

# CRMC DECISION WORKSHEET

## 2025-06-017

Town of Narragansett

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

APPLICATION INFORMATION							
File Number	Town	Project Location			Category	Special Exception	Variance
2025-06-017	Narragansett	139 Boston Neck Road			<b>B</b>	<input type="checkbox"/>	<input type="checkbox"/>
		<b>Plat</b>	A	<b>Lot</b>			
		<b>Owner Name and Address</b>					
Date Accepted	6/6/2025	Town of Narragansett			Work at or Below MHW	<input checked="" type="checkbox"/>	
Date Completed	4/2/2026	25 Fifth Avenue, Narragansett, RI 02882			Lease Required	<input type="checkbox"/>	

### PROJECT DESCRIPTION

The Town of Narragansett is applying to perform dredging with beach placement near the mouth of the Pettaquamscutt River (Narrow River) in a section known as "The Narrows." In recent years this section of the river's natural channel has shoaled considerably due to coastal storms and sediment migration from the adjacent barrier spit. As a result, the channel is now essentially unnavigable for recreational vessels which have historically utilized this inlet to access the oceanfront. Additionally, tidal flushing of the Narrow River Estuary has been impacted. The material is proposed for onsite beneficial reuse in beach nourishment and dune enhancement.

### KEY PROGRAMMATIC ISSUES

- Coastal Feature:** Coastal Beach and Dune on a Moderately Developed Barrier Spit
- Water Type:** Type 2, Low Intensity Use
- Red Book:** 1.3.1(J), 1.3.1(I), 1.3.1(B), 1.3.1(A)
- SAMP:** Narrow River SAMP §4.4.9(A)(1)(b, c, h, & g) and §4.4.9(A)(3)(b & c)

Variations and/or Special Exception Details:  
Not applicable. Please see Staff Report for justification.

Additional Comments and/or Council Requirements:  
Please see Staff Report for comments and Staff recommendations.

Specific Staff Stipulations (beyond Standard stipulations):  
If approved, additional stipulations shall be required as outlined in the Staff Report.

### STAFF RECOMMENDATION(S)

Engineer <u>EMS</u> Geologist <u>EAH</u>	Recommendation: <u>Approval</u> Recommendation: <u>Approval</u>	
Engineering Staff Sign-Off on Hearing Packet <span style="float: right;">4/2/26</span> date	Geologist Staff Sign-Off on Hearing Packet <span style="float: right;">4/6/26</span> date	
Executive Director Sign-Off <span style="float: right;">2/26/26</span> date		



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

DATE: April 2, 2026  
TO: Jeffrey M. Willis, Executive Director  
FROM: Mason Sherman, Marine Infrastructure & Dredging Coordinator  
Emily Hall, Coastal Geologist

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Applicant's Name:	The Town of Narragansett
CRMC File Number:	2025-06-017
Project:	Narrow River Dredging with Beach Disposal
Location:	139 Boston Neck Rd.; Narragansett: Plat(s):A; Lot(s): 133,33,33B,38,39,40
Water Type/Name:	Type 2 – Low Intensity Use / Pettaquamscutt River
Coastal Feature:	Barrier Beach/Spit
Plans Reviewed:	“Narrow River Dredging”, Sheets 1 to 7, Cover Page dated May 27 <sup>th</sup> , 2025 & plan drawings dated February 27 <sup>th</sup> , 2025, by Foth Infrastructure & Environment, LLC and stamped by Michael Campagnone (P.E. No. 14357). Additional plans include the “Narrow River Dredging – Proposed Water Level Monitoring Work Plan” dated November 7, 2025 & “Dune Vegetation Planting Plan”, Sheets 1 & 2, dated February 6, 2026, which includes the Dune Planting Plan and Proposed Dune Stockpile Plan.

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## INTRODUCTION:

The Town of Narragansett is applying to perform dredging with beach placement near the mouth of the Pettaquamscutt River (Narrow River) in a section known as “The Narrows.” In recent years this section of the river’s natural channel has shoaled considerably due to coastal storms and sediment migration from the adjacent barrier spit. The shoaling has made the channel essentially unnavigable for recreational vessels which frequent this area in the summer months. Additionally, tidal flushing of the Narrow River Estuary has been impacted. The project proposes to dredge an estimated 41,551 CY of beach grade material to a depth of -4’ MLLW from the barrier spit to restore pre-existing usage of the channel by recreational vessels. Dredged sediment is proposed for onsite beneficial reuse in beach nourishment and dune enhancement. Due to the volume of material, the application qualifies for Category B review.

**CRMC HISTORY:**

There is no history of this section of the Narrow River ever being dredged, however there has been recent work in the project vicinity under 2024-12-038. The scope of that project involved demolition of the pre-existing building at 139 Boston Neck Rd. and dune restoration. The proposed project will tie into the dune restoration completed as part of the 2024-12-038 work.

File Number	Description	Owner	Category - Status
2024-12-038	Demo Building & Restore Dune	The Dunes Club	A-Approved

**COMMENTS ON APPLICATION/APPLICABLE POLICIES, STANDARDS & ETC:**

1.3.1(A)	Tidal and Coastal Pond Waters, On Shoreline Features and Their Contiguous Areas – CAT B Requirements	
(1)(a)	Demonstrate Need	The existing conditions have resulted in impaired navigation within the current channel as well as poor tidal flushing. The project aims to improve both of these items among other benefits.
(1)(b)	Local Zoning, Codes, Standards, etc.	In conjunction with this CRMC application, the applicant shall also obtain an RIDEM Water Quality Cert and any necessary USACE permits or approvals.
(1)(c)	Boundaries Affected	The dredging is located in type 2 waters with the dredged material being beneficially used for beach nourishment and dune enhancement on a moderately developed barrier.
(1)(d)	Impacts on Erosion or Deposition	The proposed channel depths mimic the deeper sections of the existing channel and will be adequately sloped to avoid formation of an anoxic deep hole. The upland disposal will be used to build up the backside of the barrier spit and extend the existing dune. The placement mimics deposition expected in a natural barrier roll-over process, and is not anticipated to have adverse geologic impacts. Additionally, a stockpile of material is proposed in the Town Beach West Parking area to be beneficially used as needed at the Town Beach.
(1)(e)	Plant & Animal Diversity	After dredged material has been placed, native plantings will be added to the dune for both stabilization and to restore natural plant life. Once dredging is completed, tidal flushing and water quality is anticipated to improve which will further increase aquatic animal diversity in the area. A pre/post dredge event water level monitoring plan has been proposed to help determine if dredging in this area has an impact on the highest high and lowest low tides, to help inform potential impacts on the tidal marshes of the Narrow River. This work will help inform impacts of future dredging events on saltmarsh sparrow habitats.
(1)(f)	Public Access	The applicant provided Construction Plan and Dune Stockpile drawings which outline heavy equipment access, staging areas, and limits of work. The project shall take place during the dredge season from October 15 – January 31. This is the offseason for

		beach goes but even so, standard stipulations will be added to ensure lateral access along the beach is maintained throughout the project. Upon completion of work and demobilization, public access/navigation of recreational vessels will have been greatly improved by aiding to realign and deepen the channel. Additionally, stipulations have been recommended to ensure any newly created land remains in the Public Trust.
(1)(g)	Water Circulation, Flushing, Turbidity, and Sedimentation	The proposed slope of 3:1 on the water side is standard for dredging projects to minimize the formation of a deep hole/anoxic environment in the area. Digging out this “plug” of material will greatly improve tidal flushing in the system. The milder 5:1 slope on the fill side makes sense to minimize sedimentation back into the channel. The project shall be conducted in the standard dredge season to minimize any turbidity risks to species and turbidity will be visually monitored and addressed as needed during construction.
(1)(h)	Water Quality	Following completion of dredging, the water quality of the system should be greatly improved with the increase in tidal flow and filling of the relatively stagnant section of channel located behind the barrier spit.
(1)(i)	Historic and Archaeological	No known historical or archaeological resources are known to be located in this area. As part of the CRMC application process the Historical Preservation and Heritage Commission reviewed the application and provided a letter of no effect on any significant cultural resources.
(1)(j)	Water Dependent Uses	With the exception of restricted public access to the work area during construction, there are no foreseen negative impacts to water dependent uses. In fact, it is anticipated that a deepened and realigned channel will greatly improve public use in this area.
(1)(k)	Scenic Impact	With the exception of the equipment onsite during construction, which will happen during the winter in the region’s off season, there are no anticipated negative scenic impacts.
<b>1.3.1(B)</b>	<b>Filling, Removing, or Grading of Shoreline Features</b>	
<b>(2)(a)</b>	<b>Prohibitions</b>	Filling is proposed adjacent to Type 2 waters. This is a prohibited activity unless the purpose is a natural buffer against storms. The barrier spit and dune shall be built up and improved with the dredged material. This will add additional protection from sand migrating from the coastal beach into the Narrow River system during coastal storms. It will essentially act as a natural buffer so the project meets this goal/purpose.
<b>(3)(a)</b>	<b>Standards for All Filling</b>	
(1)	Slopes	The maximum slope of fill material shall be 5:1 or 20% which is less than the 33% requirement.
(2)	Excess Material & Debris	Only approved dredge material shall be used for fill. All construction materials and debris shall be removed from the site post construction.

(3)	Stabilization and Re-Vegetation	The proposed slopes for the fill material meet CRMC requirements and will minimize any erosion or stability concerns. Dune planting will be conducted by the Contractor and follow the proposed planting plan as reviewed and approved by CRMC staff.
(4)	Placement Along Jetties	No placement along jetties is proposed.
(5)	Clean Fill	A sediment sampling plan and analysis was performed and approved by both CRMC and RIDEM. The material to be used is satisfactory for beach placement and free of chemicals.
(6)	Method of Changing Upland Slopes	No cutting or placement of material shall occur outside of the area specified in the approved plans. Equipment operation on the slopes of existing dunes will be minimized to the extent possible and regraded to pre-existing conditions if needed.
(7)	Toxic Substances	As a stipulation to the CRMC permit, all substances or construction materials brought to the jobsite shall be removed by the Contractor.
<b>(3)(c)</b>	<b>Standards for Earthwork on Shoreline Features</b>	
(1)	Pre-Work Meeting	As a stipulation to the CRMC permit, a meeting shall be held between CRMC and the Contractor prior to mobilization and start of work.
(2)	Re-Vegetation Plan	A plan including natural vegetation was submitted, reviewed, and approved by CRMC Staff as it meets our standards.
(3)	Storage of Construction Materials	With the exception of the equipment needed to dredge and place the dredged material, no foreign materials will be placed into the proposed fill area.
(4)	Soil Grading	The proposed slope of fill is 5:1 which is less than the CRMC maximum of 3:1. As previously mentioned, a re-planting plan has been developed and meets CRMC standards.
(5)	Machinery in Sensitive Work Areas	The heavy equipment needed to perform the dredging and dispersal of dredge material will be limited to the areas highlighted on the approved plans in an effort to minimize any disturbance.
(6)	Temporary Disturbance of Coastal Feature	Impacts will be limited to the duration of construction and the site will be fully restored to pre-existing conditions or better upon completion.
(7)	Concrete Structures in Salt Water	Not applicable. There are no concrete structures associated with this work.
<b>1.3.1(I)</b>	<b>Dredging and Dredged Material Disposal</b>	
<b>(3)(b)</b>	<b>Prohibitions</b>	New work or improvement dredging is prohibited within Type 2 waters, however, per 1.2.1(C)(2)(a), it is the Council's policy to maintain and restore the scenic value, water quality, and natural habitat values of these waters and adjacent areas. This project accomplishes all of those goals. Additionally, this is being considered maintenance dredging by definition as will be further discussed in the conclusions and recommendations section of this report.

<b>(4)</b>	<b>Additional CAT B Requirements</b>	
(a)	Depth Soundings	Existing soundings of the dredge area were submitted. As a stipulation to the CRMC permit, an updated pre-dredge survey of the channel and upland construction areas shall be required prior to start of work.
(b)	Disturbance for Heavy Equipment	An equipment access route and limit of work plan has been submitted and in Staff's opinion it takes up the minimum footprint necessary to complete the scope of work. Standard stipulations shall be added to ensure that pre-existing natural conditions are maintained or restored prior to demobilization of heavy equipment.
(c)	Turbidity Controls	Dredging will occur within the standard dredge window from October 15 – January 31 where impacts of turbidity on aquatic species is minimized. Visual turbidity monitoring will be conducted, and if determined to be excessive, will be addressed on site.
(d)	Time of Year Restrictions	Dredging will occur within the standard dredge window from October 15 – January 31 where impacts to aquatic species are limited and odors will have minimal impact.
(e)	Improvement Dredging Projects	It is undetermined what the maintenance dredging needs will be in the future, but as a stipulation to the CRMC permit, the applicant shall develop a long-term plan for maintaining this resource.
(f)	Upland Material Pollutants	Sediment samples and analysis have been approved by both CRMC and RIDEM for upland and beach placement.
(g)	Residential Boating Facilities	Not applicable. This work is not being conducted for a residential boating facility.
<b>(5)(b)</b>	<b>Standards for Dredging</b>	
(1)	Tidal Flushing	The proposed slope of 3:1 is standard for dredging projects to minimize the formation of a deep hole/anoxic environment in the area and tie into existing depths. The proposed dredge depth is consistent with the existing deeper sections of the channel and historic channel depths.
(2)	Slope at Edge of Dredge Prism	Proposed slope on the water side of the dredge prism is 3:1 or 33%. The milder 5:1 slope (20%) on the fill side makes sense to minimize sedimentation back into the channel. Both slopes meet the maximum 50% requirement.
(3)	Undermining Adjacent Facilities or Coastal Features	The proposed dredging footprint has no adjacent facilities which will be impacted. As previously mentioned, the milder 5:1 slope on the fill side should help to minimize sedimentation back into the channel.
(4)	Shellfish Dredged	Any shellfish dredged shall not be utilized for human consumption or bait. RIDEM shall provide a dredge permit and water quality cert which will outline any potential shellfish survey and relocation needs in this area prior to start of dredging.

(5)	Marina Perimeter Limit	Not applicable. The proposed dredging does not fall within an MPL.
<b>(5)(f)</b>	<b>Standards for Upland Disposal</b>	
(1)	Dewatering of Dredge Material	Dewatering will occur onsite on the adjacent barrier spit as denoted on the approved plans.
(2)	Vegetation and Stabilization of Dredge Material	Dredge material stored for dewatering will be temporary. Once placed in its final disposal location, the material will be adequately sloped as previously stated and vegetated per the applicant's approved re-planting plan.
(3)	Dredge Material Behind a Bulkhead	Not applicable. No material shall be placed behind a bulkhead.
(4)	Section 1.3.1(B) Compliance	As previously stated above, this application is in compliance with 1.3.1(B).
<b>(5)(g)</b>	<b>Standards for Beach Nourishment</b>	
(1)	Beach Material Compatibility	Sediment samples and analysis have been approved by both CRMC and RIDEM for upland and beach placement.
(2)	Sediment Placement and Littoral Drift	The placement area is on the backside of the barrier spit or adding to the dune on the barrier spit and is not directly within the littoral zone of the adjacent coastal beach. As the sediment is being placed on the back-barrier, and thus removed from wave action, it is anticipated the construction of this additional dune and adding to the barrier spit will actually help prevent material from migrating from the coastal beach into the Narrow River system.
(3)	Section 1.3.1(B) Compliance	As previously stated above, this application is in compliance with 1.3.1(B).
<b>1.3.1(J)</b>	<b>Filling in Tidal Waters</b>	Filling in Tidal Waters is defined in the program as "placement of materials below the mean high water and includes the utilization of dredged materials to create land in tidal waters for purposes <i>other than the creation of wetlands or beach replenishment</i> ." (§1.1.2(A)(60), emphasis added) As the purpose of the work is beach replenishment, the work is not classified as Filling in Tidal Waters, and is thus not a Prohibited Activity in Type 2 Waters.
<b>4.4.9(A)</b>	<b>Narrow River SAMP – Geologic Processes – Dredging Navigation Channels and Basins</b>	
<b>(1)</b>	<b>Policies</b>	
(b&c)	Dredging to Support Recreational Use	Dredging to support existing recreational use is permitted under the CRMP and per Narrow River SAMP §4.4.9(A)(1)(c) "The Council shall only support dredging projects that maintain the existing level of recreational use within the Narrow River." It is staff's opinion that the project as designed will meet this existing level of use.
(f)	Dredging/Maintenance Plan	A dredging/maintenance plan is required for all proposed dredging operations. While a plan for this dredging iteration is currently being proposed for approval, a long-term maintenance plan needs to be established in conjunction with this Assent and shall be stipulated as such.

(g)	Boating Safety Plan	Per §4.4.9(A)(1)(g), Due to the potential for dredging to increase riverbank and saltmarsh erosion from boat wakes, personal watercraft, etc., a boating safety plan including speed limits and wake restrictions is necessary in conjunction with any dredging project. Staff intends to stipulate that a plan be submitted to CRMC within 30 days of permit approval.
(h)	Beach Replenishment	“The CRMC favors the use of qualified dredge material for beach replenishment projects.” This project is directly accomplishing this while also realigning the channel to pre coastal storm conditions.
(i)	Maintenance Dredging	It is Staff’s opinion that this project is restoring the channel to existing levels of use prior to recent coastal storms and thus qualifies under maintenance dredging. However, “The Council shall determine if a proposed dredging project constitutes maintenance of an existing level of use, or if it is improvement dredging”
<b>(3)</b>	<b>Standards</b>	
(a)	RICRMP Dredging Standards	As has previously been stated, it is Staff’s opinion that the project meets the CRMP dredging standards in section §1.3.1(I).
(b)	Maintenance Plan	Staff intends to stipulate that a long-term maintenance plan be developed incorporating lessons learned from this dredge event, pre/post survey results, pre/post water level monitoring results, and be in accordance with section §4.4.9(A)(3)(b) of the Narrow River SAMP.
(c)	Dredge Dimensions	“Dredging will only be allowed to minimal dimensions necessary to support the demonstrated previous level of use.” As has previously been stated, Staff is of the opinion that this standard is met.

## **STAFF APPLICATION SUMMARY:**

### ***Site Conditions:***

The 2023-2024 winter storms resulted in approximately 45 feet of frontal erosion on the Narrow River barrier, and the loss of approximately 0.5 acres of coastal dune habitat in the project area. Some of the eroded sediment was deposited in the pre-existing northern channel, directly impeding current rates of recreational navigation, justifying the dredging work. Some sediment was deposited above MHW, expanding the barrier spit, and connecting the barrier with the pre-existing sandy shoal. This newly deposited sandy spit is approximately 3500 sq. yds. and has cut off the southern navigation channel from tidal flushing, resulting in standing water.

Maps included at the end of this report were prepared by Staff and based off the Accepted Site Plan to demonstrate the recent geomorphologic evolution and proposed alterations to the site.

### ***Dredging:***

The project would involve mechanical dredging of an estimated 41,551 CY of beach grade material to a depth of -4' MLLW with 1' of allowable overdepth. The proposed depth is consistent with existing deeper sections of the channel. It should also be noted that the majority of dredged material is being sourced from the sandy shoal rather than the current channel; approximately 10,400 sq. yds. of the shoal area will be dredged, and approximately 3,300 sq. yds. of the existing channel will be affected.

In Type 2 Low Intensity Use waters, the Council's goal is "to maintain and, where possible, restore the high scenic value, water quality, and natural habitat values of these areas, while providing for low intensity uses that will not detract from these values" (CRMP §1.2.1(C)(2)(a)). Informed by the findings of the Narrow River SAMP, it is Staff Opinion that the proposed dredging will accomplish these goals. Beyond the construction window, no impacts to scenic quality are expected. Additionally, the re-establishment of the channel is anticipated to increase tidal flushing, resulting in healthier nutrient levels and water quality in the Narrows. The proposed work seeks to re-establish pre-existing recreational uses and will maintain habitat integrity across the system.

Additionally, Staff would like to note that the total impacts are expected to be minimal. The retained engineering firm conducted a broad alternatives analysis, and the proposed work here is the smallest of the potential dredging alternatives. Rather than a major dredging initiative, the sandy shoal is essentially being minorly realigned; all work will be conducted from land, and all sediment will remain in the system.

### ***Beneficial Re-Use:***

Dredged sediment will be beneficially used for beach nourishment and dune enhancement across a total area of approximately 23,000 sq yds. For the beach nourishment portion of the work, sediment will be added to vertically enhance approximately 12,600 sq. yds. of the beach on the existing shoal, and approximately 8,000 sq. yd. of the now cut-off southern channel will be filled.

A natural barrier system experiences erosion of the frontal dunes, deposition of sediment in the form of overwash, and eventual landward migration of the barrier. The proposed sediment placement therefore mimics deposition expected in a natural barrier roll-over process, and is expected to further stabilize the system. Approximately 2,300 sq. yd. of beach will be converted to a dune habitat; combined with the below application from the Dunes Club (2024-12-038), the proposed dune creation in this project will restore the dune to its pre-2023 Nor'easter extent.

**COMMENTS ON VARIANCE REQUEST:**

- Not Applicable

**COMMENTS ON OBJECTION:**

- As part of the application, the applicant submitted two letters of no objection from the Audubon Society of RI and the Dunes Club.
- During the Public Comment period ending on 8/1/2205, comments were received from Narrow River Preservation Association (NRPA), Save The Bay (STB), RI Natural Wildlife Refuge (The Refuge), and The U.S. Fish and Wildlife Service (USFWS). Below is a summary of the comments received with **Staff Comments in Red**.
  - Tidal Monitoring Plan
    - A large concern is post dredge effects on the tidal range in the Narrow River Estuary, particularly a higher high tide which could flood marshes and eliminate nesting habitat for the Saltmarsh Sparrow.
    - A Tidal Monitoring Plan should be required as part of this assent with collaboration between the Town and all stakeholders.
    - This data should be utilized to develop a longer-term maintenance dredging plan.
    - **The Applicant has provided a tidal monitoring plan with input from CRMC and relevant stakeholders. Following completion of the plan, CRMC Staff arranged a meeting to review this plan with Save the Bay, NRPA, and the Applicant. Feedback was received and incorporated into a slightly revised plan with the in-river monitor being shifted slightly to mirror the location of past monitoring events on the River.**
  - USFWS Coordination
    - Applicant needs to coordinate with USFWS particularly regarding the Endangered Species Act and impacts of proposed beach & dune fill prior to receiving a USACE Dredging Permit.
    - **Condition of CRMC assent will be that applicant needs to coordinate with USACE and USFWS for any applicable permits.**
  - Planting Plan
    - A dune planting plan should be developed and approved by CRMC prior to issuing an assent.
    - **A dune planting plan was developed and meets CRMC standards per Staff review.**

- Long Term Plan
  - A long-term plan for maintenance dredging should be developed prior to an assent being issued.
  - This should include specific triggers for when maintenance dredging needs to be completed again.
    - Staff plans to stipulate that a long-term maintenance plan will be required in accordance with The Narrow River Special Area Management Plan (§4.4.9(A)(3)(b)).
    - Staff recognize that this will be a working plan and will likely evolve from lessons learned during the proposed dredge event and water level monitoring. Staff plans to stipulate that a long-term maintenance plan be submitted within twelve (12) months following the completion of the dredge event.
    - As part of this plan, and to help define triggers which may warrant planning of a new dredge event, Staff plan to stipulate that yearly post winter storm/spring hydro and topographic surveys shall be conducted for a period of five (5) years following the dredge and dune construction event.
- Surveys
  - Regular hydro and topo surveys should be conducted.
  - Pre/post dredge hydro and topo surveys will be required as part of our assent. As previously mentioned and as part of the long-term plan, Staff plans to stipulate annual post winter hydro and topographic surveys of the project area for a period of five (5) years.
- New Property Lines and Public Trust
  - The dredging of material from the Narrow River with beneficial reuse will create new land formations above HTL. Where this new land falls in the public trust needs to be addressed in the CRMC Assent.
  - Staff plans to add a stipulation that filled land remains titled to the State of Rhode Island for the public trust.

### **CONCLUSIONS AND RECOMMENDATION:**

It is the opinion of Staff that this project does not require any special exceptions for the following reasons:

- This project is not considered filling in tidal waters as it is beach replenishment. As such, it is not a prohibited activity in Type 2 waters per Redbook 1.1.2(A)(60).
- The project as proposed will preserve or enhance the coastal feature as a natural buffer against storms. As such, the grading of shoreline features aspect of the project is not prohibited per Redbook 1.3.1(B)(2)(a).
- The definition of maintenance dredging in the CRMP is: “Maintenance dredging includes projects whose purpose is to restore channels and basins to dimensions that support and maintain existing levels of use.” This project is being considered maintenance dredging as the proposed channel dimensions match historical depths/channel widths as well as maximum depths in areas adjacent to the proposed dredge area. As such, the channel is being restored to pre-shoaling/winter storm conditions so there is no anticipated change in vessel usage for the area when compared to historical usage. Per Redbook 1.3.1(I)(3)(b) maintenance dredging is permitted in Type 2 waters.
- Per Narrow River SAMP §4.4.9(A)(1)(b&c) dredging to support existing recreational use is permitted.
- Per Narrow River SAMP §4.4.9(A)(1)(h) the CRMC favors the use of dredge material for beach replenishment projects.
- Per Narrow River SAMP §4.4.9(A)(3)(c) dredging will only be allowed to minimal dimensions necessary to support the demonstrated previous level of use. It is Staff’s opinion that the proposed channel dimensions meet this standard.

The current status at the Mouth of the Narrow River impedes navigation for recreational vessels and limits tidal flushing which negatively impacts the Narrow River Estuary as a whole. Staff recommends approval of the proposed project with standard stipulations for Dredging and Beach Disposal along with the following additional requirements.

#### **Stipulations in addition to standard stips:**

1. A new pre-dredge survey shall be conducted by the Applicant or their Engineer prior to mobilization. Current conditions shall be assessed to ensure that the proposed dredge prism is still in the optimum location to restore tidal flushing.
2. New topographic surveys shall be conducted of the full barrier spit, existing dune, and any areas planned to be impacted by heavy equipment to ensure pre-existing conditions are restored upon demobilization.
3. New dune has recently been created at the demolished 139 Boston Neck Rd. Building. The topographic survey depicted in the plan drawings predates this new dune. Proposed dune fill shall be adjusted as needed based on this new topographic survey to tie into existing dune slopes and elevations.
4. Filled land remains titled to the State of Rhode Island for the public trust.
5. A pre-dredge topographic survey shall be conducted by a Professional Land Surveyor (PLS) to identify existing lot lines and property ownership. A post-dredge topographic survey shall also be conducted by a PLS to clearly identify property lines and new land created for the public trust.
6. A long-term maintenance plan will be required in accordance with The Narrow River Special Area Management Plan (§4.4.9(A)(3)(b)). This plan shall be provided to CRMC within one year of the conclusion of the dredging event.

7. A boating safety plan including speed limits and wake restrictions shall be submitted to CRMC within 30 days of permit approval and implemented per Section §4.4.9(A)(1)(g) of the Narrow River SAMP.
8. Water level monitoring shall be conducted as called out in the approved water level monitoring plan.
9. Data from this monitoring event shall be made available to CRMC upon request. This data shall be implemented into the long-term maintenance plan.
10. Annual post winter storm hydro and topographic surveys shall be conducted for a period of five (5) years following the dredge and dune construction event. These surveys shall be submitted to CRMC and utilized by the Town or their Consultant to update the long-term maintenance plan as applicable.

**FIGURES:**

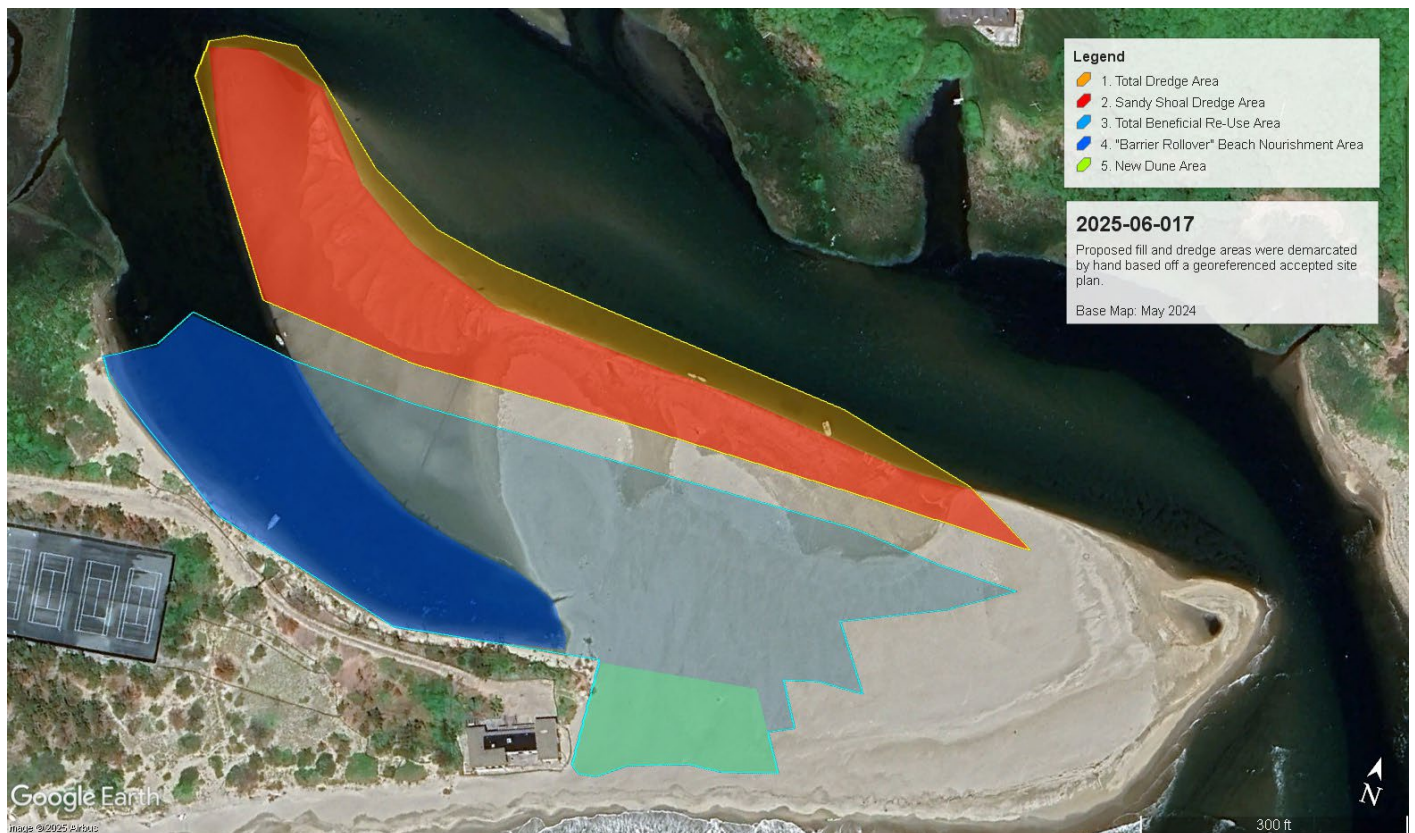


Figure 1: Site Plan Summary. Approximate areas of alterations in sq. yd. as calculated by Staff are as follows:

**Total Dredge Area: 13,710**  
Sandy Shoal Dredge Area: 10,370  
Channel Dredge Area: 3,350  
**Total Beneficial Re-Use Area: 22,990**  
"Barrier Rollover" Beach Nourishment Area: 7,940  
New Dune Area: 2,360  
Beach Nourishment on Barrier Spit Area: 12,690



Figure 2: Dredging and renourishment areas depicted atop 2018 aerial imagery. Note this was prior to the Nor'easters of the December 2021 and Winter 2023-2024. Dune is intact, northern and southern channels around the sandy shoal are passable, and the shoal is separate from the barrier spit.



Figure 3: Dredging and renourishment areas depicted atop 2022 aerial imagery. Note this was after the Nor'easter of December 2021, but prior to the Nor'easters of Winter 2023-2024. Dune is intact and the shoal is separate from the barrier spit, but the spit has expanded north resulting in a reorientation of the southern channel and narrowing of the northern channel.



Figure 4: Dredging and renourishment areas depicted atop 2024 aerial imagery, in a similar state to present day (April 2026). Note this was after the Nor'easters of Winter 2023-2024. Dune has substantially eroded, spit has welded on to the shoal, the southern channel has closed, and the northern channel has narrowed.

Signed: 

Staff Geologist

Signed: 

Staff Engineer