153 AS APPLICABLE UNLESS OTHERWISE NOTED.
2. ALL STRUCTURAL STEEL, UNLESS OTHERWISE NOTED, SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36.
3. ANCHOR BOLTS SHALL CONFORM TO ASTM F1554 GRADE 36.
4. STAINLESS STEEL SHALL BE ASTM A240 TYPE 316L.
5. GALVANIZED REPAIR: CLEAN FIELD WELDS, BOLTED CONNECTIONS, ABRADED AREAS AND ANY OTHER AREA WHERE THE GALVANIC COATING HAS BEEN DAMAGED AND REPAIR IN ACCORDANCE WITH ASTM A780, ZINC-SOLDER METHODS.

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6. THE MINIMUM COVER OVER REINFORCING STEEL SHALL BE 3 INCHES UNO.
7. ALL REINFORCING TENSION LAP SPLICES SHALL BE CLASS "B" SPLICES IN ACCORDANCE WITH ACI 318, CHAPTER 25.
8. DO NOT LOCATE SPLICES AT AREAS OF HIGH STRESS. STAGGER SPLICE LOCATIONS 24" MINIMUM, WHERE PRACTICAL.
9. PROVIDE ¾", 45° CHAMFERS ON ALL EXPOSED CORNERS, UNO.
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3. ALL HOLES FOR BOLT HEADS SHALL BE COUNTERBORED WHERE INDICATED.
4. ALL HOLES SHALL BE DRILLED FOR TIGHT FIT, U.O.N
5. FIELD TREAT CUTS, BEVELS, NOTCHES, DAPS, RE-FACING AND ABRASIONS MADE IN THE FIELD IN TREATED TIMBERS (FURNISHED AS PART OF THE WORK OR EXISTING TIMBERS TO REMAIN) IN ACCORDANCE WITH AWPA M4, MSDS AND CIS. WOOD PRESERVATIVES ARE RESTRICTED - USE PESTICIDES AND SHALL BE APPLIED ACCORDING TO AWPA STANDARDS. TRIM CUTS AND ABRASIONS BEFORE FIELD TREATMENT. PAINT DEPRESSIONS OR OPENINGS AROUND BOLT HOLES, JOINTS, OR GAPS INCLUDING RECESSES FORMED BY COUNTERBORING, WITH PRESERVATIVE TREATMENT USED FOR TIMBER.
6. ALL BOLTS TO BE 1" DIAMETER UNLESS OTHERWISE NOTED. ALL BOLTS SHALL BE FULL SIZE AND HAVE CUT THREADS. ALL BOLTS SHALL HAVE WASHERS (NEW YORK DOCK DEPARTMENT TYPE).
7. TIMBER SIZES SHOWN ON DRAWINGS ARE NOMINAL IN INCHES.

PILE DRIVING NOTES:

1. OBSTRUCTIONS WILL BE ENCOUNTERED DURING INSTALLATION OF TIMBER PILES INCLUDING BUT NOT LIMITED TO BOULDERS, COBBLES, EXISTING SLOPE RIPRAP, CONCRETE PAVERS, AND/OR OTHER DEBRIS. THE CONTRACTOR SHALL PRE-EXCAVATE TO REMOVE ALL EXISTING OBSTRUCTIONS PRIOR TO INSTALLATION OF PILES.

INDEX OF DRAWINGS:

ABBREVIATIONS:

ACI	AMERICAN CONCRETE INSTITUTE
APPROX.	APPROXIMATELY
ASCE	AMERICAN SOCIETY OF CIVIL ENGINEERS
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
BOT	BOTTOM
C.I.P.	CAST-IN-PLACE
CLR.	CLEAR
CONC.	CONCRETE
COV.	COVER
DIA.	DIAMETER
DWG.	DRAWING
E	EASTING
EL.	ELEVATION
EMBED.	EMBEDMENT
EST.	ESTIMATED
EQ.	EQUAL
FT	FEET
GALV.	GALVANIZED
HOWL	HIGHEST OBSERVED WATER LEVEL
IN.	INCHES
KSI	KIPS PER SQUARE INCH
LAT.	LATITUDE
LBS	POUNDS
LONG.	LONGITUDE
LOWL	LOWEST OBSERVED WATER LEVEL
MAX.	MAXIMUM
MHHW	MEAN HIGH HIGH WATER
MIN.	MINIMUM
MLLW	MEAN LOW LOW WATER
MOD	MODIFIED
MPH	MILES PER HOUR
N	NORTHING
N/A	NOT APPLICABLE
NAVD88	NORTH AMERICAN VERTICAL DATUM 1988
NO.	NUMBER
NOAA	NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
N.T.S.	NOT TO SCALE
OBJ.	OBJECT
O.C.	ON CENTER
PL	PLATE
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
REF.	REFERENCE
SPA.	SPACING
S.S.	STAINLESS STEEL
T/	TOP OF
TYP.	TYPICAL
U..A.C.E.	UNITED STATES ARMY CORPS OF ENGINEERS
UTIL	UTILITY
W/	WITH
W.P.	WORK POINT
Ø	DIAMETER
CL	CENTERLINE
#	NUMBER

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CIVIL

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THE CITY OF NEWPORT
KING PARK DINGHY DOCK EXPANSION
GENERAL NOTES AND ABBREVIATIONS
G-2

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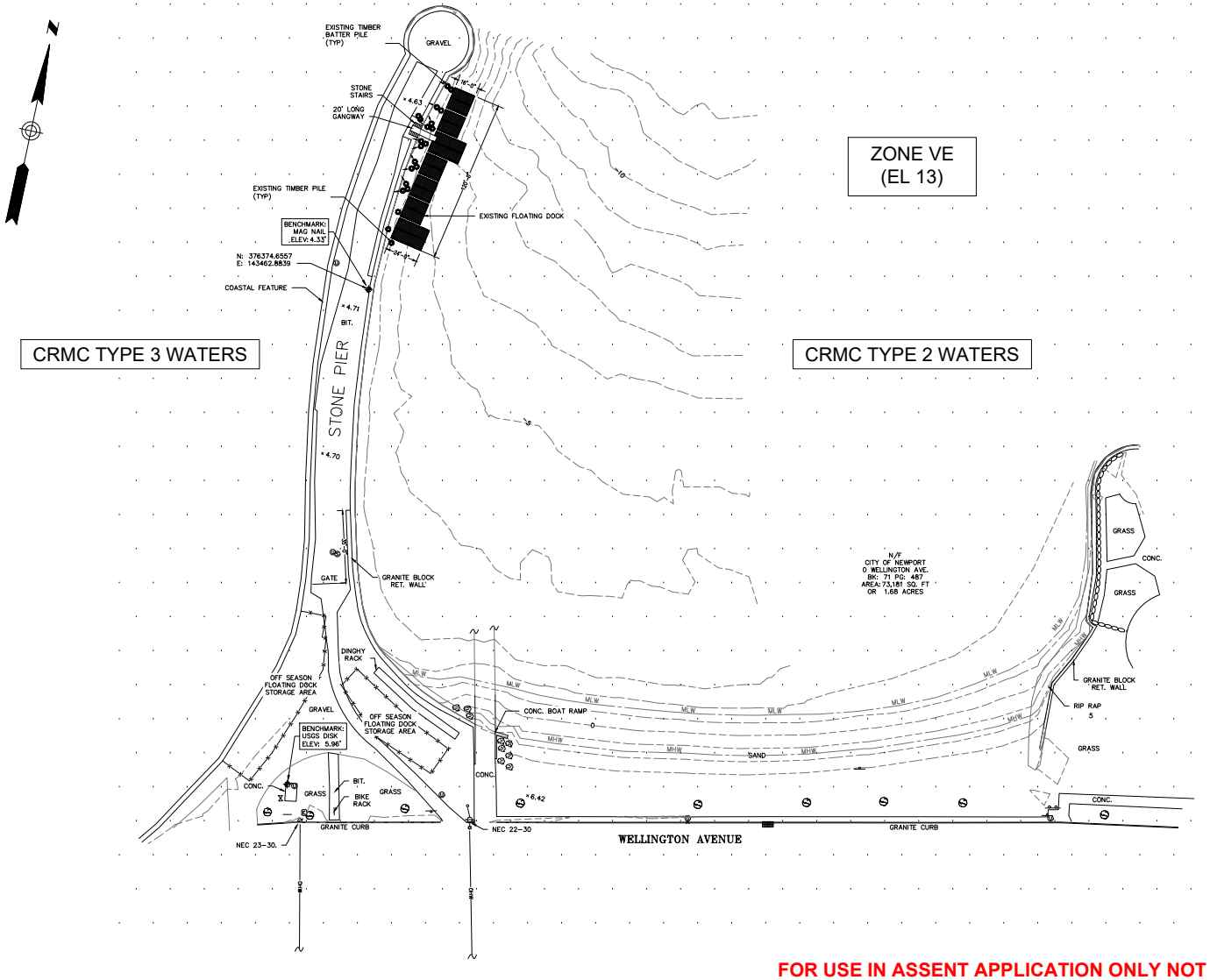

LEGEND

- DOUBLE CATCH BASIN
- NO LABEL MANHOLE
- SEWER MANHOLE
- WATER GATE
- ELECTRIC METER
- UTILITY POLE
- UTILITY POLE WITH LIGHT
- DECIDUOUS TREE
- SIGN (SINGLE POSTED)
- SIGN (DOUBLE POSTED)
- POST
- BENCHMARK
- TEST PIT
- ROCK
- ABUTTERS LOT LINE
- PROPERTY LINE
- STONE WALL
- TEMPORARY WOOD FENCE
- EDGE OF WATER
- INTERMEDIATE CONTOURS
- INDEX CONTOURS

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KING PARK DINGHY DOCK EXPANSION
EXISTING CONDITIONS AND FEMA FLOOD PLAIN PLAN
S-1

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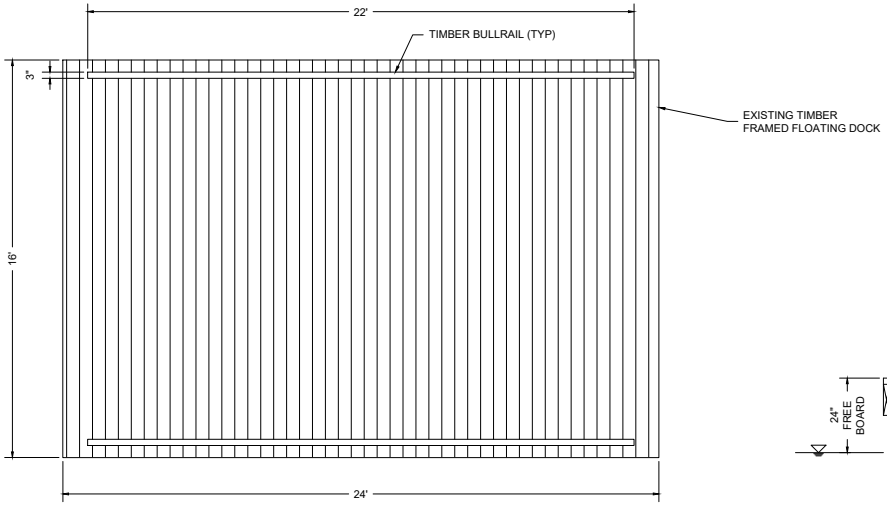
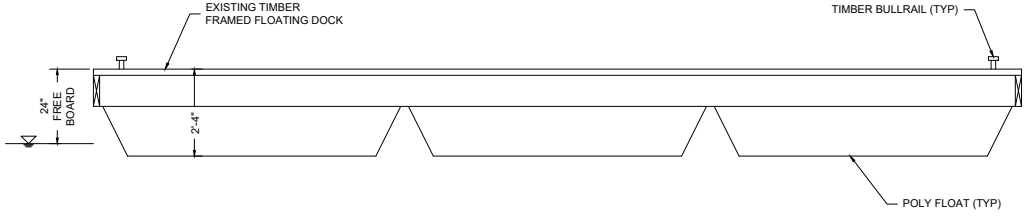


PLAN – TYPICAL EXISTING FLOATING DOCK UNIT

SCALE : 1" = 30'–0"



SECTION – TYPICAL EXISTING FLOATING DOCK UNIT

SCALE : 1" = 20'–0"

NOTE:
CONTRACTOR TO OBTAIN WRITTEN AUTHORIZATION TO VERIFY NEW FLOAT IS CONSISTENT WITH EXISTING DOCK FREEBOARD.

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KING PARK DINGHY DOCK EXPANSION
EXISTING CONDITIONS SECTIONS AND DETAILS
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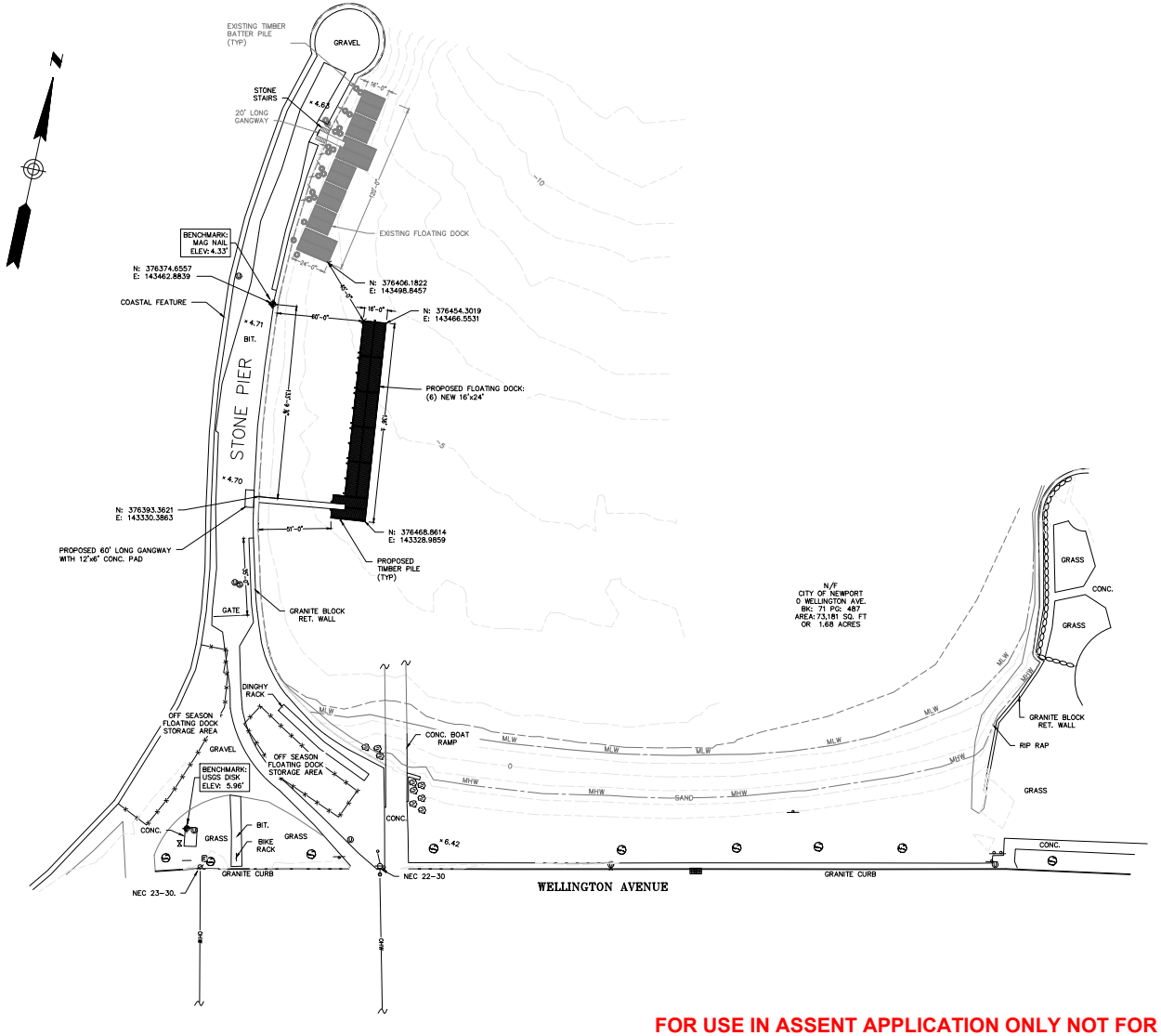

LEGEND

- DOUBLE CATCH BASIN
- NO LABEL MANHOLE
- SEWER MANHOLE
- WATER GATE
- ELECTRIC METER
- UTILITY POLE
- UTILITY POLE WITH LIGHT
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THE CITY OF NEWPORT
KING PARK DINGHY DOCK EXPANSION
SITE PLAN - PROPOSED DINGHY DOCK
S-3

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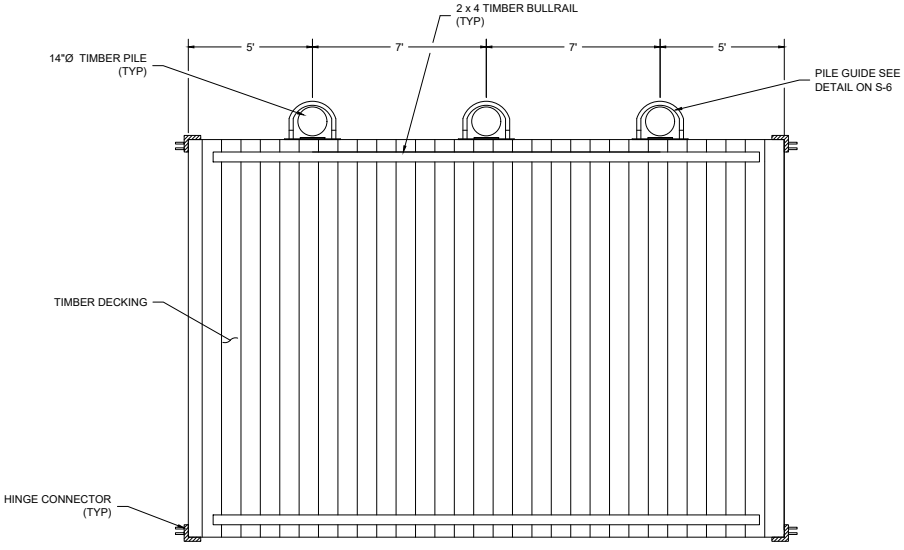
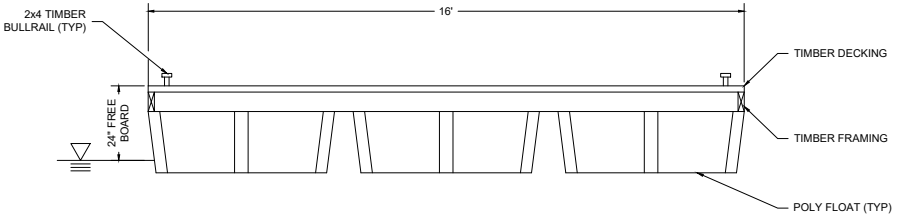
NOTES:

1. ALL STEEL HARDWARE SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A123/A153 AS APPLICABLE.
2. DOCK CONNECTORS SHALL BE HEAVY DUTY GALVANIZED 3 TAB FEMALE AND 2 TAB MALE CONNECTORS WITH HEAVY DUTY BACKUP PLATES.
3. FLOATING DOCKS SHALL BE FURNISHED BY THE MARINE CONTRACTOR.
4. CONTRACTOR TO OBTAIN WRITTEN AUTHORIZATION TO VERIFY NEW FLOAT IS CONSISTENT WITH EXISTING FLOATING DOCK FREE BOARD.
5. TIMBER PILES SHALL BE GREENHEART SPECIES U.N.O.



PLAN – NEW 16' x 24' FLOATING DOCK SECTION
SCALE : 1" = 30'–0"



SECTION – NEW 16' x 24' FLOATING DOCK SECTION
SCALE : 1" = 20'–0"

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KING PARK DINGHY DOCK EXPANSION
TIMBER FRAMED FLOATING DOCK SECTIONS AND DETAILS
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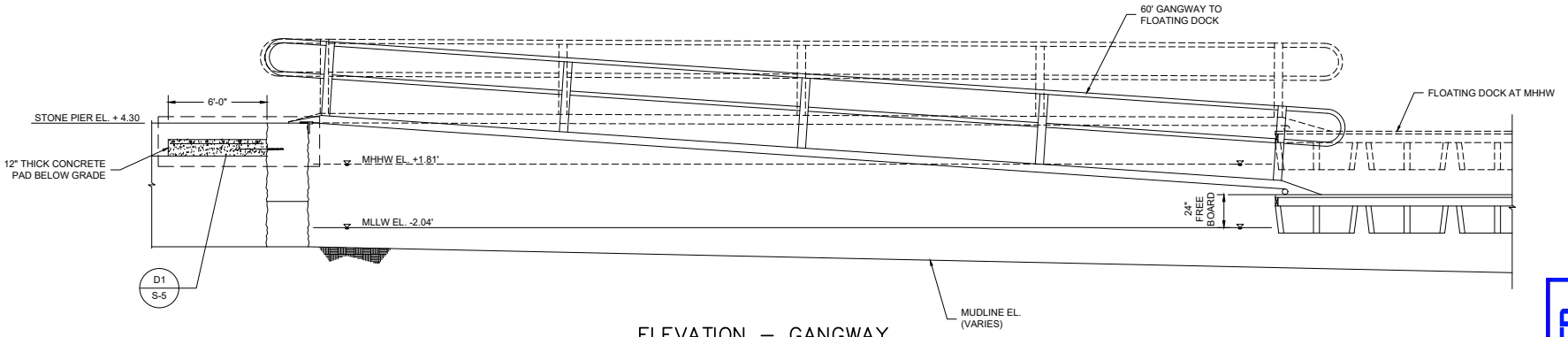
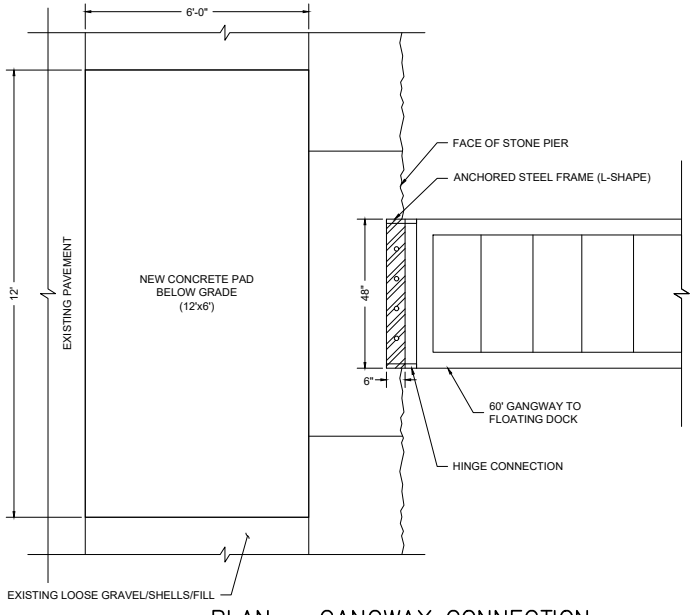


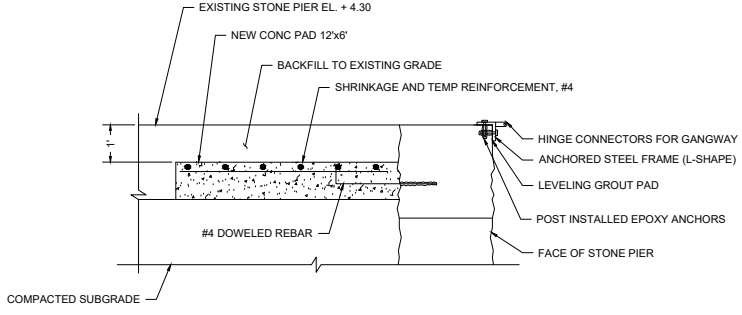
ELEVATION – GANGWAY

SCALE : 1" = 4'–0"



PLAN – GANGWAY CONNECTION

SCALE : 1" = 20'–0"



D1 S-5 DETAIL – GANGWAY CONNECTION

SCALE : 1" = 20'–0"

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KING PARK DINGHY DOCK EXPANSION
GANGWAY TYPICAL SECTIONS AND DETAILS
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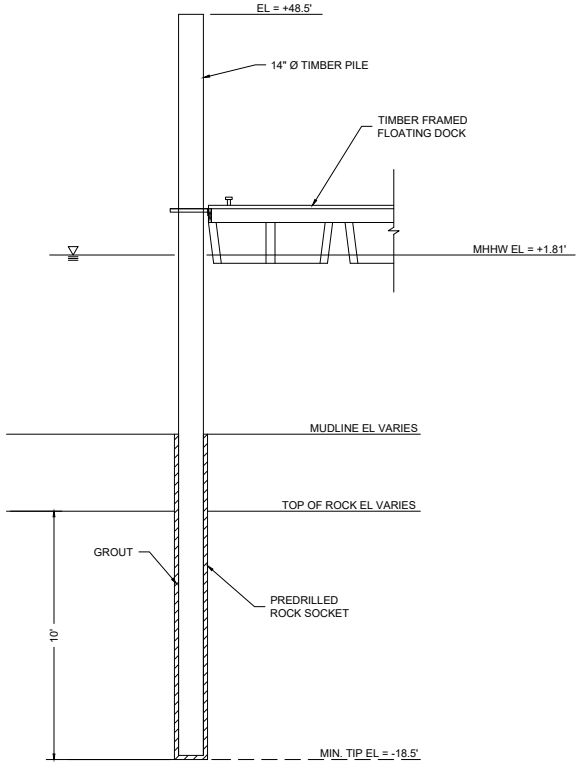
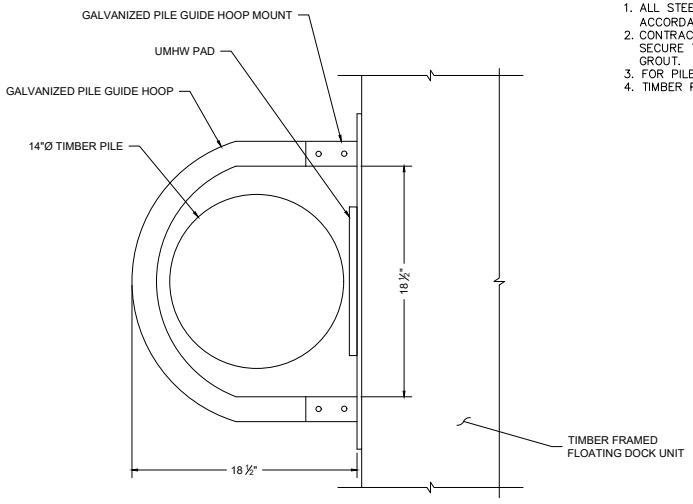


ELEVATION – TYPICAL PILE EMBEDMENT

SCALE : 1" = 30'–0"



DETAIL – TIMBER PILE GUIDE

SCALE : 1" = 5'–0"

NOTES:

1. ALL STEEL HARDWARE SHALL BE HOT DIPPED GALVANIZED IN ACCORDANCE WITH ASTM A123/A153 AS APPLICABLE.
2. CONTRACTOR TO TAKE CARE DURING DRILLING OPERATIONS TO SECURE TIMBER PILE IN PRE DRILLED ROCK SOCKET WITH GROUT.
3. FOR PILE DRIVING NOTES, SEE DRAWING G–2.
4. TIMBER PILES SHALL BE GREENHEART SPECIES U.N.O.

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TIMBER PILES - SECTIONS AND DETAILS
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