CRMC DECISION WORKSHEET
2026-08-078
Department of Environmental Management

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

APPLICATION INFORMATION

File Number	Town	Project Location	Category	Special Exception	Variance
2026-08-078	Narragansett	1221 Succotash Road Plat I-J Lot 66	B	☐	☐
		Owner Name and Address			
Date Accepted	8/26/2026	Department of Environmental Management c/o Daniel Costa 301 Great Island Road Narragansett, RI 02882	Work at or Below MHW		X
Date Completed	11/5/2026		Lease Required		☐

PROJECT DESCRIPTION

The proposed work is intended to replace and improve the existing timber pier so that the RIDEM Commercial Fisheries Laboratory is better equipped to access and berth vessels at their facility. Replacement of the pier will incorporate a new layout. The work proposed as part of this application includes the replacement and improvement of existing in-water structures through the demolition and reconfiguration of the existing in-water structures.

KEY PROGRAMMATIC ISSUES

Coastal Feature: Developed Barrier Beach with a Coastal Beach as the controlling coastal feature for applying setback and buffers.

Water Type: Type 6, Industrial Waterfronts and Commercial Navigational Channels/Point Judith Pond

Red Book: 1.2.1(G), 1.31(A),1.3.1(C)

SAMP: Salt Pond Special Area Management Plan

Variances and/or Special Exception Details: None

Additional Comments and/or Council Requirements: New plans showing seaward extent of facility no further seaward than existing facility is required prior to issuance to Assent.

Specific Staff Stipulations (beyond Standard stipulations):

STAFF RECOMMENDATION(S)

Engineer **RML** Recommendation: **Approval**

Biologist _____ Recommendation: _____

Other Staff _____ Recommendation: _____

Engineering Supervisor Sign-Off 11/5/26 date

Supervising Biologist Sign-off date

Executive Director Sign-Off date

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

STATE OF RHODE ISLAND
COASTAL RESOURCES MANAGEMENT COUNCIL
ENGINEERING REVIEW

TO: Jeffrey M. Willis, Executive Director Date: 11/5/2026
DEPT: Coastal Resources Management Council
FROM: Richard M. Lucia, P.E.
DEPT: CRMC Engineering Section

SUBJ: **CRMC File No.**:B2026-08-078
Owner: Department of Environmental Management
Site Address: 1221 Succotash Road Plat: I-J Lot: 66
Site Town: Narragansett
Project: Replace and improve the existing timber pier so that the RIDEM Commercial Fisheries Laboratory is better equipped to access and berth vessels at their facility. Replacement of the pier will incorporate a new layout. The work proposed as part of this application includes the replacement and improvement of existing in-water structures through the demolition and reconfiguration of the existing in-water structures.

Water Type/Name: Type 6, Industrial Waterfronts and Commercial Navigational Channels/Point Judith Pond

Coastal Feature: Developed Barrier Beach with a Coastal Beach as the controlling coastal feature for applying setback and buffers.

Previous CRMC Assents: 2006-12-004, 2002-06-061, 2001-08-112, 2001-06-027,1999-10-008, 1999-06-002, 1992-06-062, 1992-05-001, 1989-05-033, 1983-12-020,1980-09-010, 1979-02-004

Plans Reviewed: "RIDEM COMMERCIAL FISHERIES LABORATORY PIER REPLACEMENT, JERUSALEM, RHODE ISLAND…" sheets 1-5, dated August 2026, by Prepared by Foth Infrastructure & Environment, LLC, stamped by Scott R. Skunck, P.E. and "RIDEM COMMERCIAL FISHERIES LABORATORY PIER REPLACEMENT, JERUSALEM, RHODE ISLAND…with revision note added nav buoy information," sheet 2 and 4, revised 10/15/26.

Staff Comments/Recommendation:
The existing timber pier is roughly 110' x 5' and the piers L-head is about 30' x 10' and is heavily utilized by RIDEM, Commercial Fisheries Laboratory (CFL) located at 1221 Succotash Road, Narragansett RI. The site is located on the west side of Point Judith Pond, across from the port of Galilee. Further west is the Succotash Marsh State Management Area. Major site amenities include three buildings, a storage area, a boat ramp, and a timber pier.

The State of Rhode Island has owned and managed this site since at least 1900. The CFL has been active and received multiple site upgrades over the last 50 years. Typical activities at the CFL include research, catch monitoring, education and more. A variety of vessels from multiple agencies use the existing pier and a few are permanently berthed at the facility.

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Detailed project description:

- Remove and replace the timber pier and associated structures in an improved configuration that utilizes available water depths.
- Create an SPL for the new in-water structures.
- Raise the new timber pier elevation by about 2ft to improve resiliency while maintaining operational for RIDEM staff.
- Remove and reconfigure existing utilities according to current industry standards.

The proposed reconfiguration includes floating docks and will relocate the timber pier to the north so that it lands on an existing concrete pad. This location will have multiple benefits such as increased offset from historical and current SAV locations, utilization of existing infrastructure, and operational logistics. In this location, the proposed pier will cover about 100 sq.ft. of existing vegetation. Although this is not a RICRMP requirement, to offset this, a minimum of 100 sq.ft. (1:1) native vegetation will be planted north of the pier adjacent to an existing patch vegetation.

Please note, on 10/13/2026 the Town of Narragansett (Harbor Managements Commission, (HMC)) submitted a memorandum to CRMC stating:
"The HMC did note that sheet 2 indicates that the proposed work will still be over 162' from the western limit of the federal channel. However, neither sheet 2 nor sheet 4 contain the location of navigational buoys 4 and 6 as reflected on NOAA Chart 13219. Noting the location of these two navigational buoys on these sheets would be of tremendous assistance to the HMC in its consideration of this application." To address this on 10/21/2026, the applicant's consultant (Foth Engineering) sent a new plan showing the distance to the buoys to the Town of Narragansett and the CRMC.

Subsequently, The Town of Narragansett HMC met on November 3, 2026, to review this new set of plans. At this meeting the town had concerns because the facility was proposed approximately six feet closer to the channel and the existing shoaling that occurs within channel (see figure below) which sometimes require vessels to navigate outside of the channel. **To address these concerns RIDEM has agreed to move the proposed facility no further seaward than the existing dolphins. It has come to staff attention (November 4, 2026) that HMC will be having a quorum to discuss this new plan (November 9, 2026), If the HMC has no objection to this revised project at this quorum it is CRMC staff recommendation to the Council that a requirement that a new set of plans be submitted prior to issuance of an Assent showing that the seaward extent of the proposed facility will be no further than the existing dolphin cluster.**

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As stated, the original plans reviewed by CRMC (dated August 2026) showed the seaward facility approximately 6' seaward of the existing dolphin cluster. However, these plans, will be revised and the proposed seaward extent of the proposed dolphin cluster will now be approximately no further seaward than the existing dolphin cluster (see figure below). The proposed dolphin cluster will be approximately 104' to the navigational channel, therefore there does not appear to be navigational issues since the constriction to navigation will not be significantly altered from the existing conditions.

Although the facility is not defined as a marina, the standards for marinas per RICRMP 1.3.1.D.9.y are used for guidance for placement of commercial structures. The standards state that facilities shall be setback three times the authorized project depth from federal navigation projects (e.g. navigational channel). The channel associated with this proposal has project depths of 6', therefore the required setback shall be 18'(see below figure). The closest proposed dolphin is 104' from the navigational channel, therefore it exceeds this requirement. Army Corp of Engineers (ACOE) approval will be a stipulation of this Assent if approved.

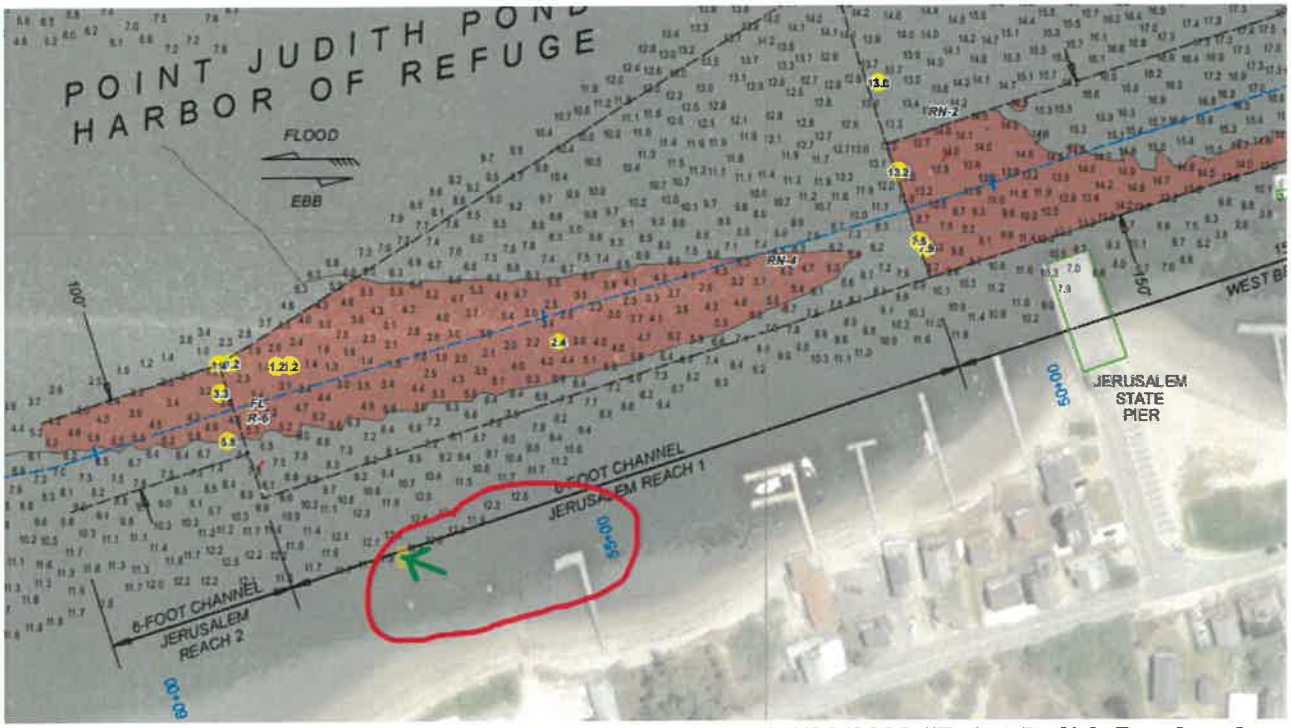

FIGURE: Marked-up Screenshot of USACOE SURVEY 4/20/2022 "Point Judith Pond and Harbor Of Refuge, South Kingstown and Narragansett, Rhode Island Condition Survey…,"

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COMMENTS ON APPLICATION/APPLICABLE POLICIES, STANDARDS & ETC:

RICR Section Number	Section Title	
1.2.1(G)	Type 6 Industrial Waterfronts and Commercial Navigational Channels	The highest priority uses of Type 6 waters and adjoining land areas within Council jurisdiction are Berthing, loading and unloading, and servicing of commercial vessels; construction and maintenance of port facilities, navigation channels, and berths; and Construction and maintenance of facilities required for the support of commercial shipping and fishing activities. It is the opinion of Staff that this proposal meets the Councils policy.
1.3.1(A)	Category B Requirements	The applicant has provided responses to the Category B requirements as part of the application material. It is the opinion of Staff that these responses are complete and the requirements of this section of the RICRMP have been meet.
1.3.1(C)	Residential, Commercial, Industrial, and Recreational Structures	The proposed structures have been designed by a Professional Engineer and as such is certified to meet all applicable / required standards. In addition, a Structural Perimeter Limit has been addressed on the submitted plans. It is the opinion of staff that the proposal meets the policies and standards of this section of the RICRMP.

Conclusion and Recommendations:

Based on the above, it is the opinion of CRMC reviewing staff that this project meets the requirements of RICMP. Importantly, it is consistent with the designated priority use of the water body, Type 6 waters, Industrial Waterfronts and Commercial Navigational Channels. Based on the above, CRMC staff has no objections to the project.

Signed  **Staff Engineer**