

CRMC DECISION WORKSHEET

2019-11-078

Town of Bristol

H1B3

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
2019-11-078	Bristol	127 Thames Street		B	<input type="checkbox"/>	<input checked="" type="checkbox"/>
		Plat 10	Lot 3			
		Owner Name and Address				
Date Accepted		Town of Bristol		Work at or Below MHW		<input checked="" type="checkbox"/>
Date Completed		10 Court Street Bristol, RI 02809		Lease Required		<input type="checkbox"/>

PROJECT DESCRIPTION

expand existing marina & landside improvements

KEY PROGRAMMATIC ISSUES

Coastal Feature:

Water Type: Type 5, Commercial and Recreational Harbors

CRMP: 1.1.7, 1.1.10, 1.2.1(F), 1.2.3, 1.3.1(A), 1.3.1(D), 1.3.6

SAMP: <list relevant SAMP sections>

Variances and/or Special Exception Details: The Town is seeking a variance from the parking standard for 10 spaces.

Additional Comments and/or Council Requirements:

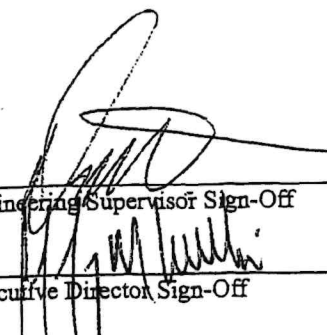
Specific Staff Stipulations (beyond Standard stipulations):

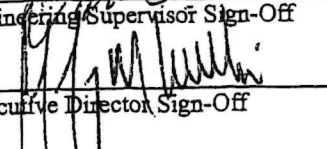
TOWN COUNCIL
MAY 10 2023
MEETING

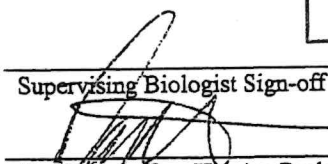
STAFF RECOMMENDATION(S)


Engineer	<u>DRG</u>	Recommendation:	<u>Approve</u>
Biologist	<u>TAS</u>	Recommendation:	<u>Approve</u>
Other Staff		Recommendation:	

TOWN COUNCIL
JUN 21 2023
MEETING

Engineering Supervisor Sign-Off  date 05/10/23

Executive Director Sign-Off  date 05/10/23

Supervising Biologist Sign-off  date 05/10/23

Staff Sign off on Hearing Packet (Eng/Bio)  date 05/10/23

**STATE OF RHODE ISLAND
COASTAL RESOURCES MANAGEMENT COUNCIL
ENGINEERING REVIEW**

TO: Jeffrey M. Willis, Executive Director
DEPT: Coastal Resources Management Council
FROM: Danni Goulet, PE
DEPT: CRMC Engineering Section

Date: October 2, 2020

SUBJ: CRMC File No.: A2019-11-078

Owner: Town of Bristol

Site Address: 127 Thames Street Plat: 10 Lot: 42,60,61,62,70,73

Site Town: Bristol

Project: The proposed project is to expand an existing Town owned and operated marina with a combination of resident-only and transient boater slips. The Church street marina will be expanded from an existing 37 slips by 89 potential slips to serve a total 126 vessels. The Town is requesting a variance from the parking standards as the two existing lots utilized by the marina have 74 spaces and the expanded marina requires 84 spaces according to the RICRMP standards.

Water Type/Name: Type 5, Commercial and Recreational Harbors
Coastal Feature: Manmade shoreline

Staff Comments/Recommendation:

The proposal is to expand the existing Town marina with a combination of 38 resident-only slips, 32 transient boater slips and 19 potential transient vessel berthing locations on the outside of the concrete perimeter floats, which will act as a wave attenuator for the facility. The expanded Church Street marina will have a potential of 126 vessels which require 84 parking spaces. The existing Town lots have a total of 74 spaces and the Town is requesting a variance from section 1.3.1(D).9.1 that requires 1 parking space for each 1.5 vessel. The vessel count for the proposed marina utilizes the standard 1 vessel for 40 linear feet of float that does not have finger or other obvious slip delineation. This adds 19 vessels to the overall vessel count of 126. The Sea Streak seasonal ferry will utilize one of these areas for dockage during the summer ferry season. There are also 32 slips that are designated for transient vessels which typically arrive and depart by water and typically don't require land parking.

The Town did attempt to have Bristol Harbor designated a destination harbor but that request was not granted. It is the opinion of staff that the notoriously difficult parking in Bristol during the summer will not be helped by this marina expansion but the variance request appears to be the minimum necessary as there are sufficient parking spaces for the non-transient vessels. Staff will detail the applicant's response to the 6 criteria in the table below.

The proposal will create a "basin" from large concrete floats (15-feet wide and each segment is 66-feet long) that are held in place with elastomeric anchor mooring lines attached to 10 ton anchor blocks on the bottom. The reason for this type of anchor rode is to allow for the movement of the floats with the tides and waves but keep any excess line off of the bottom which would happen if the rodes were chain which was originally proposed. The width and mass of the concrete floats

CRMC File Number

coupled with the attenuating properties of the elastomeric connection to the anchor allow for a very stable facility that attenuates the waves on the inside of the basin.

The facility is in a historic district. The HPHC has reviewed the proposal and found that there will be no adverse impacts. The proposed facility is located in the riparian area of Robin Industries. The Town has been granted use of this by Robin Industries with proof of the grant provided in the application.

The public notice for this project solicited 9 letters of support and no objections. The project has received its Water Quality Certificate and the Army Corps of Engineers is reviewing the proposal as of the date of this report.

This harbor is in high demand, especially in the summer months, and the expansion of the proposed marina will help toward easing some of that demand. There is no coastal wetland or SAV located within the project bounds and the applicant has chosen the specialized anchor mooring lines in response to a multi-agency request for alternatives to the traditional chain original proposal. Designed to provide less impact to subtidal habitat over time, the revised plans/mooring lines represent a minimization of impacts to habitat, consistent with agency/staff comments. The site will maintain and/or enhance public access and use of this segment of shoreline and there are no staff biological objections to this proposal.

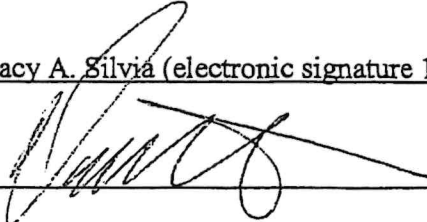
The table below details the applicable RICRMP sections for this proposal.

RICR Section Number	Section Title	
1.1.7	Variances	<p>The applicant submitted responses to the six criteria needed for the Council to consider the granting of a variance. The responses are in the application but will be summarized here.</p> <ol style="list-style-type: none">1. <i>The proposed alteration conforms with applicable goals and policies of the Coastal Resources Management Program.</i> The response states that the marina expansion is water dependent and that meets the goals of the RICRMP. The RICRMP states that the highest priority use of Type 5 waters is berthing, mooring and servicing of recreational craft, commercial fishing vessels and ferries. This proposal meets the Councils highest priority use of the area and does not impact the other priority uses.2. <i>The proposed alteration will not result in significant adverse environmental impacts or use conflicts, including but not limited to, taking into account cumulative impacts.</i> This area does not have eel grass, the use of the elastic moorings will keep excess anchor line off the bottom and eliminate that impact. The location of the expanded marina, while requiring the relocation of several moorings is

		<p>located in an area that is not currently used by other priority uses.</p> <p>3. <i>Due to conditions at the site in question, the applicable standard(s) cannot be met.</i> There are no open areas available in the densely used downtown area that are not being used to allow for parking. While street parking is available in the area, the CRMC does not consider that as part of the parking for the marina.</p> <p>4. <i>The modification requested by the applicant is the minimum variance to the applicable standard(s) necessary to allow a reasonable alteration or use of the site.</i> The Town has designated as many of the available parking spots in the area as they can for the marina. The Town did attempt to designate Bristol Harbor as a destination harbor based on the amount of transient boats that utilize the Town moorings. The design of the marina has more than half of the increase designated for transient uses that typically require much less parking.</p> <p>5. <i>The requested variance to the applicable standard(s) is not due to any prior action of the applicant or the applicant's predecessors in title. With respect to subdivisions, the Council will consider the factors as set forth in § 1.1.7(B) of this Part below in determining the prior action of the applicant.</i> It is the opinion of staff that there are no prior actions of the Town that necessitate this variance request.</p> <p>6. <i>Due to the conditions of the site in question, the standard(s) will cause the applicant an undue hardship. In order to receive relief from an undue hardship an applicant must demonstrate inter alia the nature of the hardship and that the hardship is shown to be unique or particular to the site. Mere economic diminution, economic advantage, or inconvenience does not constitute a showing of undue hardship that will support the granting of a variance.</i> The applicant lays out the heavy use of the area and lack of other parking options within a half mile of the marina. The expansion needs to occur in this area since this is where the other RICRMP marina standards, such as sanitary facilities, are located.</p>
1.1.10	Climate Change and Sea Level Rise	<p>The applicant completed the CHA form as required. The design of the facility will accommodate both storm surge and SLR. The SLR will be accommodated during the normal maintenance of the elastomeric rods and piles. It is the opinion of staff that the marina design is</p>

		appropriate and meets the RICRMP requirements.
1.2.1(F)	Type 5 Commercial and Recreational Harbors	It is the policy of the Council (1.2.1(F)2.b.1) that the highest priority uses of Type 5 waters and adjoining land areas within Council jurisdiction are: berthing, mooring and services of recreational craft, commercial fishing vessels and ferries. This proposal has two of the highest priority uses, recreational craft and ferry berth. It is the opinion of staff that this proposal meets the Councils goals and policies for Type 5 waters.
1.2.3	Areas of Historic and Archaeological Significance	The proposed marina is located in a historic district however the RI HPHC has determined that the project will have no adverse impact on historical resources in a letter dated February 14, 2020.
1.3.1(A)	Category B Requirements	The applicant submitted responses to the 11 Category B criteria in their application. It is the opinion of Staff that they are complete and the responses demonstrate compliance with the RICRMP. The project has received it's RIDEM Water Quality Certificate on September 24, 2020.
1.3.1(D)	Recreational Boating Facilities	The application material, the alternatives analysis submitted on February 7, 2020 various plan revisions and letter of August 18, 2020 provide a comprehensive and complete set of responses to the requirements of this section of the RICRMP. It is the opinion of staff that the proposal meets the policies and standards of this section of the RICRMP.
1.3.6	Protection and Enhancement of Public Access to the Shore	The concrete floats that comprise the exterior portion of the marina basin will be open to the public for walking, sitting and fishing. The goal is to have it open 24 hours with proper signage to insure orderly use of the area.

Signature: Tracy A. Silvia (electronic signature 10/6/20) Staff Biologist

Signature:  Staff Engineer



RHODE ISLAND
DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
OFFICE OF WATER RESOURCES
235 Promenade Street, Providence, Rhode Island 02908-5767

September 24, 2020

Gregg Marsili
Town of Bristol
10 Court Street
Bristol, RI 02809

Re: WQC File No. 19-217
Church Street Dock Expansion
Located at 127 Thames Street, Bristol RI; Plat 10, Lot 70

Dear Mr. Marsili:

The Rhode Island Department of Environmental Management Office of Water Resources (RIDEM OWR) has reviewed the above-referenced project for compliance with the Rhode Island State Water Quality Regulations. The purpose of the project is to expand the Church Street Marina in Bristol, Rhode Island by adding four (4) new docks and a gangway that will accommodate ninety-two (92) new slips, as further described in your application and detailed on site plans consisting of 10 sheets as prepared by J. Matthew Bellisle of Pare Corporation. The most recently revised site plans were received by RIDEM OWR on August 19, 2020.

It is the determination of the Water Quality Certification Program that said project is compliant with the requirements of the State Water Quality Regulations provided that the applicant complies with the above-referenced site plans and application materials and the following conditions:

1. You must submit the Notice of Start of Construction Form prior to commencement of any permitted site alterations or construction activity. The Start of Construction Form can be found on the Stormwater Construction Permitting website at <http://dem.ri.gov/stormwaterconstruction>.
2. Prior to commencement of site alterations, you shall erect or post a sign resistant to the weather and at least twelve (12) inches wide and eighteen (18) inches long, which boldly identifies the initials "DEM" and the WQC application number of this permit. The sign must be maintained at the site in a conspicuous location until such time that the project is complete.
3. Prior to commencement of site alterations, you must coordinate with the RIDEM Division of Marine Fisheries (Marine Fisheries) to conduct a shellfish survey of the project area and, if deemed necessary by Marine Fisheries, transplant shellfish from impacted areas. The shellfish survey method, transplant process and method, and transplant location shall be as approved by Marine Fisheries.
4. Prior to and during construction, proper erosion and sedimentation controls/procedures, as identified within the above-referenced plans, are installed and maintained in functional condition for the duration of the construction project.

Telephone 401.222.4700 | www.dem.ri.gov | Rhode Island Relay 711

5. Material used for fill and construction is clean and free of matter that could cause pollution of the waters of the State.
6. No sewage, refuse, or waste of any kind shall be discharged into waters of the State from activities associated with the proposed project. Any release of materials from the site associated with the project during the construction period will require immediate notification to RIDEM OWR.
7. The new Marina Perimeter Limit (MPL) is to be limited to the coordinate points identified on plan sheet 3.0 (sheet 4 of 10). These MPL coordinates are identified as, starting at the northeast limit and proceeding clockwise:

<u>Northing</u>	<u>Easting</u>
• 213,156.45	388,592.92;
• 212777.34	388,687.82;
• 212,669.46	388257.14;
• 213,014.68	388170.67;
• 213,083.12	388,228.94;
• 213,072.99	388,240.84;
8. The total number of vessels that will be permitted at the newly expanded facility is not to exceed 129.
9. No in-water fueling or maintenance of vessels shall be performed at this facility.
10. No dredging is authorized under this approval.
11. A copy of this Water Quality Certificate (WQC) must be kept at the site at all times during site preparation, construction, and final stabilization. Copies of this WQC must be made available for review by any RIDEM or Town representative upon request.
12. Any alterations, additions or modifications to the project design plans from that approved herein, including but not limited to any significant changes to the location or size of anchor blocks, must first be reviewed and approved by RIDEM OWR.
13. You must RIDEM OWR in writing upon completion of the project.
14. This WQC shall expire on September 24, 2023. Project construction is to be completed by this date. You are required to submit a request for any modification(s) and/or extension(s).
15. This WQC does not relieve your obligation to obtain and adhere to any other applicable local, state, and federal permits prior to commencing construction. Should any stipulation/condition identified within any other applicable permit be in conflict with the conditions set forth in this permit, the applicant shall notify RIDEM OWR immediately.

You are required to adhere to all above Terms and Conditions at all times. Issuance of this WQC does not bar RIDEM, nor any of its various Divisions, from instituting any investigation and/or enforcement actions that it may deem necessary for violations of any and all applicable statutes, regulations and/or permits.

This is the State's Water Quality Certification, which shall have the full force and effect of a permit issued by the Director. Violation of the Terms and Conditions of this Certification may result in violation of the State's Water Quality Regulations and appropriate enforcement action.

If you have any questions regarding this letter or Terms and Conditions, you may contact Sarah Frazar at 401-222-4700 ext. 7243 or sarah.frazar@dem.ri.gov. To coordinate the shellfish survey and transplant, you may contact Eric Schneider of RIDEM's Division of Marine Fisheries at eric.schneider@dem.ri.gov.

Sincerely,



Charles A. Horbert, Deputy Administrator
Water Quality Certification & Stormwater Permitting
RIDEM Office of Water Resources
401-222-4700 ext. 7402
chuck.horbert@dem.ri.gov

cc: Eric Beck, PE, Administrator for Groundwater & Freshwater Wetlands Protection, RIDEM
Neal Personeus, RIDEM Water Quality Certification Program
Dan Goulet, RI Coastal Resources Management Council
Tracy Silvia, RI Coastal Resources Management Council
Michael Wierbonics, U.S. Army Corps of Engineers, New England District
Eric Schneider, RIDEM Division of Marine Fisheries
Erica Sachs, Wetlands Protection, US EPA Region 1
Alison Verkade, NOAA Fisheries
J. Matthew Bellisle, PE, Pare Corporation
Diane Williamson, Bristol Director of Community Development



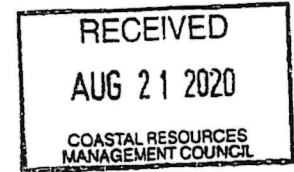
Engineers | Scientists | Planners

PARECORP.COM



August 18, 2020

Mr. Chuck Horbert **2019-11-078**
Rhode Island Department of Environmental Management
Office of Water Resources
235 Promenade Street
Providence, RI 02908



RE: **Water Quality Certification**
Additional Information Request
WQC File 19-217
Town of Bristol
Church Street Dock Expansion
Bristol, RI 02809
Pare Project No. 16136.00

Dear Mr. Horbert:

On behalf of the Town of Bristol (the Town), Pare Corporation (Pare) is submitting additional information requested by RIDEM regarding a Water Quality Certification Application for the Church Street Dock expansion in Bristol, Rhode Island.

In an email dated May 18, 2020, you requested a response to several comments pertaining to "Alternative C" which involves the installation of concrete wave attenuator floats with heavy chain mooring and concrete anchor blocks. The applicant has since selected "Alternative B" which utilizes Seaflex's elastomeric moorings and entirely avoids heavy chain mooring.

As a result of this new selected approach, many of the questions and concerns from your email are no longer applicable. Your general comment requesting the total project cost for each alternative and a breakdown of maintenance costs is still applicable, and therefore this information is included herein. An Opinion of Probable Cost (OPC) for each alternative is attached and a description of maintenance costs for the selected approach is outlined below.

Seaflex system (Alternative B)

The proposed Seaflex system has an approximate 30 year design life and will require annual maintenance to ensure optimal performance. The concrete floats have an estimated 25 year design life; annual maintenance is estimated to be \$15,000 per year, which includes concrete cracks and spalls, fender damage, finger float damage, and wear and tear. Topside inspections are estimated to cost \$2,000 annually. Underwater mooring rode inspections are estimated to cost \$10,000 the first year for fine tuning, then \$6,000 every five years.

In total, maintenance costs for the first year will be approximately \$27,000. Subsequent years will cost \$17,000, and \$23,000 every five years when rode inspections are required.

RIDEM also provided a general comment pertaining to shellfish in the area and the need to transplant any

▼

10 LINCOLN ROAD, SUITE 210 FOXBORO, MA 02035
T 508.543.1755 F 508.543.1881

8 BLACKSTONE VALLEY PLACE LINCOLN, RI 02865
T 401.334.4100 F 401.334.4108



Mr. Horbert, RIDEM


(2)

August 18, 2020

shellfish found. Based on existing knowledge and surveys of shellfish in the Harbor, the Town will coordinate with RIDEM regarding shellfish transplantation in the vicinity of the proposed marina expansion to comply with the conditions of the water quality certification.

Thank you for your consideration in this matter. If you have any questions, please feel free to contact me at 508.543.1755, or by email at mbellisle@parecorp.com.

Sincerely,
Pare Corporation


J. Matthew Bellisle, P.E.
Senior Vice President

Enclosures
JMB/sjp

cc: Gregg Marsili, Town of Bristol
CRMC
USACE
File

Y:\OBS\16 Jobs\16136.00 Bristol-Church St Dock Expansion-R\Permits\CRMC Assent - Marina\Additional Info Request\Cover letter.doc

Prepared for The:

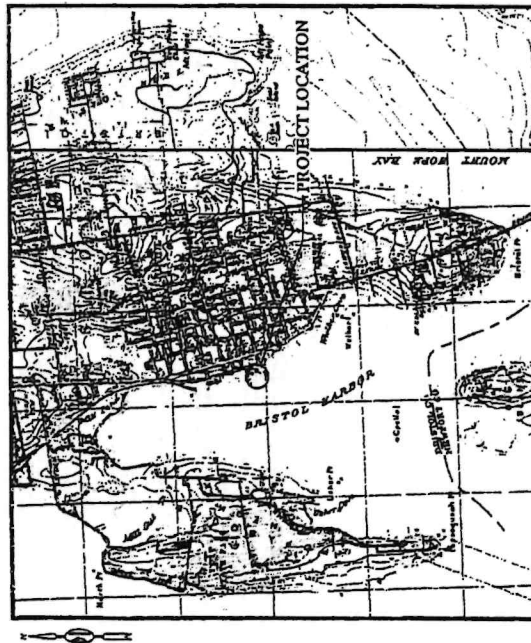
TOWN OF BRISTOL, RHODE ISLAND CHURCH STREET DOCK EXPANSION BRISTOL, RHODE ISLAND

AUGUST 2020

Drawing Index

- 0.0 COVER SHEET
- 1.0 GENERAL NOTES AND LEGEND
- 2.0 EXISTING SITE PLAN
- 3.0 PROPOSED SITE PLAN
- 4.0 PROPOSED CONCRETE FLOAT SECTIONS AND DETAILS
- 4.1 PROPOSED TIMBER FLOAT SECTIONS AND DETAILS
- 4.2 PROPOSED GANGWAY SECTIONS AND DETAILS
- 4.3 PROPOSED PLATFORM SECTIONS AND DETAILS
- E-1 PROPOSED UTILITY PLAN
- E-2 PROPOSED UTILITY DETAILS

RECEIVED
AUG 21 2020
COASTAL RESOURCES
MANAGEMENT COUNCIL



LOCUS PLAN
SCALE: 1" = 2000'



AERIAL PLAN
SCALE: 1" = 400'



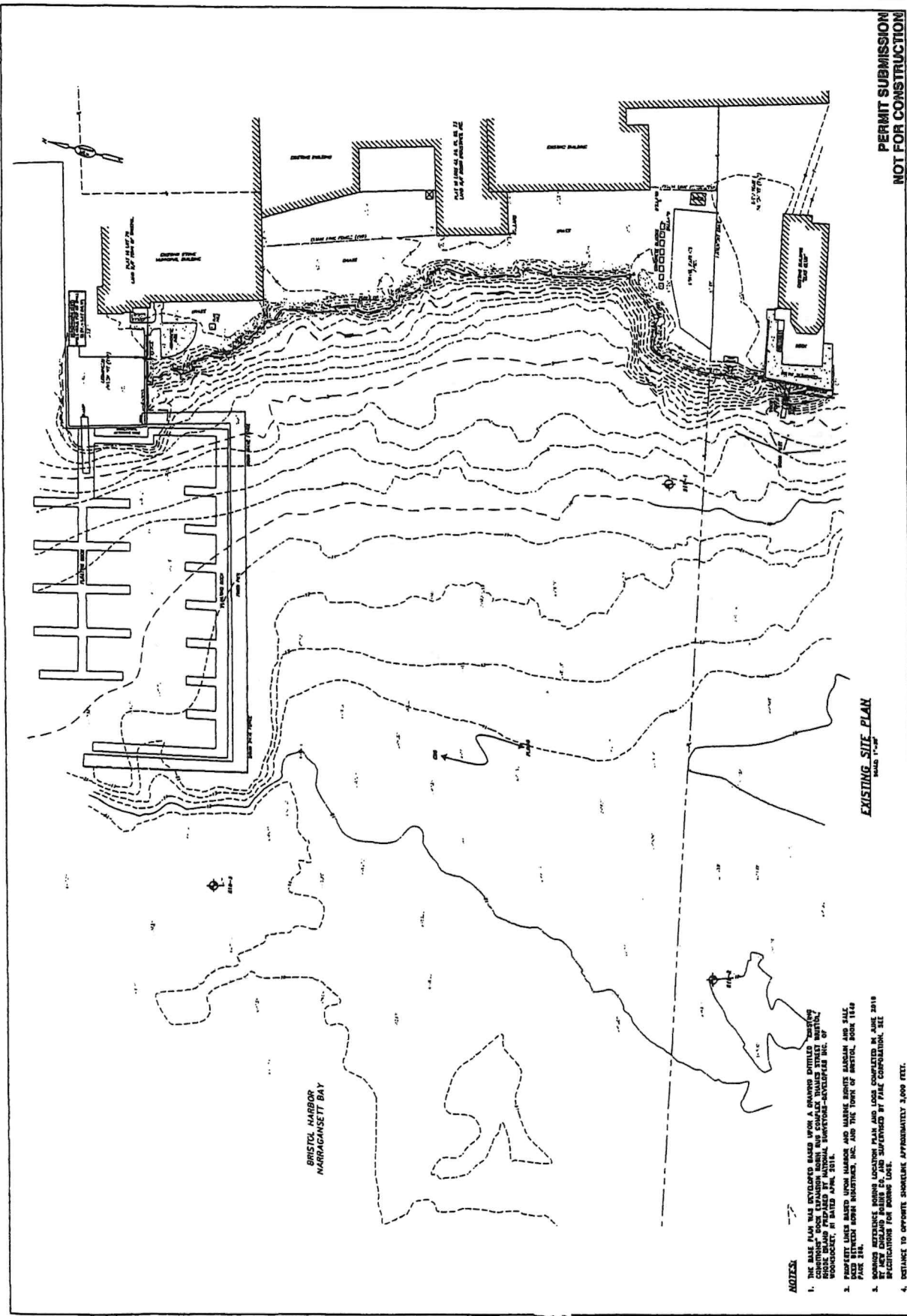
Matthew B. Smith

Prepared by:
PARE CORPORATION
Foxboro, Massachusetts

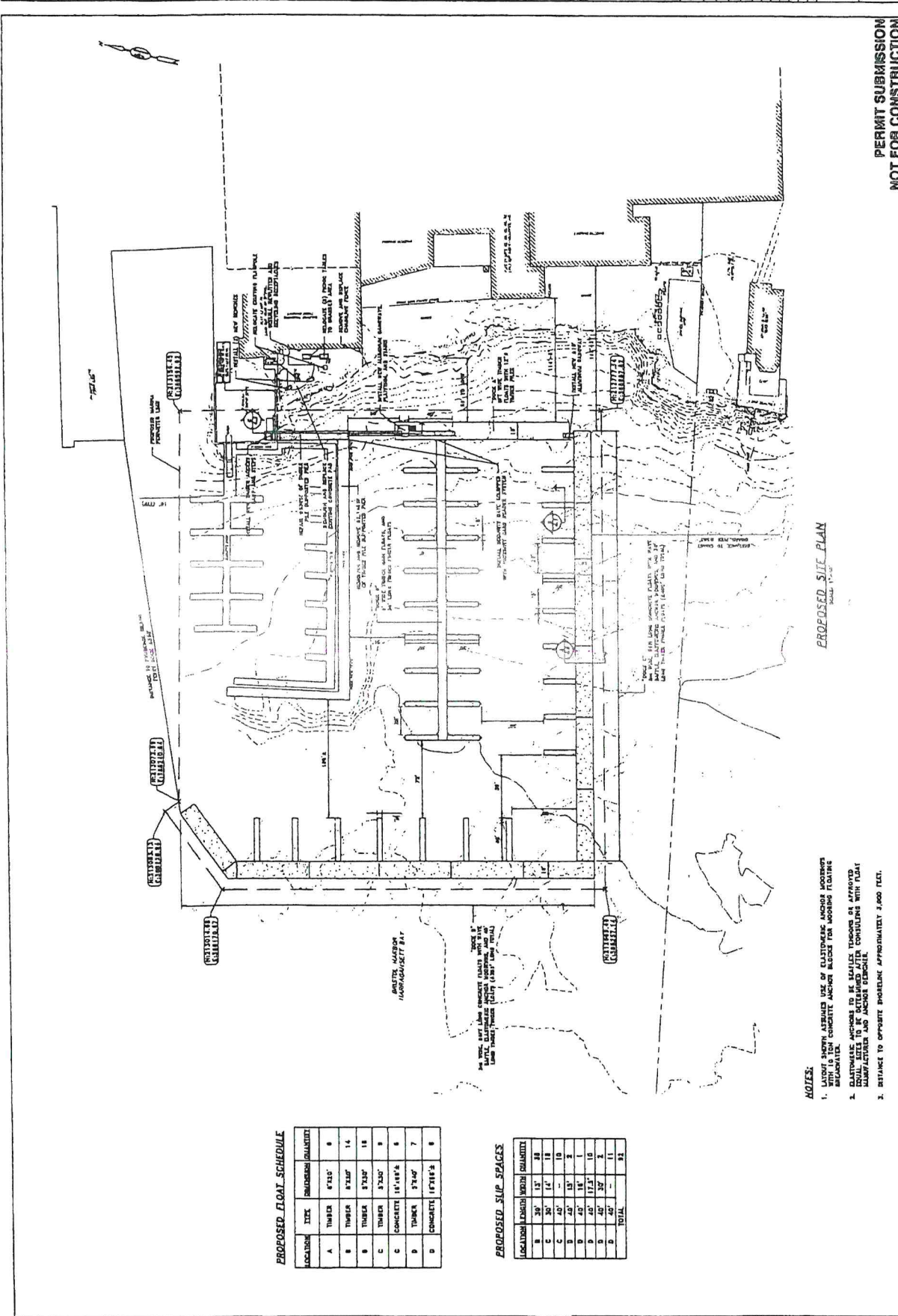


RECEIVED		AUG 21 2020		COASTAL RESOURCES MANAGEMENT COUNCIL	
PROJECT NO.	111111	DATE	AUGUST 2020	SCALE	AS SHOWN
DESIGNED BY	111111	CHECKED BY	111111	APPROVED BY	111111
EXISTING SITE PLAN SHEET NO. 2.0 SHEET NO. 1 OF 1					

CHURCH STREET DOCK EXPANSION
 BRISTOL, RHODE ISLAND
 TOWN OF BRISTOL



- NOTES:
1. THE BASE PLAN WAS DEVELOPED BASED UPON A SHOWN EXISTING CHURCH STREET DOCK EXPANSION. THE BASE PLAN WAS DEVELOPED BY THE TOWN OF BRISTOL, RHODE ISLAND PREPARED BY NARRAGANSETT DEVELOPMENT INC. OF 111111.
 2. PROJECT LINES BASED UPON NARRAGANSETT DOCK EXPANSION AND ALL LINES BASED UPON NARRAGANSETT DOCK EXPANSION. THE DISTANCE BETWEEN NARRAGANSETT DOCK AND THE TOWN OF BRISTOL, RHODE ISLAND IS APPROXIMATELY 3,000 FEET.
 3. SHOWN EXISTING DOCK LOCATION PLAN AND LINES COMPLETED IN JUNE 2019. THE DISTANCE BETWEEN NARRAGANSETT DOCK AND THE TOWN OF BRISTOL, RHODE ISLAND IS APPROXIMATELY 3,000 FEET.
 4. DISTANCE TO OPPOSITE SHORELINE APPROXIMATELY 3,000 FEET.



PERMIT SUBMISSION
 NOT FOR CONSTRUCTION



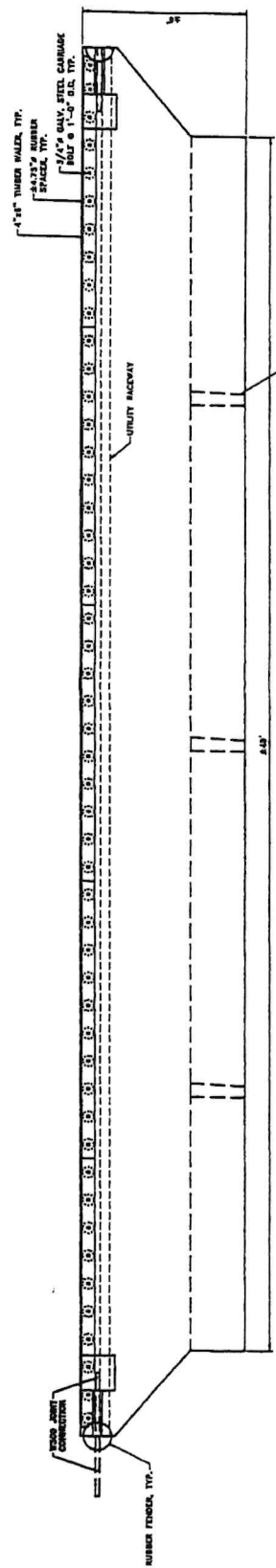
STATE OF RHODE ISLAND
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
DIVISION OF DESIGN

CHURCH STREET DOCK EXPANSION

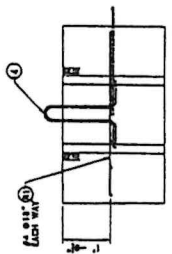
TOWN OF BRISTOL
BRISTOL, RHODE ISLAND

RECEIVED
AUG 21 2020
COASTAL RESOURCES
MANAGEMENT COUNCIL

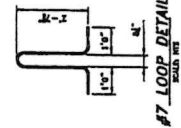
PROJECT NO.	1034-20
DATE	AUGUST 2020
DESIGNED BY	ATC/STB
DRAWN BY	ATC/STB
CHECKED BY	ATC/STB
APPROVED BY	ATC/STB
PROPOSED CONCRETE FLOAT SECTIONS AND DETAILS	
SHEET NO.	4.0
J. OF	



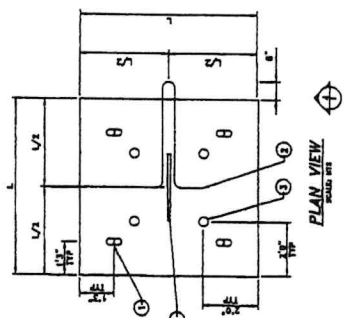
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SCALE 1" = 8'



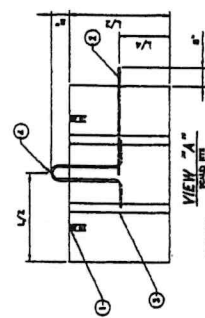
REINFORCING SECTION
SCALE 1" = 8"



#7 LOOP DETAIL
SCALE 1" = 8"



PLAN VIEW
SCALE 1" = 8"

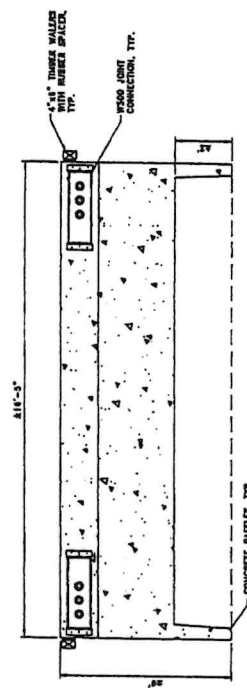


VIEW "A"
SCALE 1" = 8"

NOTES:

- ANCHORS TO BE REINFORCED BY ELASTOMERIC ANCHOR DESIGNER.
- "L" DIMENSION TO BE A MAXIMUM OF 8'-0".
- CONCRETE STRENGTH SHALL BE 5000 PSI @ 28 DAYS.
- STEEL REINFORCEMENT SHALL BE EPOXY COATED ASTM A615, GRADE 60.
- REINFORCEMENT COVER SHALL BE 5" MINIMUM.

CONCRETE ANCHOR BLOCK DETAILS (70 TOTAL)
NOT TO SCALE

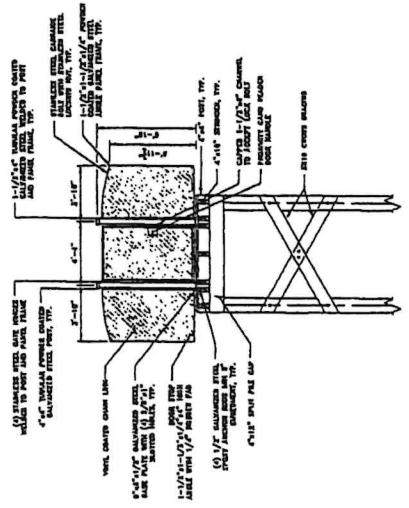
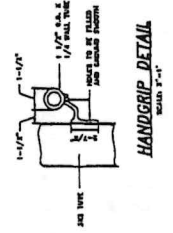
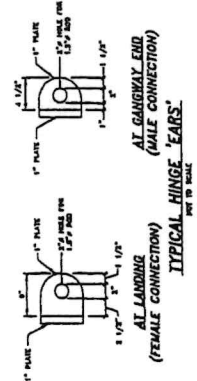
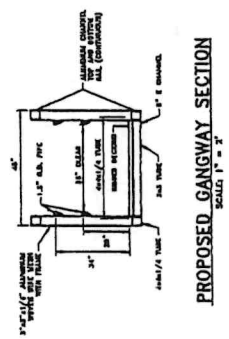
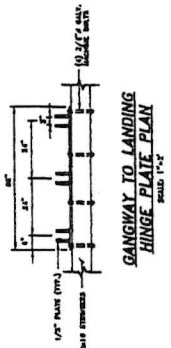
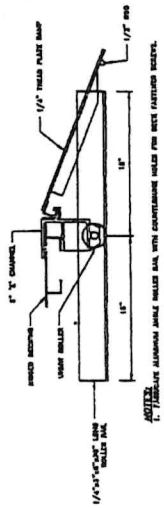
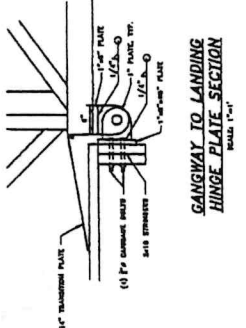
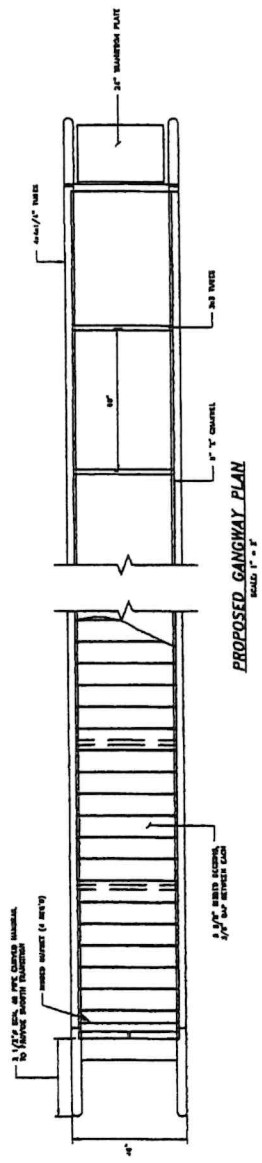
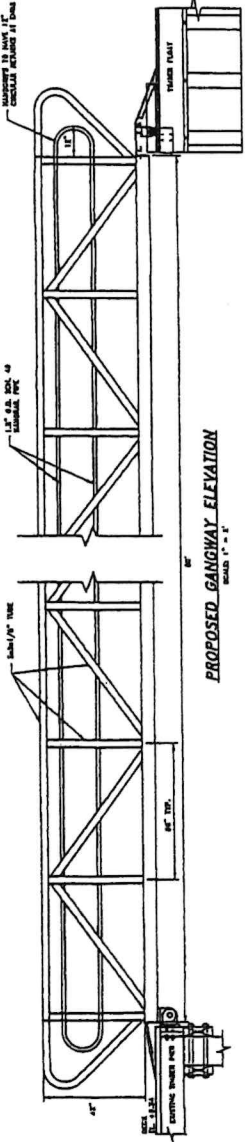


CONCRETE FLOAT SECTION
SCALE 1" = 8"

NOTES:

- CONCRETE FLOATS SHALL BE 30" MAXIMUM SPACING UNLESS OTHERWISE SPECIFIED.
- ALL JOINTS, PLATES, BOLTS, AND APPROPRIATE HARDWARE TO BE GALVANNEED A53 STEEL.
- CONCRETE FLOATS DESIGNED FOR WAVE IN WEST DIRECTION WITH 4.5 FT HEIGHT AND 4.5 SEC PERIOD.
- CONCRETE FLOAT SHALL HAVE A BULKHEAD OF 1/2" DIA. STEEL.
- CONCRETE SHALL BE REINFORCED WITH MINIMUM #500 STEEL PLACING ON APPROVED CONTRACTOR.
- STIFFENING COKE SHALL HAVE A MINIMUM PRESSURE OF 8.7 PSI.



PERMIT SUBMISSION
NOT FOR CONSTRUCTION

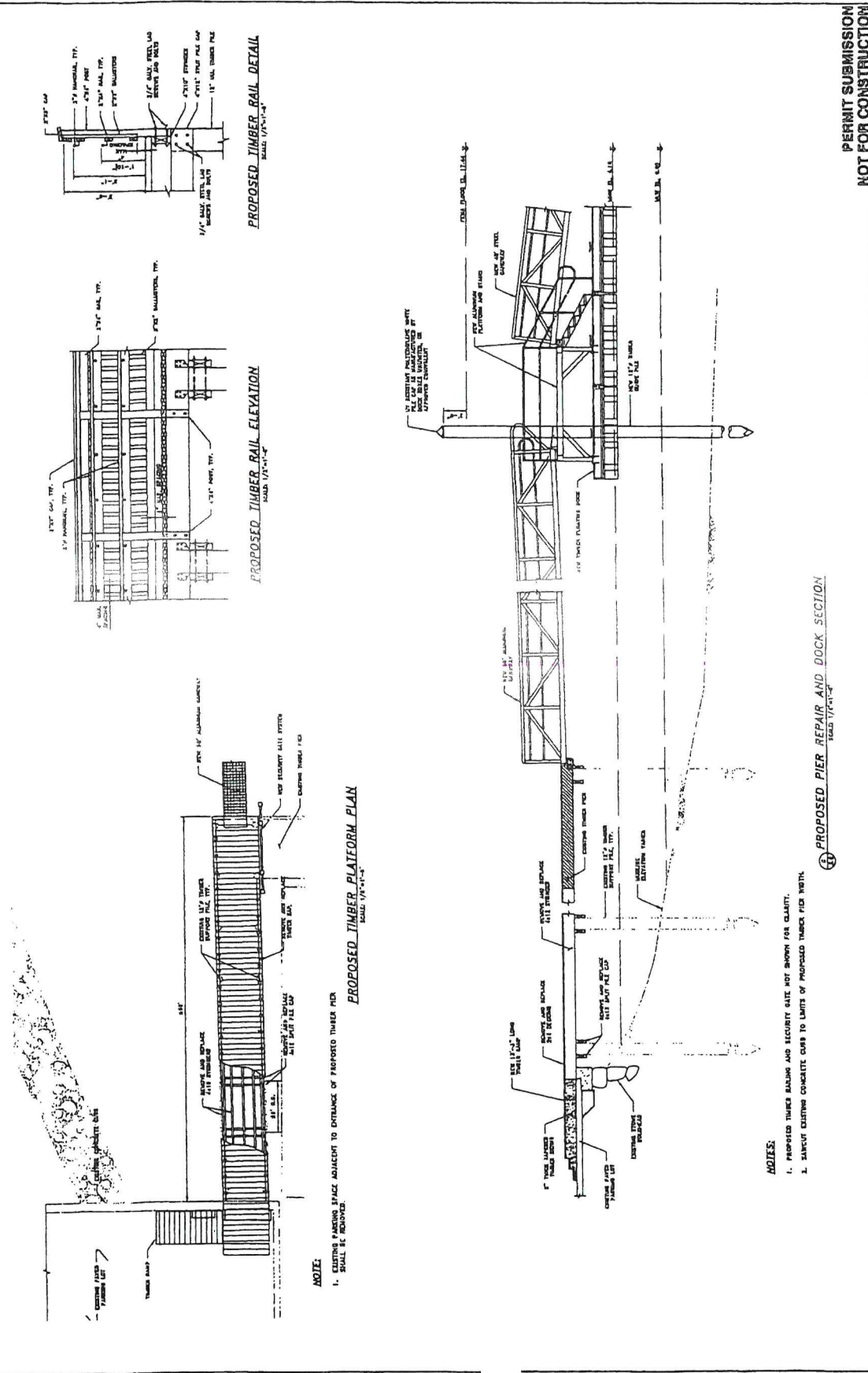


- NOTES:**
1. ALL ANGLES, PLATES, BOLTS, AND NUTS TO BE GALVANNEED AND STEEL.
 2. ALL GANGWAY FRAMING AND ALUMINUM TO BE 6063-T5 ALUMINUM.
 3. ALUMINUM/STEEL CONNECTIONS PROVIDED WITH BUSHING WELDS.
 4. ALUMINUM WELDED GUSSET PLATES AND WELDED TYPICAL SECTIONS, ACTUAL SECTIONS SHOWN IN PAGES OF DETAIL DRAWING, SEE SPECIFICATIONS.
 5. ALL WELDS TO BE WELDED BY A WELDER QUALIFIED IN ACCORDANCE WITH THE AMERICAN WELDING SOCIETY (AWS) D1.1 STANDARD.
 6. WELDED SECTIONS FOR 1/2\"/>

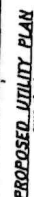
PERMIT SUBMISSION

NOT FOR CONSTRUCTION

 P&A ENGINEERING 1000 WEST 10TH AVENUE SUITE 100 DENVER, CO 80202 (303) 733-1111 WWW.PA-ENGINEERING.COM	 CITY OF BRISTOL 100 STATE STREET BRISTOL, RI 02809 (401) 338-1000	TOWN OF BRISTOL BRISTOL, RHODE ISLAND CHURCH STREET DOCK EXPANSION	RECEIVED AUG 21 2020 COASTAL RESOURCES MANAGEMENT CLINIC	PROJECT NO.: 15100 DATE: AUGUST 2020 SCALE: AS SHOWN DESIGNED BY: ECP/WD CHECKED BY: LK/WD APPROVED BY: JMB	PROPOSED PLATFORM SECTIONS AND DETAILS SHEET NO.: 4.3 MEETING: J. D. 1
			REVISIONS:	PROJECT NO.: 15100 DATE: AUGUST 2020 SCALE: AS SHOWN DESIGNED BY: ECP/WD CHECKED BY: LK/WD APPROVED BY: JMB	



PERMIT SUBMISSION
NOT FOR CONSTRUCTION



NOTE:

- [illegible]



Engineers | Scientists | Planners

PARECORP.COM



February 7, 2020

Josh Helms
U.S. Army Corps of Engineers, New England District
696 Virginia Road
Concord, MA 01742

Re: **USACE Public Notice – Alternatives Analysis**
Church Street Dock Expansion
Bristol, Rhode Island
(Pare Project No. 16136.00)

Dear Mr. Helms:

On behalf of the Town of Bristol (the Town), and in accordance with the U.S. Army Corps of Engineers, Pare Corporation (Pare) is providing the following Alternatives Analysis, impact assessment, and mitigation summary for the proposed Church Street Dock Expansion located in Bristol, Rhode Island.

The purpose of this project is to expand the Town's existing Church Street Marina Facility to provide the maximum feasible number of new slips, thereby significantly reducing the number of town residents currently on the waiting list for a slip. The purpose of the project is also to provide additional slips for transient boaters and commercial vessels, enhancing the economic viability of Bristol's historic waterfront. The expanded facility will have a minimum 50-year design life and will be designed for minimal and cost-effective maintenance.

The proposed marina expansion includes repair of a portion of the existing timber pile supported pier to provide marina access from a single-entry point at the Bristol Harbor Commission Office. An aluminum gangway will extend from the fixed timber pier to the marina which is comprised of an 8-ft wide timber main dock with timber finger floats, and several 16-ft wide concrete wave attenuating docks that encompass the marina and provide additional dockage with timber finger floats.

The construction of additional slips located south of the existing marina will provide an increase in recreational use primarily for Bristol residents, as well as, an area on the south side of the concrete docks for transient vessels. This marina layout would require one access point with security gate at the Bristol Harbor Commission Office. Although fewer slips would be constructed compared to other possible marina layouts described herein, no major construction would be required onshore behind the existing boulder seawall and revetment.

ALTERNATIVES

Several foundation alternatives were considered during the design of the concrete wave attenuators within the proposed marina expansion. These include the use of concrete filled steel pipe piles, elastomeric moorings with concrete anchor blocks, and heavy stud link chain with concrete anchor blocks. The selected approach fulfills the project purpose and design requirements for the floating dock system with a 50-year design life while avoiding and minimizing impacts to coastal resources and reducing long-term maintenance costs.

Y

10 LINCOLN ROAD, SUITE 210 FOXBORO, MA 02035
T 508.543.1755 F 508.543.1881

8 BLACKSTONE VALLEY PLACE LINCOLN, RI 02865
T 401.334.4100 F 401.334.4108



Regardless of the selected foundation system for the concrete floats, the proposed marina would include (38) timber piles for the interior timber floats, resulting in approximately 30-square feet of impact and 16.5-cubic yards of fill material. Foundation system alternatives considered for the concrete wave attenuator floats are as follows:

Alternative A - Concrete Floats with Concrete-Filled Steel Pipe Piles

Alternative A includes the installation of concrete wave attenuator floats anchored with (36) 3-foot diameter concrete filled steel pipe piles. Three pipe piles would be required at each concrete float and would range in length from 60 to 75-feet. Due to the presence of soft subsurface conditions and shallow bedrock, the pipe piles would require earth anchors into the bedrock to support the concrete floats. This alternative would result in approximately 255-square feet of impact, and 165-cubic yards of fill material.

The Bristol Harbor bottom in and around the project location has been known to host a group of microbes which promotes the corrosion and deterioration of steel. As an example, the epoxy coated steel pipe piles at a nearby private marina north of the site were observed to have damage from the microbes and required replacement after just 10 years of service. It is anticipated that the use of steel pipe piles at the proposed marina would significantly reduce the expected life of the structure and would likely require replacement of piles on a frequent basis.

The upfront cost of the proposed marina with the steel pipe piles would be approximately \$1-million more than the cost of heavy chain moorings due to the quantity of steel pipe piles and necessity of rock anchors. The long-term maintenance cost of replacing the steel pipe piles every 10 to 15-years depending on the amount of piles and level of deterioration is impractical for a facility with an estimated 50-year lifespan. In addition, the landside portion of the work is located within the Bristol Waterfront Historic District and there is concern on the part of the Town that use of steel piles would adversely impact the historic view of the harbor. Based on all of the above this option is not recommended.

Alternative B - Concrete Floats with Elastomeric Moorings and Concrete Anchor Blocks

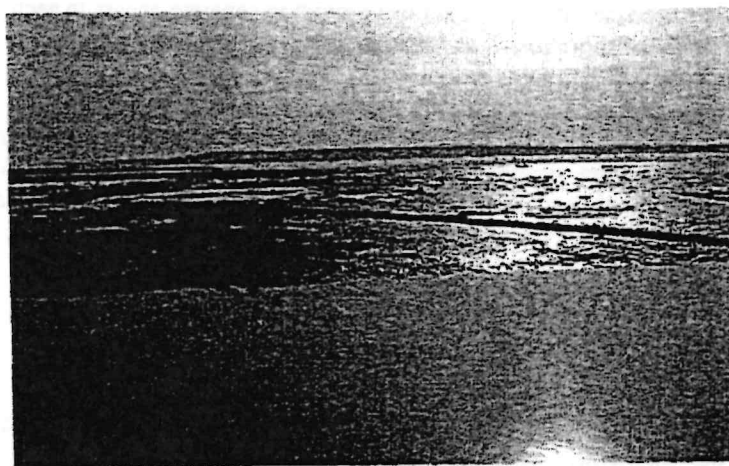
Alternative B includes the installation of with elastomeric moorings and concrete anchor blocks to secure the concrete wave attenuator floats. Due to weak subsurface conditions and discussions with the manufacturer, an alternate anchor such as helical anchors were not considered with the elastomeric moorings. This alternative would require (70) concrete anchor blocks 8.2-ft by 7.9-ft by 3-ft high and would likely be submerged beneath the harbor bottom, resulting in approximately 4,535-square feet of impact and 500-cubic yards of fill material. The float manufacturer also indicated that the elastomeric moorings would likely allow more energy into the marina than other mooring options in the Bristol wave climate.

The estimated cost for the elastomeric moorings is approximately \$500,000 more than the cost of heavy chain moorings. Although the mooring line is made from rubber-type material, connections and other components of the moorings are made from titanium and may still be subject to damage from microbes which could require replacement on a regular basis. Replacement materials are shipped from Sweden and can result in high delivery costs for maintenance and intermittent replacement of moorings. Due to the cost and reduced wave attenuation, this option was not considered feasible.

**Alternative C – Concrete Floats with Heavy Chain and Concrete Anchor Blocks (PREFERRED)**

Alternative C includes the installation of concrete wave attenuator floats with heavy chain mooring and concrete anchor blocks. This alternative would require (46) concrete anchor blocks, each approximately 8.5-ft by 8.5-ft by 3.75-ft tall, with 2.25-inch heavy stud link chain 180-ft in length maximum dependent on location and site conditions. The concrete anchor would likely be submerged completely beneath the soil, and approximately two-thirds of chain length (120-ft maximum) would remain on the mudline or be submerged within the soil creating a permanent footprint of approximately 7,050-square feet and 490-cubic yards of fill material. The remaining third of the heavy chain would hang vertically from the concrete float to the mudline and, unlike chains used for traditional float moorings, will not have a swing radius. This system also provides more wave attenuation compared to the elastomeric mooring alternative.

Discussions with the manufacturer indicate that during a major storm surge event such as the FEMA 100-year flood, the portion of chain on the bottom would temporarily lift up to allow the floats to rise with the storm surge, and would fall back within the chain footprint. Depending upon actual site conditions and installation, the chain may fall back within 6-inches of the original footprint after a storm surge event and remain in this location, however, this is not anticipated. A view of installed heavy chain moorings during an extreme negative tide is shown below.



The upfront cost of the marina with heavy chain mooring and concrete anchor blocks is between \$500,000 – \$1,000,000 less than other alternatives considered. To help reduce the rate of deterioration from microbes, the 2.25-inch heavy stud link chain has more steel area than required by design. Routine maintenance will still be required, however replacement of heavy chain is less costly than the other alternatives due to the availability of stud link chain and the ability of the Bristol Harbormaster to complete the work in-house. Due to the reduction in upfront costs, reduction in maintenance costs, and the system reducing the amount of energy being allowed into the marina compared to the other alternatives, this option is preferred.



Several marina layout alternates were also considered throughout the course of design. The marina expansion is a priority use for CRMC Type 5 waters, and the selected approach fulfills the project goals while avoiding and minimizing impacts to coastal resources and public access restrictions. The proposed concrete float wave attenuators in each alternate are designed to withstand a significant wave height of 4.9-ft at a period of 4.5 seconds and will greatly reduce the wave energy within the marina. The selected alternative provides an additional 79 slips which will primarily be reserved for Bristol residents, but will also provide slips for transient boaters.

Marina layout alternatives considered are as follows:

Alternative 1 - Concrete and Timber Floats with 1 Access Point (PREFERRED)

Alternative 1, the preferred alternative, is described above.

Alternative 2 – Concrete and Timber Floats with 3 Access Points

Alternative 2 has a similar scope and layout as Alternative 1, but access to the marina would be provided from an 8-ft wide gravel walkway along the shoreline extending from the Bristol Harbor Commission Office to the southern extent of the Robin Rug complex. Three access platforms would extend from the shoreline into Bristol Harbor providing separate access to each dock via three (3) new access points along the shoreline.

This alternative would also provide an increase in recreational use primarily for Bristol residents along with transient vessel space along the south side of the concrete docks. However, the three new access points would each require security gates and would increase the level of pedestrian traffic onshore directly behind the existing mill building which is private property. This would also require construction directly behind the existing revetment, resulting in more landside work and is therefore not recommended.

Alternative 3 – Concrete Floats

Alternative 3 has the same scope and layout as Alternative 2, but the timber floats extending from the gravel walkway would be constructed using concrete. Similar to the other options, additional recreational use for Bristol residents along with transient vessel space along the south side of the proposed concrete dock would be provided.

This alternate would also have increased pedestrian traffic onshore directly behind the existing private mill building, and would require construction behind the existing revetment resulting in more landside work. In addition, the use of additional concrete floats as opposed to timber floats would increase the project costs and is therefore not recommended.

IMPACTS

Impacts to Waters of the United States associated with each anchor system alternative are tabulated below. The reported impacts do not account for the removal of the piles within the existing marina or removal of moorings within the proposed marina which is further discussed as part of the mitigation measures. The costs presented below represent the upfront cost of the marina anchor system alternatives.



Mr. Josh Helms

(5)

February 7, 2020

Table 1. Impacts to Waters of the US

Alternative	Square Feet	Cubic Yards	Upfront Cost
A	255	165	\$Base + 1 Million
B	4,535	500	\$Base + 500K
C (<i>preferred</i>)	7,050	490	\$Base Cost

MITIGATION

Mitigation measures including the removal of derelict piles and removal of abandoned moorings are being considered as part of this project.

The Bristol Harbormaster proposes to permanently remove a total of (10) existing abandoned moorings as shown in Figure 1. Each mooring has a minimum chain length of 20' and the chains routinely sweep the harbor bottom resulting in an ongoing disturbance. Removal of the moorings would eliminate the ongoing disturbance from chain sweep, thereby restoring approximately 12,564-square feet of the harbor bottom.

The Harbormaster also proposes to remove (25) 12" existing timber piles from the area adjacent to the State Street dock, resulting in the restoration of approximately 20-square feet of harbor bottom. The area of the pile field that would be opened up following removal is approximately 1,250 square feet. The proposed marina expansion also includes the demolition and removal the timber pile supported pier surrounding the existing marina, resulting in approximately 2,140-square feet of opened area and 192-square feet of piles.

In summary, the preferred alternative for anchoring the proposed marina represents the least environmentally damaging practicable alternative to meet the project purpose, and the mitigation is proposed to offset unavoidable impacts to Waters of the United States.

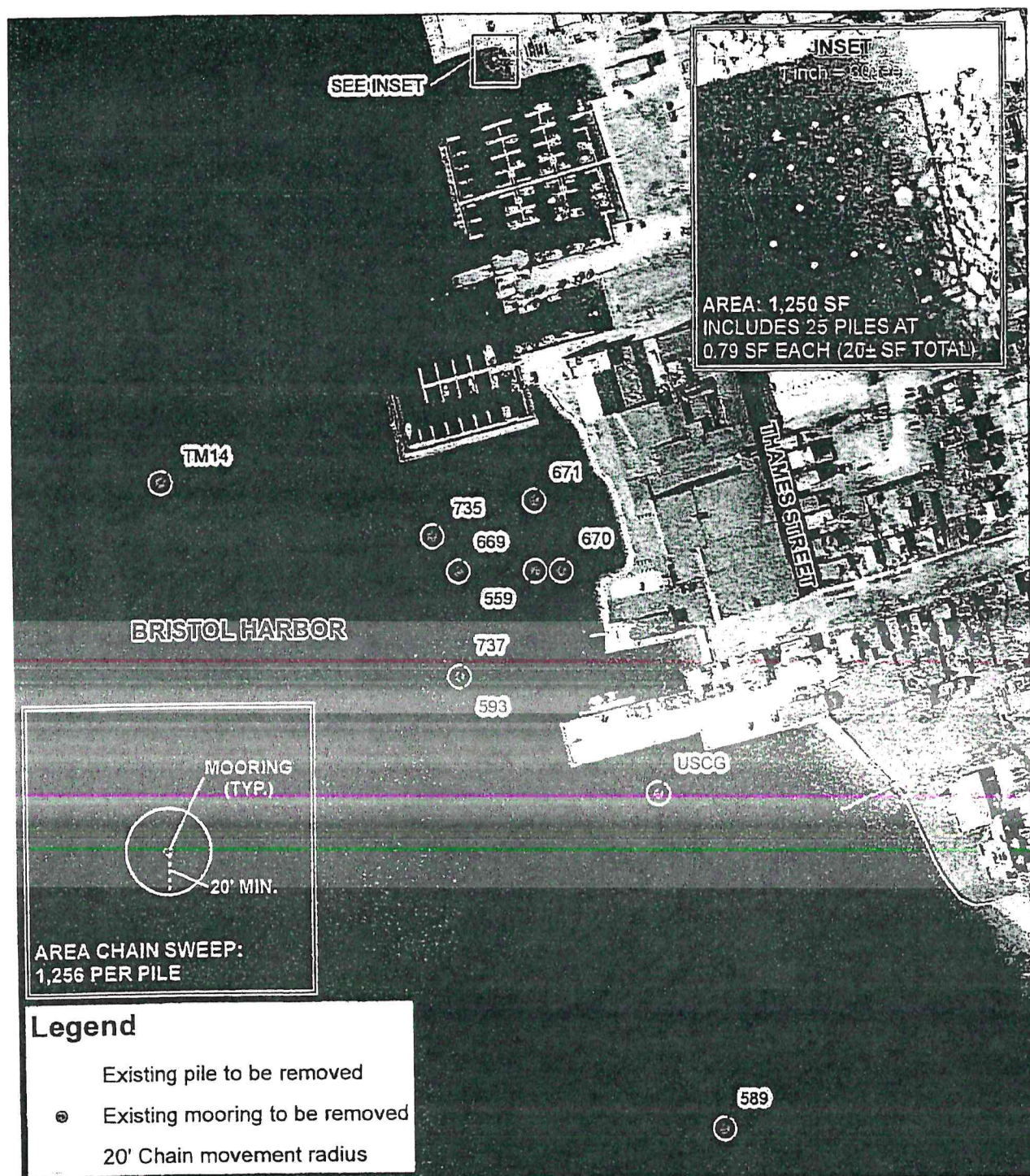
We trust that the foregoing is sufficient for the U.S. Army Corps to issue Public Notice for the work so that the project can proceed. Thank you for your consideration and please feel free to contact our office with any questions or if additional information is required.

Sincerely,

Ryan McCoy, P.E.
Managing Engineer

Attachments: Figure 1 – Moorings and Pile Field to be Removed

Cc: Gregg Marsili, Town of Bristol



MOORINGS AND PILE FIELD TO BE REMOVED

SCALE: 1"=250'



8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
(401) 334-4100

10 LINCOLN ROAD, SUITE 210
FOXBORO, MA 02035
(508) 543-1755

PARE PROJECT No. 16136.00

JANUARY 2020

CHURCH STREET DOCK EXPANSION
BRISTOL, RI



Engineers | Scientists | Planners

PARECORP.COM



November 22, 2019

Mr. Jeffery Willis, Deputy Director
Rhode Island Coastal Resources Management Council
Oliver Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879

RE: **CRMC Application for State Assent
Church Street Dock Expansion
Bristol, Rhode Island
Pare Project No. 16136.00**

Dear Mr. Willis:

On behalf of the Town of Bristol (the Town), and in accordance with the Coastal Resources Management Program, Pare Corporation (Pare) is submitting the attached Application for State Assent for a proposed expansion of the existing marina at the Church Street Dock in Bristol, RI.

Enclosed for your review are four (4) sets of the following:

- Executed Application Form and other administrative documentation;
- A Narrative Project Description, a Site Location Map and other graphics, and Site Photographs;
- A copy of the Preliminary Determination Report of Findings;
- Full-sized sets of Plans, dated November 2019, detailing existing conditions and proposed work.

The existing marina is located off of Thames Street to the west of the 125 Thames Street mill complex. The marina extends into Bristol Harbor and consists of a fixed pier and floating docks which provide a total of 37 slips. The Town proposes to expand the existing Church Street Marina to accommodate the needs of the residents of Bristol.

Due to extensive site constraints, the Town is unable to meet the 1:1.5 parking space to vessel requirement of the CRMP and hereby requests a variance from this requirement per section 1.1.7(A) of the CRMP. Consistency is demonstrated in the narrative section of this application.

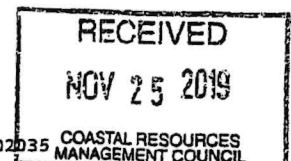
The applicant is a municipal entity and the project will result in a significant public benefit, and therefore a waiver of the customary filing fee is requested in accordance with CRMC Management Procedures Section 1.4.2(D).

This application is being submitted concurrently to the Rhode Island Department of Environmental Management (RIDEM) for Water Quality Certification and to the Army Corps of Engineers for coverage under the USACE General Permit for Rhode Island.

▼

8 BLACKSTONE VALLEY PLACE LINCOLN, RI 02865
T 401.334.4100 F 401.334.4108

10 LINCOLN ROAD, SUITE 210 FOXBORO, MA 02035
T 508.543.1755 F 508.543.1881





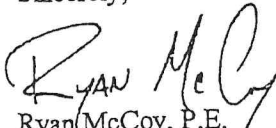
Mr. Jeffrey Willis

-2-

November 22, 2019

Thank you for your consideration and please feel free to contact our office with any questions regarding the submittal.

Sincerely,


Ryan McCoy, P.E.
Managing Engineer

Enclosures
RM/sjp

cc: Gregg Marsili, Town of Bristol

Y:\OBS\16 Jobs\16136.00 Bristol-Church St Dock Expansion-R\Permits\CRMC Assent - Marina\Cover Letter.doc

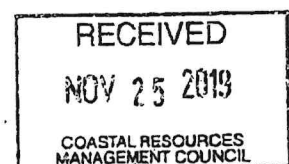


TABLE OF CONTENTS

1. Administrative Documentation

- Assent Application Form
- Statement of Disclosure
- Attachment A: Previous Assents
- Proof of Ownership
- Building Official's Form
- Coastal Hazard Application Worksheet

2. Narrative Project Description

3. Figures

- Figure 1 – Site Location Map
- Figure 2 – Annotated Aerial Photograph
- Figure 3 – Abutters
- Figure 4 – FEMA Flood Insurance Rate Map
- Figure 5 – National Wetlands Inventory Map
- Figure 6 – Soil Survey Map from NRCS Web Soil Survey

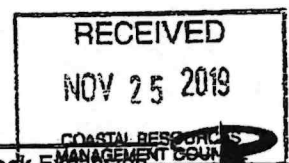
4. Annotated Site Photographs

5. Copy of Preliminary Determination Report of Findings

6. Public Access Plan

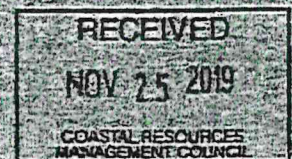
7. Operations and Maintenance Plan and Dock Slip Agreement

8. Project Plans entitled "Church Street Dock Expansion", prepared by Pare Corporation, dated November 2019, bound separately.



SECTION 1

Administrative Documentation





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 <u>127 Thames Street Bristol</u> No. Street City/Town			File No. (CRMC USE ONLY) 2019-11-078
Owner's Name <u>Town of Bristol</u>			Plat: 10* *the site also includes water in the harbor to the west of Plat 10, Lots 42, 60, 61, 62, & 73 Lot(s): 70
Mailing Address <u>10 Court Street</u>			Contact No.: 401-253-1700
City/Town <u>Bristol</u>	State <u>RI</u>	Zip Code <u>02809</u>	
Contractor RI Reg. #	Address	*contractor to be selected	Tel. No.
Designer <u>Pare Corporation</u>	Address <u>10 Lincoln Rd, Suite 210 Foxboro, MA 02035</u>		Tel. No. 508-543-1755
Name of Waterway <u>Bristol Harbor, Narragansett Bay</u>			Estimated Project Cost (EPC): Application Fee: <u>Fee Exempt</u>
Describe accurately the work proposed. (Use additional sheets of paper if necessary and attach this form.) The Town proposes to expand the existing marina to increase capacity for recreational vessels. Ancillary site improvements on the landside portion of the site include the relocation of two picnic tables, installation of two new benches, and other minor improvements described in the attached narrative.			

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): Yes, see list of previous permits attached in Section 1

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 and Addresses of adjacent property owners whose property adjoins the project site. (Accurate addresses will insure proper notification. Improper addresses will result in an increase in review time.)

Abutters are shown on the abutter figure attached in Section 3 as Figure 3

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.

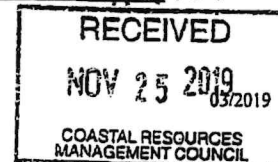
NOTE: The applicant acknowledges by evidence of their signature that they have reviewed the Rhode Island Coastal Resources Management Program, and have, where possible, adhered to the policies and standards of the program. Where variances or special exceptions are requested by the applicant, the applicant 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

Gregg Marsili Harbor Master
Owner's Signature (sign and print)

PLEASE REVIEW REVERSE SIDE OF APPLICATION FORM

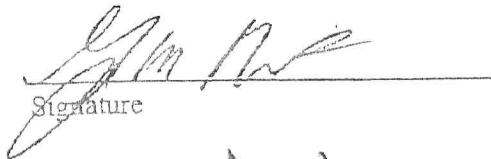
/ajt



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.

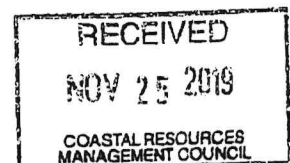
The applicant understands the above conditions and agrees to comply with them.


Signature

10/23/19
Date

Gregory Marsili, 10 Court St. Bristol RI
Print Name and Mailing Address

02809

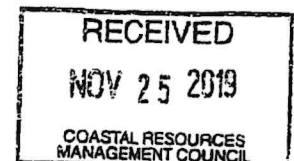


Section 3

Previous Permits

File No	Name	Location	Plat	Lot	Permit Date
212-04-065	Town of Bristol	127 Thames St	10	70	N/A
2008-11-022	Town of Bristol	127 Thames St	10	70	Nov 13, 2008
2005-12-069	Town of Bristol	Church St	10	70, 84	Jul 09, 2007
1999-09-032	Town of Bristol	Church St	10	70, 84	Mar 01, 2000
1997-05-038	Town of Bristol	Church St	10	70	Aug 04, 1997
1988-03-048	Town of Bristol	Church St	10	70	Aug 10, 1988
1988-03-044	Town of Bristol	Church St	10	70	Jul 22, 1988
1982-05-005	Town of Bristol	Church St	10	70	Jul 17, 1982
1976-11-012	Town of Bristol	Constitution St	10	42, 70	Dec 10, 1993*
2010-08-049	Russ Russ Realty	Thames St	10	42, 60	Sep 15, 2010
2003-05-049	Russ Russ Realty	125 Thames St	10	42	May 12, 2003
1985-07-052	Russ Russ Realty	125 Thames St	10	42	Aug 22, 1985
1979-09-026	Russ Russ Realty	125 Thames St	10	42, 60	Jul 31, 1981

*Application cancellation date





Finance Department

Town Hall, 10 Court Street, Bristol, RI 02809-2208
Telephone (401) 253-7000 Facsimile 253-1570

July 23, 2019

To whom it may concern,

The Town of Bristol's records show Plat 10 Lot 70, also known as 127 Thames St., is owned by Town of Bristol.

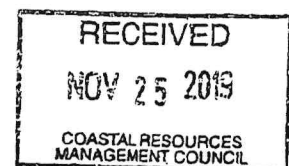
Our records indicate that State of Rhode Island granted the property to Town of Bristol on January 31, 1968 in Book 169 Page 289.

If I may be of further assistance, please do not hesitate to contact me.

Respectfully,

Michelle DiMeo
Tax Assessor/ Collector
10 Court St
Bristol, RI 02809
401-253-7000x142
mdimeo@bristolri.gov

- Information deemed reliable, but not guaranteed





Finance Department

Town Hall, 10 Court Street, Bristol, RI 02809-2208
Telephone (401) 253-7000 Facsimile 253-1570

July 23, 2019

To whom it may concern,

The Town of Bristol's records show Plat 10 Lots 42, 60, 61, 62 & 73, also known as 125 Thames St., are owned by Russ-Russ Realty Co.

Our records indicate that Bristol Development Co. granted the properties to Russ-Russ Realty Co. on October 23, 1975, in Book 203 Page 18.

If I may be of further assistance, please do not hesitate to contact me.

Respectfully,

Michelle DiMeo
Tax Assessor/ Collector
10 Court St
Bristol, RI 02809
401-253-7000x142
mdimeo@bristolri.gov

- Information deemed reliable, but not guaranteed

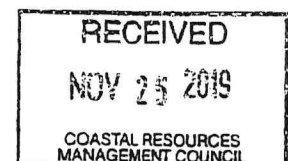
HARBOR AND MARINE RIGHTS BARGAIN AND SALE DEED

ROBIN INDUSTRIES, INC., as Grantor, hereby grants and conveys to the TOWN OF BRISTOL, as Grantee, without covenants:

Any and all right, title and interest of Grantor in and to any marine, harbor and water way rights grantor may have in Bristol Harbor, Narragansett Bay, State of Rhode Island and Providence Plantations (the "Waterway Area"), westerly of Grantor's property identified as Assessor's Plat 10, Lots 42, 60, 61, 62 and 73, in the office of the Assessor in the Town of Bristol (the "Landward Area"). Both the Waterway Area and the Landward Area are more fully shown on the plan attached hereto and made a part hereof as Exhibit A.

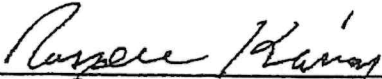
The foregoing conveyance by Grantor to the Town of Bristol is made subject to the following:

1. Grantor hereby retains, on behalf of itself, its successors and assigns, in perpetuity, any and all rights it may have to all coastal features of Grantor's real property and develop thereon improvements, fixtures, structures and embankments, including, without limitation sea walls, riprap secured foundations and boardwalks, wharfs, walkways, gazebos, pergolas and other amenities relating to Grantor's and/or the public's rights along said coastal features; provided that Grantee shall have pedestrian access from the public property along the shore north and south of the Waterway Area, across and over said boardwalks, wharfs and walkways to the public marina (as defined herein).
2. Grantor hereby retains on its behalf and on behalf of its successors and assigns, in perpetuity, and the Town of Bristol, by accepting and recording this Deed, hereby grants to Grantor, on its behalf and on behalf of its successors and assigns, subject to the Public Trust and subject to any requirements of the Coastal Resources Management Council or any successor governmental agency with jurisdiction over the Waterway Area, the right to lease, license, acquire or own or in any other manner utilize any recreational slips, docks, wharfs, piers or moorings developed, built, owned and operated by the Town of Bristol or on behalf of the Town of Bristol or its successors and assigns in the Waterway Area as may be developed by the Town of Bristol or its successors and assigns as a public marina (the "public marina"); provided, however, that grantor's rights herein shall not exceed the greater of 20% of any such slips, docks, wharfs, piers and/or moorings, proportionately distributed, or a maximum total in the aggregate of 15 of such slips, docks, wharfs, piers and/or moorings.



IN WITNESS WHEREOF, the undersigned has executed this Deed as of this
22 day of July, 2010.

ROBIN INDUSTRIES, INC.


Name: RUSSELL KARIAN
Title: PRESIDENT

STATE OF RHODE ISLAND
COUNTY OF PROVIDENCE

In Providence, in this 22nd day of July, 2010, before me personally appeared RUSSELL KARIAN, to me known and known by me to be the President of Robin Industries, Inc. and the party executing the foregoing instrument on behalf of Robin Industries, Inc., and he acknowledged said instrument, by him executed to be his free act and deed and the free act and deed of Robin Industries, Inc.

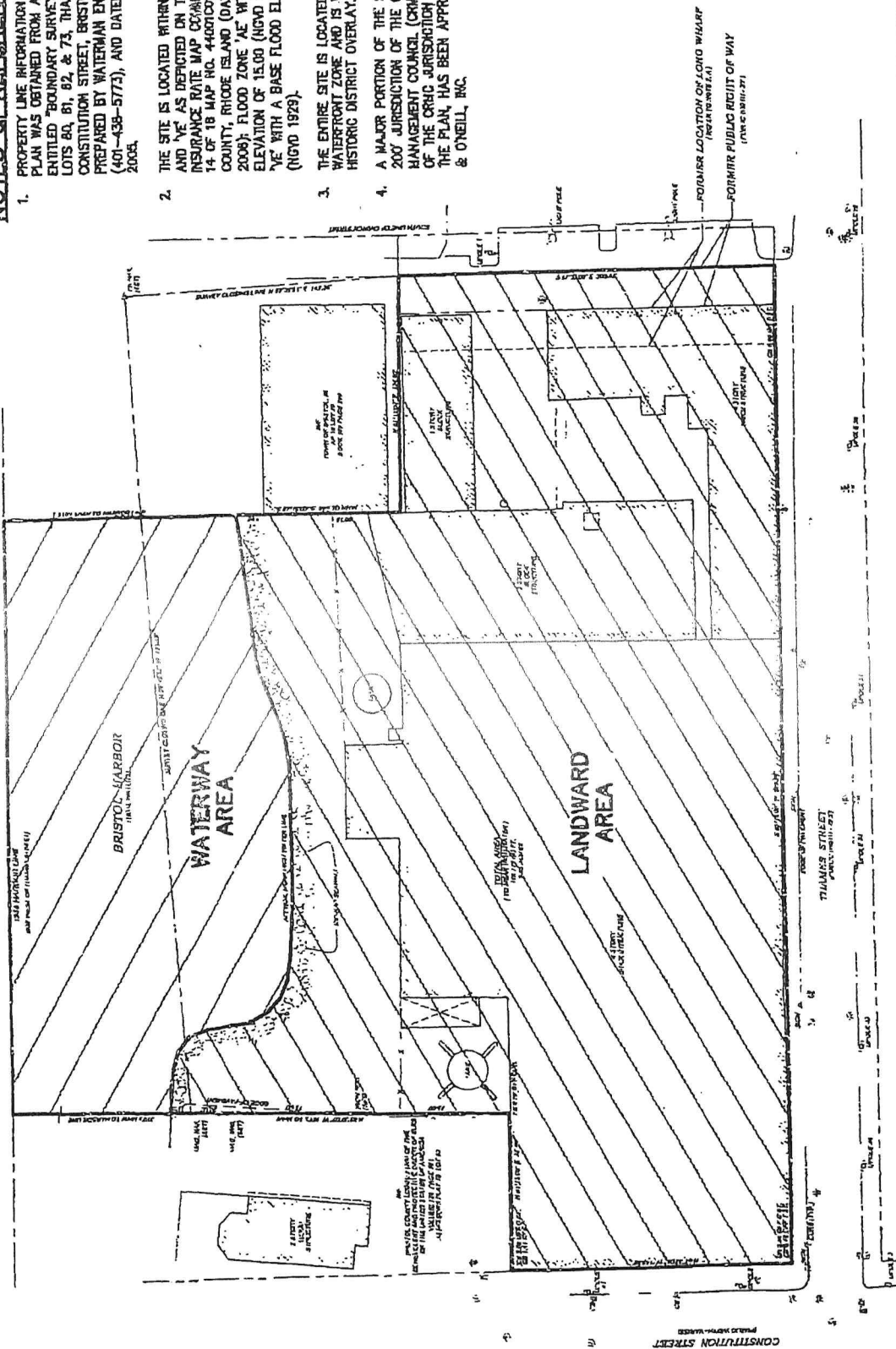

Notary Public ROBERT I. STOLZMAN
My Commission Expires: 8/21/13

529635_3.doc

529635.3

1. PROPERTY LINE INFORMATION SHOWN ON THIS PLAN WAS OBTAINED FROM A SURVEY PLAN ENTITLED "BOUNDARY SURVEY PLAN, AP 10 - LOTS 80, 81, 82, & 73, THAMES STREET & CONSTITUTION STREET, BRISTOL, RHODE ISLAND," PREPARED BY WATERMAN ENGINEERING CO. (401-438-5773), AND DATED FEBRUARY 1, 2005.

2. THE SITE IS LOCATED WITHIN FLOOD ZONES 'AE' AND 'VE' AS DEPICTED ON THE NATIONAL FLOOD INSURANCE RATE MAP COMMUNITY FLOOD NO. 14 OF 18 MAP NO. 44601C01 FOR BRISTOL COUNTY, RHODE ISLAND (DATED NOVEMBER 16, 2008). FLOOD ZONE 'AE' WITH A BASE FLOOD ELEVATION OF 15.00 (NGVD 1928) AND ZONE 'VE' WITH A BASE FLOOD ELEVATION OF 18.00 (NGVD 1928).
3. THE ENTIRE SITE IS LOCATED IN THE BRISTOL WATERFRONT ZONE AND IS WITHIN THE BRISTOL HISTORIC DISTRICT OVERLAY.
4. A MAJOR PORTION OF THE SITE LIES WITHIN THE 200' JURISDICTION OF THE COASTAL RESOURCES MANAGEMENT COUNCIL (CRMC). THE LOCATION OF THE CRMC JURISDICTION LINE, AS SHOWN ON THE PLAN, HAS BEEN APPROXIMATED BY FUSS & O'NEILL, INC.



EX-A

ROBIN RUG COMPLEX

EXHIBIT A

A.P. 10 / LOTS 42, 60, 61, 62, & 73
125 THAMES STREET

RHODE ISLAND

SECRET

2019

COASTAL RESOURCES
MANAGEMENT COUNCIL
BRISTOL

BRISTOL

NEW FUND. CO.

FUSS & O'NEILL
Disciplines to Deliver

Disciplines to Deliver

117 BOW HORSE WAY SUITE 204 PROVIDENCE RI 02908 401 851-3070

SCALE: HORIZ.: 1" = 80' VERT.: DATE: HORIZ.: VERT.: NGVD1928

0 40 80 GRAPHIC SCALE

TO: Coastal Resources Management Council
4808 Tower Hill Road Suite 3
Wakefield, RI 02879
Phone: (401) 783-3370



FROM: Building Official

DATE: November 1, 2019

SUBJ: Application of: Town of Bristol

Location: Church Street Dock

Address: 127 Thames Street Plat No. 10* Lot No. 70

*the site also includes water in the harbor to the west of Plat 10, Lots 42, 60, 61, 62, & 73

To Construct: The Town proposes to expand the existing marina to increase capacity for recreational vessels. Ancillary site improvements on the landside portion of the site include the relocation of two picnic tables, installation of two new benches, and other minor improvements

I hereby certify that I have reviewed _____ foundation plan(s).

_____ plan(s) for entire structure

X site plans

Titled: Church Street Dock Expansion

Date of Plan (last revision): APRIL 2019


☒ and find that the issuance of a local building permit is not required as in accordance with Section _____ of the Rhode Island State Building Code.

_____ and find that the issuance of a local building permit is required. I hereby certify that this permit shall be issued once the applicant demonstrates that the proposed construction/activity fully conforms to the applicable requirements of the RISBC.

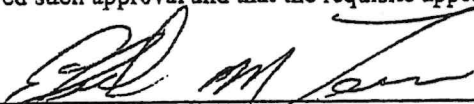
_____ and find that a Septic System Suitability Determination (SSD) must be obtained from the RI Dept. of Environmental Management.

_____ and find that a Septic System Suitability Determination (SSD) need not be obtained from the RI Dept. of Environmental Management.

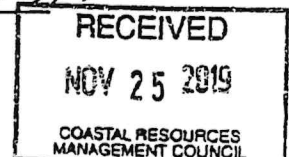
_____ and find that said plans conform with all elements of the zoning ordinance, and that if said plans require zoning board approval, that the applicant has secured such approval and that the requisite appeal period has passed with no appeal filed or appeal is final. The Zoning Board approval shall expire on _____.


Building Official's Signature Date 11/6/2019

☒ and find that said plans conform with all elements of the zoning ordinance, and that if said plans require zoning board approval, that the applicant has secured such approval and that the requisite appeal period has passed with no appeal filed or appeal is final.


Zoning Officer's Signature Date 11/6/19

rev. 5/11/2001



RI CRMC COASTAL HAZARD APPLICATION WORKSHEET

APPLICANT NAME: Town of Bristol

PROJECT SITE ADDRESS: 127 Thames Street, Bristol, RI 02809

Please refer to the RI Shoreline Change Special Area Management Plan, Chapter 5 for background and descriptions of the steps outlined below. http://www.crmc.ri.gov/samp_beach/SAMP_Beach.pdf

STEP 1. PROJECT DESIGN LIFE

___ A. Indicate FEMA FIRM base flood elevation (BFE) for the project location, available from FEMA, or the municipal building official.

___ B. Using the CRMC Shoreline Change maps, indicate the transect number closest to your site, and erosion rate listed for that transect. http://www.crmc.ri.gov/maps/maps_shorechange.html.

___ C. How long do you want your project to last? Identify the expected design life for the project (CRMC recommends a minimum of 30 years)

___ D. Add the number of years you identified in 1C to the current year. (For example, if you are completing this form in the year 2020, and you want your project to last 30 years, your design life year will be 2050.)

Zone VE EL. +15

Transect Number: 1747

Erosion Rate: -0.07 ft

50 years

2069

___ E. CIRCLE the sea level rise (SLR) projection from the Table 1. that matches or comes closest to project design life.

Year	2020	2030	2040	2050	2060	2070	2080	2090	2100
SLR	1.05	1.67	2.33	3.25	4.20	5.35	6.69	8.14	9.61

Table 1E. Sea Level Rise (SLR) Projections (Feb. 2017). NOAA High Curve, 83% Confidence Interval. Newport, RI Tide Gauge. All values are expressed in feet relative to NAVD88. <http://www.corpsclimate.us/ccaces/curves.cfm>

NOTE: The STORMTOOLS sea level rise scenarios depict how high the water will be above the average height of the daily high tide over the 19-year period between 1983 and 2001. There have been between 4 and 5 inches of sea level rise in Rhode Island since then. The higher modeled water level accounts for the uncertainties in ice sheet and ocean dynamics.

STEP 2. SITE ASSESSMENT

___ A. Open RICRMC Coastal Hazard Mapping Tool <https://arcgis.com/qtsqz>. Following the tutorial along the left side of the screen, enter the project site address and turn on the sea level layer closest to the number you circled in 1E.

___ B. CIRCLE the STORMTOOLS SLR map layer closest to the SLR value you circled in Step 1E above. If the value falls between the available STORMTOOLS SLR map layers, round off to the closest sea level rise (SLR) number.

1ft 2ft 3ft **5ft**
7ft 10ft 12ft

___ C. Does the STORMTOOLS SLR map layer you circled above expose your project site to future tidal inundation? CIRCLE YES or NO

YES NO

___ D. List any roads or access routes that are potentially inundated from SLR and storms. To do this, ZOOM OUT from your project location, change BASEMAP on the viewer to "street view" – see Step 2A.

Thames Street
Church Street
John Street

STEP 3. STORMTOOLS DESIGN ELEVATION (SDE)

A. Based on the project location, CIRCLE the SDE Viewer for your site, and open the corresponding tab in Mapping Tool:

South Coast SDE Viewer: Napatree to Point Judith

Narragansett Bay SDE Viewer: North & East of Point Judith

___ B. Follow the tutorial included along the left panels of the viewer to enter the address of your project site. Select the tab across the top that corresponds to the sea level rise projection you identified in STEP 1E.

___ C. Click on the map at project site to identify STORMTOOLS Design Elevation (SDE) from the pop up box. Enter the SDE value here:

25.7 feet NAVD88

RECEIVED

NOV 25 2019

Page 1 of 2

COASTAL RESOURCES
MANAGEMENT COUNCIL

Version 4/29/19

RI CRMC COASTAL HAZARD APPLICATION WORKSHEET

STEP 4. SHORELINE CHANGE

A. Setbacks are required per RI Coastal Resources Management Program (RICRMP), Section 1.1.9. Indicate the annual shoreline change rate value from STEP 1B, and the design life selected in STEP 1C above. Enter values in 4C below.

B. CIRCLE the Projected Erosion Rate that corresponds to the design life you identified above.

Year	2050	2060	2070	2080	2090	2100
Projected Future Erosion Multiplier	1.34	1.45	1.57	1.70	1.84	2.00

Table 4B. Projected Shoreline Change Rate multipliers. (Oakley et al., 2016)

C. COMPLETE EROSION SETBACK CALCULATION:

Historic shoreline change rate, STEP 1B	Design Life, STEP 1C	Projected Future Erosion Multiplier, STEP 4B	Erosion Setback (ft) 1B x 1C x 4B
-0.07 ft	X 50 years X	1.57	= 5.5 feet

NOTE: A minimum setback of 50-feet is required, but a greater setback may be necessary and/or desirable based on this analysis.

STEP 5. CERl & OTHER SITE CONSIDERATIONS

A. If you live in a community where a Coastal Environmental Risk Index (CERl) has been completed (Barrington, Bristol, Charlestown, Narragansett, South Kingstown, Warren, Warwick, Westerly), CIRCLE the level of projected damage to your location, as indicated on the map that corresponds to the design life identified in STEP 1.

CERl Level:	Moderate	High	Severe	Extreme	Inundated by 2100	Not applicable
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B. Consider and discuss with your design consultant other forces or factors that might impact the development, such as coastal habitats, shoreline features, public access, wastewater, storm water, depth to water table/groundwater dynamics, saltwater intrusion, or other issues not listed above. In addition, pressure from rising sea levels will result in rising subsurface groundwater levels ultimately effecting wells and septic systems.

STEP 6. LARGE PROJECTS

This step is for Large Projects and Subdivisions only, six (6) or more units, as defined by RI CRMP Section 1.1.6.I(1)(f). This step may be skipped for other projects.

A. Use the Sea Level Affecting Marshes Model (SLAMM) Maps to assess potential impacts to large projects and subdivisions from salt marsh migration resulting from projected sea level rise. CRMC SLAMM maps can be accessed here:

http://www.crmc.ri.gov/maps/maps_slamm.html. The CRMC recommends using the 5-foot SLR projection within SLAMM to assess future potential project impacts on migrating marshes. Does the SLAMM map that corresponds to the design life you identified in STEP 1 expose your project site to future salt marsh migration? CIRCLE YES or NO

YES NO

STEP 7: DESIGN EVALUATION

A. Using Chapter 7 of the RI Shoreline Change SAMP as a guide, investigate mitigation options for the exposure identified above and include that in the final application.

This fully completed Coastal Hazard Application Guidance worksheet must accompany the application. If you are a design or engineering professional, please sign here that you have discussed the findings of this worksheet with the Owner.

DESIGN/ENGINEER SIGNATURE: [Signature] DATE: 11/19/19

OWNER'S SIGNATURE: [Signature] DATE: 11/19/19

SECTION 2

Narrative Project Description



I. Introduction

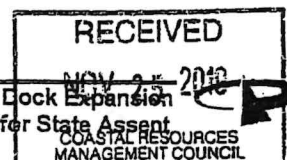
This Application for State Assent has been prepared on behalf of the Town of Bristol, Rhode Island for the proposed expansion of the Church Street Dock in Bristol. The intent of this project is to improve the aesthetics of, accessibility to, and use of the marina and Bristol Harbor.

Bristol Harbor is a tidal waterbody which is part of the Upper Narragansett Bay and is primarily used by recreational motorboats and sailboats. The harbor is approximately 0.5 miles wide in the project vicinity and is located approximately 1.6 miles north of the East Passage of the Narragansett Bay.

The City is proposing the addition of 79 slips to Church Street Marina south of the existing docks to better serve the needs of the boating community. Additional ancillary work including minor landside improvements are also proposed. Existing site conditions, proposed work, and conformance with the Coastal Resource Management Program (CRMP) are discussed in greater detail herein.

II. Existing Conditions

The proposed marina expansion is located on Bristol Assessor's Plat 10, Lot 70 and the riparian area associated with Plat 10, Lots 42, 60, 61, 62 and 73. The riparian area has been granted to the Town of Bristol by Robin Industries, Inc., as recorded on the Harbor and Marine Rights Bargain and Sale Deed, attached to this document as Section 1. The existing marina is located off of Thames Street to the west of the 125 Thames Street mill complex. A portion of the mill complex serves as the Harbormaster's office and a marina support building which includes showers, 2 toilets and 2 urinals in the men's room, 3 toilets in the women's room, a family restroom, and vending machines. The existing marina extends from a small parking lot adjacent to the Bristol Maritime Center into Bristol Harbor and consists of a fixed pier along the southern, western, and eastern limits, and 2 main floating docks with 17 timber finger floats over tidal waters, which provide a total of 37 slips for both recreational and commercial vessels ranging from approximately 20' to 30' long. There is a



timber wave fence along the southern portion of the fixed timber pier which provides protection from waves to the existing marina.

The remainder of the site within project limits consists of a concrete pad surrounded by a maintained grassed area between a stone seawall and the mill complex. The parking lot adjacent to the marina and mill complex has 21 available parking spots and public parking is available along Thames Street.

The Prudence Island Ferry/ Hog Island Ferry pier is located directly north of the site at 147 Thames Street. The ferry makes four to six trips daily from Bristol to Prudence Island depending on the season. Approximately 500 feet to the south is the U.S. Coast Guard pier and facilities. The proposed dock expansion will maintain suitable distances away from the adjacent piers and will not affect their daily operations.

Coastal features within the project area consist of a stone seawall and is classified as Manmade Shoreline, as defined in Section 1.2.2(F) of the CRMP. A wetland delineation of the site was not completed as no work will be affecting the shoreline and the shoreline edge is clearly identifiable on aerial imagery. An associated 200-foot Contiguous Area extends landward from the upper edge of this seawall.

A majority of the project area is located within waters of Bristol Harbor classified as Type 5: Commercial and Recreational Harbor, as shown on Figure 2, attached in Section 3 of this application. Type 4: Multi-Purpose Water is located to the west of the proposed project site. Shell fishing is currently prohibited in Bristol Harbor by RIDEM due to water quality impairments and unsanitary consumption conditions (RIDEM 2019). No known eelgrass beds are located in the project vicinity and according to the RIGIS Submerged Aquatic Vegetation (RIGIS 2016) data layer no known submerged aquatic vegetation is located within the vicinity of the project. The site is entirely outside of any Natural Heritage Area (RIGIS 2019). Impacts to diadromous fish are not anticipated as the nearest tidal river (Silver Creek) is located 3,500 feet to the north.

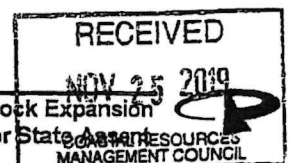


III. Proposed Project

In its current configuration, the marina does not have the capacity to satisfy the public demand for slip spaces. To address this issue, an additional 79 slips are proposed to the south of the existing docks which will primarily be reserved for Bristol residents but will also provide slips for transient boaters. The proposed expansion will enhance access to recreational activities in the harbor for Bristol residents and transient boaters. The proposed marina expansion is comprised of four main floats, herein referred to as Docks A, B, C and D as shown on the attached plans, which are 160±, 280±, 400±, and 410± feet long, respectively. Docks A and B are timber floats, while Docks C and D are made of concrete attenuator floats with wave baffles to withstand wave action. The proposed concrete attenuators are designed to withstand a maximum wave height of 4.9-feet at a period of 4.5 seconds, which is predicted to be the maximum wave based upon building code requirements. Concrete attenuator floats will be installed first followed by the installation of the timber floats. Due to the extensive fabrication time required for the concrete floats an estimated construction start time has yet to be determined.

The slips reserved for residents consist of 38 30-foot slips located at the finger piers along Dock B, as well as 12 30-foot slips and 10 40-foot slips along the inside of Docks C and D, respectively. The remaining 18 slips along the insides and outsides of Docks C and D will be reserved for transient vessels and allow for various sizes of vessels (30, 40, 75 and 100-foot). Additionally, the SeaStreak Ferry that travels between Providence and Newport will be able to make stops at Bristol to load and unload passengers at a 100-foot space along the southwest side of Dock D.

The size of the expanded marina represents the minimum necessary to meet the needs of the Town. Due to the lack of space for a variety of boat sizes at the Rockwell and existing Church Street marina, the slips proposed will provide the slips needed to accommodate the variety of boat sizes on the marina's waiting list. The expansion is not anticipated to create navigational or safety issues for boaters in the harbor, nor the berthing and docking of vessels in adjacent marinas. The proposed expansion extends into the Harbor but does not encroach on the existing mooring fields. The existing ferry route will be slightly impacted, and their route will be adjusted to deeper waters approximately 50' west from its current route.



An aluminum gangway will provide access to the new marina from the southeastern corner of the existing fixed pier down to the main access float, Dock A, which is approximately 160 feet in length. The second main timber float with timber finger piers, Dock B, extends approximately 280 feet perpendicular into the harbor from Dock A. The first concrete wave attenuators at Dock C extend from the southern end of Dock A with a second aluminum gangway. Dock C extends approximately 415 feet west into Bristol Harbor where it turns 90 degrees into Dock D, which extends north approximately 410 feet. This concrete attenuator orientation reduces wave conditions within the inner harbor, protecting vessels and structures at the facility.

The existing fixed pier will be repaired from the landside connection to the proposed aluminum gangway, including removal and replacement of the existing split pile caps, timber stringers, timber rail, and timber decking. To provide compliance with the Americans with Disabilities Act (ADA), a timber ramp will be installed to connect the existing pier to the paved parking area.

No fueling facilities will be included onsite and fueling of vessels is not anticipated to occur at the marina. A new fueling station is proposed approximately 500 feet north of the marina that will accommodate fueling needs of the marina.

A security gate equipped with a proximity card reader will be installed at the beginning of Dock B and at the southeast corner of the existing fixed timber pier for reserved Bristol residence slips. Ancillary site improvements to the east of the marina include the relocation of two picnic tables to a grassed area, installation of two new benches, demolition and replacement of the existing concrete pad, installation of new trash and recycling receptacles, relocation of the existing flagpole, and replacement of the existing chain-link fence which runs from the corner of the stone building to the shoreline. The existing restroom facility has capacity to serve the expanded marina and is within a 1,000-foot radius of all proposed docks.

The expanded marina complies with all National Fire Protection Association (NFPA) standards for marinas, and a maintenance program with inspections and training is incorporated in the Marina's Operations Plan. All electrical installations meet applicable codes, as shown on the utility detail

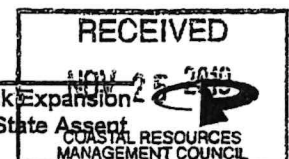


sheets of the attached plan set. The expanded marina will utilize the marine pump-out at Rockwell Marina, as the current Church Street marina does.

The expansion of the marina will generate demand for additional parking. Parking for the existing 37 slip marina is provided at the Maritime Center Lot adjacent to the mill complex with 21 parking spaces, and Thames Street public on-street parking. To satisfy the 1:1.5 parking space to vessel requirement of the CRMP, a total of 78 spaces would be required for the 116 vessel slips of the Church Street Marina which includes the 37 existing slips and 79 new slips associated with the expansion. Some of these additional spaces will be provided at the Prudence Island Ferry Lot which has 51 total spaces, and at the Municipal Lot located across the street from the Prudence Island Ferry which has 23 parking spaces. The Ferry lot, which is located directly north of the marina, was originally designated for customers of the ferry only, but ferry parking is being moved to the Prudence Island Permit Parking lot south of the marina.

The constraints of the sites and surrounding highly developed areas limit the availability of potential parking areas; therefore, the Town is requesting a variance for the 1:1.5 parking requirement of the CRMP. Information regarding how the project complies with variance criteria is provided in Section V "Consistency with Coastal Resources Management Program" below.

There is no known marina perimeter limit (MPL) in this area. The proposed MPL will extend 10-feet outside of the proposed marina structures as shown on the plans. Because the outer edges of the docks may be used for larger vessels that may extend beyond the MPL, the applicant hereby requests that berthing beyond the MPL be allowed as part of the proposed project. Current navigation to and from adjacent marinas is not anticipated to be affected by the expansion of the MPL. The marina expansion will require some adjustment to the current route of the Prudence Island Ferry; however, the Town and Harbormaster are coordinating with the ferry operator who has not expressed concerns with the adjusted route. The proposed marina is approximately 12,000 feet away from a Federal Entrance Channel for the Providence River (Chart 13224 published by the National Oceanic and Atmospheric Administration).



The proposed expansion will require 38 new 12" diameter piles and 46 heavy chain concrete block anchor moorings to support the floats. It is assumed that the concrete anchor block size will be 6.5'x6.5', but the size may be as large as 10'x10' after consultation with the float manufacturer. If the smaller blocks are selected, the work will affect approximately 1,974 square feet total in tidal waters. If the larger blocks are selected, the work will affect approximately 4,630 square feet total in tidal waters. Timber piles will be driven with a vibratory or impact hammer. Soft solutions such as beginning pile driving operations at lower frequencies in the beginning of the workday may be completed if required to reduce sound impacts to fish and endangered species.

The existing marina consists of a fixed timber pile supported pier and a series of main timber floats and finger floats supported by timber piles. The quantity of timber piles and area of disturbance for the existing marina, along with the area due to the additional timber piles and concrete anchor moorings for the proposed expansion are as follows:

Existing Marina			
	Quantity	Size	Total Pile Area (ft ²)
Fixed Timber Pier Piles	244	12"	191.6
Main Float Piles	31	12"	24.3
Finger Float Piles	17	12"	13.4
Proposed Marina Expansion			
Dock A (Main Float Piles)	10	12"	7.9
Dock B (Main Float Piles)	10	12"	7.9
Dock B (Finger Float Piles)	18	12"	14.1
Dock C (Main Float Anchors)	24	6.5' x 6.5'	1014
Dock D (Main Float Anchors)	22	6.5' x 6.5'	929.5
Total Additional Area			1974



IV. Alternatives Analysis

The marina expansion is a priority use for Type 5 waters. The selected approach fulfills the project goals while avoiding and minimizing impacts to coastal resources and public access restrictions. Alternatives considered are as follows:

Alternative 1 - Concrete and Timber Floats with 1 Access Point: Alternative 1 includes the installation of a fixed timber pier with aluminum gangway that runs parallel with the shoreline from the Bristol Harbor Commission Office to the southern extent of the Robin Industries complex. Extending off of the fixed timber pier, there will be the installation of two (2) 8-ft wide timber floats with timber finger floats, and one (1) 16-ft wide concrete float with timber finger floats that will continue out into Bristol Harbor Narragansett Bay and encompass the dock area. This alternative would remove and replace the chain-link fence that runs the length of the shoreline and demolish the wood wave fence located on the existing Church Street dock. The main deck access will be at the Bristol Harbor Commission Office.

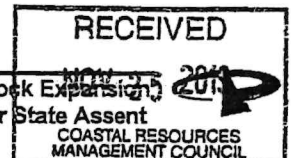
The primary advantages of Alternative 1 are:

- Construction of additional slips located south of the existing dock to provide an increase in recreational use primarily for Bristol residents, as well as, an area on the South side of the concrete float for transient vessels.
- Concrete floats designed to withstand a maximum height of 4.9-ft at a period of 4.5 seconds.
- Requires one access point with security gate at the Bristol Harbor Commission Office.
- No major construction required onshore behind existing boulder seawall.

The primary disadvantages of Alternative 1 are:

- Compared to alternatives 2 and 3, fewer slips will be constructed.

Alternative 2 - Concrete and Timber Floats with 3 Access Points: Alternative 2 has a similar scope and layout as Alternative 1 with the exception of the fixed timber pier. In place of the timber pier (main deck) is an onshore 8-ft wide gravel walkway extending from the Bristol Harbor Commission Office to the southern extent of the Robin Industries complex; the timber and concrete



floats will now extend from the shoreline into Bristol Harbor Narragansett Bay. This alternative creates three (3) access points along the shoreline.

The primary advantages of Alternative 2 are:

- Construction of additional slips located south of the existing dock to provide an increase in recreational use primarily for Bristol residents, as well as, an area on the South side of the concrete float for transient vessels.
- Concrete floats design to withstand a maximum height of 4.9-ft at a period of 4.5 seconds.

The primary disadvantages of Alternative 2 are:

- Increased pedestrian traffic onshore directly behind existing mill building due to gravel walkway.
- Construction/installation required directly behind existing boulder seawall and mill.
- Requires three (3) onshore access points with security gates.

Alternative 3 – Concrete Floats: Alternative 3 has the same scope and layout as Alternative 2, but the timber floats extending from the gravel walkway will be constructed using concrete.

The primary advantages of Alternative 3 are:

- Construction of additional slips located south of the existing dock to provide an increase in recreational use primarily for Bristol residents, as well as, an area on the South side of the concrete float for transient vessels.
- Concrete floats design to withstand a maximum height of 4.9-ft at a period of 4.5 seconds.

The primary disadvantages of Alternative 3 are:

- Increased pedestrian traffic onshore directly behind existing buildings due to gravel walkway.
- Construction/installation required directly behind existing boulder seawall and buildings.
- Requires three (3) onshore access points with security gates.
- Increased cost due to the main floats being constructed from concrete.



V. Consistency with Coastal Resources Management Program

A main requirement of the CRMP pertaining to expanded marinas is a demonstration that public access is not impeded. Access to the existing marina will be maintained for the duration of construction, and the overall goal of the marina expansion is to improve public access. The proposed project will enhance existing access by providing ADA-compliant ramps to the expanded marina, renovations to the picnic area directly east of the existing marina, and additional parking provisions at the Prudence Island Ferry parking lot. Consistency with the requirements of a Category B Assent in accordance with the CRMP are addressed herein.

Due to constraints for parking at the marina and the lack of parking areas in the immediate vicinity, the Town hereby requests a variance for the 1:1.5 parking space to vessel requirement. Criteria to meet the variance request per section 1.1.7(A) are addressed and met below:

1. The proposed alteration conforms with applicable goals and policies of the Coastal Resources Management Program.

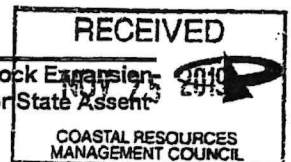
The marina expansion is a water-dependent use allowable under the goals and policies of the Coastal Resource Management Program.

2. The proposed alteration will not result in significant adverse environmental impacts or use conflicts, including but not limited to, taking into account cumulative impacts.

The marina expansion will not result in significant adverse environmental impacts as it conforms with uses of the surrounding waters. No eelgrass beds are located within or in the vicinity of the proposed expansion and the project is not located within any Natural Heritage Areas.

3. Due to conditions at the site in question, the applicable standard(s) cannot be met.

Availability for new parking areas is severely restricted due to limited space at the marina and Bristol's densely developed downtown area. The marina will utilize all available spaces in front of the Harbor Master's office, 52 parking spaces at the Prudence Island Ferry parking lot, any available spaces at the municipal lot on Thames Street, and available spaces



at the State Street dock, as shown on the Parking Plan. Including dock space for transient vessels, the marina will have a total of 116 slips, which equates to 78 parking spaces required. The current plan for parking spaces does not meet the 78 spaces required by the CRMC for the marina expansion and therefore requires a variance for spaces that cannot feasibly be obtained.

4. **The modification requested by the applicant is the minimum variance to the applicable standard(s) necessary to allow a reasonable alteration or use of the site.**

The Town has allocated as many parking spaces as possible for the marina expansion. The variance requested is only to account for the 20± spaces of the 78 spaces required that cannot be obtained.

5. **The requested variance to the applicable standard(s) is not due to any prior action of the applicant or the applicant's predecessors in title. With respect to subdivisions, the Council will consider the factors as set forth in § 1.1.7(B) of this Part below in determining the prior action of the applicant.**

This request for variance is in regards to the currently proposed expansion and is not the result of any prior action of the applicant or the applicant's predecessors in title.

6. **Due to the conditions of the site in question, the standard(s) will cause the applicant an undue hardship. In order to receive relief from an undue hardship an applicant must demonstrate inter alia the nature of the hardship and that the hardship is shown to be unique or particular to the site. Mere economic diminution, economic advantage, or inconvenience does not constitute a showing of undue hardship that will support the granting of a variance.**

As previously stated, availability for new parking areas is severely restricted due to Bristol's densely developed downtown area. There are no available vacant lots within a half mile radius of the proposed marina expansion that would be suitable for a new parking area. A majority of existing parking lots in the vicinity of the marina are reserved for various residential, commercial, and industrial buildings. Two municipal lots on Thames St within



425 feet of the marina have limited capacity for vehicles and are primarily used by current marina patrons. One of these lots will be reserved for the Prudence Island Ferry. The existing Prudence Island Ferry lot will be used solely for the Church Street Marina. Street parking is also available but is not considered to meet the parking standard. Since these restrictions are location based and unique to the location of the marina, the Town is not able to meet the requirements for 1:1.5 vessel to parking spaces for the expanded marina.

Section 1.1.10 Climate Change and Sea level Rise

The CERI risk index indicates the site is subject to an “extreme” level of projected damage within the proposed project’s 50-year design life. However, the concrete floating docks / breakwaters will assist in attenuating waves during large storm events to provide a more protected harbor area for the proposed timber floating docks.

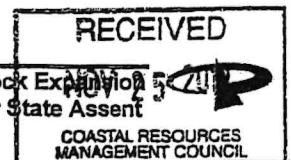
Because the entire site is located below the 100-year floodplain work within that zone is unavoidable, however none of the proposed renovations or improvements necessarily increase the site’s vulnerability to sea level rise. Other resiliency efforts, such as raising the existing structures above projected sea level rise elevations, are infeasible in light of the project scope. The CRMC Coastal Hazard Application Worksheet is included in this submission.

Section 1.2.1(F) Type 5 Commercial and Recreational Harbors

Due to the project’s consistency with the existing land use in the area, the scenic quality of the area will not be diminished as a result of the proposed project.

Section 1.2.3 Areas of Historic and Archaeological Significance

The landside portion of proposed work is located within the Bristol Waterfront Historic District. Due to the minor nature of the landside work, no impacts to areas of historic or archaeological significance are anticipated. The Preliminary Determination review of this project resulted in a HPHC Historic Preservation finding (dated June 24, 2019) of “No Effect.”



Section 1.3.1 (A) Category B Requirements

a. Demonstrate the need for the proposed activity or alteration;

The expansion of the existing marina will address the need for additional recreational vessel slips in Bristol Harbor.

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 §§ 1.3.1(B), (C), (F), (H), (I), (K), (M), (O) and (Q) of this Part; for projects on state land, the state building official, for the purposes of this section, is the building official;

The project will comply with all State and local building codes. The State Building Official's Form is included in Section 1 of the Assent Application documentation. The site is located entirely within the 100-year floodplain, however none of the proposed work will increase flood hazards or alter the existing floodplain.

c. Describe the boundaries of the coastal waters and land area that is anticipated to be affected;

Coastal features within the project area consist of a stone seawall and is classified as Manmade Shoreline, as defined in Section 1.2.2(F) of the CRMP. An associated 200-foot Contiguous Area extends landward from the upper edge of this seawall. A majority of the project area is located within waters of Bristol Harbor classified as Type 5: Commercial and Recreational Harbor, as shown on Figure 2, attached in Section 3 of this application.



- 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;**

The proposed work will not disturb the shoreline, which consists of placed riprap in the vicinity of the marina. This riprap will protect the shore from any potential wave action from arriving and departing boats.

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

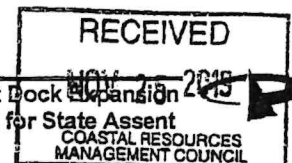
The site and nearby areas are currently used for recreational and commercial boating activities and do not contain shellfish or mapped submerged aquatic vegetation, nor are they located within any rare or significant habitat. The project is not within any diadromous fish spawning or rearing habitat and will not impede migrations during or after construction. Therefore, impacts to plant and animal life are not anticipated.

- 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 proposed marina expansion will significantly benefit public access to the shore, as it will be utilized by residents and visitors to Bristol. The existing marina will be accessible during construction.

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

By its nature, construction of the new timber pile supported floating docks and concrete anchored floating docks will alter circulation patterns in the immediate vicinity of the proposed marina expansion. However, the effect of this expansion is expected to be negligible and will not affect flushing, turbidity, or sedimentation. Although it is not expected to become necessary, a floating boom and a suspended silt curtain may be utilized to control turbidity generated



during the installation of timber piles. It is noted that background turbidity levels at this location are generally low, with high turbidity during periods of heavy wind or storms. The area inside the concrete floating docks will be periodically checked for accumulated debris.

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

It is not anticipated that there will be any impact to water quality. Construction-phase erosion and sediment controls are proposed to minimize the possibility of sediment discharge to the Harbor, and construction equipment will be properly maintained to prevent pollution of groundwater and surface water. The project itself will not introduce pollutants to surface or ground waters.

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

As described in previous sections, the landside portion of proposed work is located within the Bristol Waterfront Historic District. Due to the nature of the work, significant impacts are not anticipated.

- 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 conforms with the existing water use and will improve water dependent uses and activities.



- k. Demonstrate that measures have been taken to minimize any adverse scenic impact (see § 1.3.5 of this Part).

The project will result in the enhancement of a picnic area along the shore and, due to the nature of the project, will not have any adverse scenic impact.

Section 1.3.1(B) Filling, Removing, or Grading of Shoreline Features

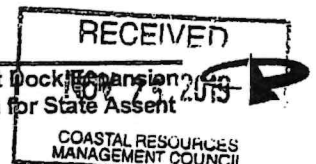
The only proposed ground-disturbing activities are related to the installation of two new benches, demolition and replacement of the existing concrete pad, relocation of the existing flagpole, and replacement of the existing chain-link fence which runs from the corner of the stone building to the shoreline. These activities do not appear to meet the definition of Filling, Removing, or Grading as set forth in Section 1.3.1(B). Although the landside work is within the Bristol Waterfront Historic District, the HPHC has reviewed the proposed work and concluded that the work will not affect historic resources.

Section 1.3.1(D) Recreational Boating Facilities

- (1) the appropriateness of the facility given the activities potential to impact Rhode Island's coastal resources;

The facility is an expansion of an existing marina. Because coastal resources in the area are limited to Type 5 tidal waters and a manmade shoreline along a developed waterfront, the proposed marina expansion is anticipated to have no more than minimal impacts to coastal resources. The configuration of the expansion has been designed to completely avoid impacts to the shoreline.

- (2) the appropriateness of the structure given environmental site conditions;



The site and nearby areas are currently used for recreational and commercial boating activities and do not contain shellfish or mapped submerged aquatic vegetation, nor are they located within any rare or significant habitat.

(3) the potential impacts of the structure and use of the facility on public trust resources (e.g., fin fish, shellfish, submerged aquatic vegetation, benthic habitat, commerce, navigation, recreation, natural resources, and other uses of the submerged lands, etc.);

The structure and use of the facility will have no adverse impact on the listed public trust resources and will benefit commerce and recreation.

(4) the potential navigation impacts of the structure and associated use of the structure;

Due to the location of the marina expansion outside of shipping channels and federal navigation areas, no negative impacts to navigation are anticipated.

(5) the potential aesthetic and scenic impacts associated with the structure;

The proposed marina expansion is anticipated to have minimal or no adverse aesthetic and scenic impacts when viewed from the water, as it will be compatible with existing shoreline development and uses the area. Landside views of Bristol Harbor in the vicinity of the site are currently obscured by the mill complex to the east.

(6) the cumulative impacts associated with the increased density of existing recreational boating facilities in the vicinity of the proposed project. In considering these factors, the Council shall weigh the benefits of the proposed activity against its potential impacts while ensuring that it does not cause an adverse impact on other existing uses of Rhode Island's public trust resources;

Under current conditions, a shortage of recreational boating facilities in Bristol Harbor causes residents to keep their boats in mooring fields in the harbor without a place to dock. According



to the online mooring permits website for Bristol, a total of 25 residents are on a wait list to receive mooring permits for Bristol Harbor. An additional 111 residents of the town of Bristol are on the dock permit waitlist for recreational vessels. The expansion of the Church Street marina will alleviate some of this congestion.

(7) the potential impacts to other recreational or commercial uses of the affected resource;

An increased number of boaters in the area may increase use of existing surrounding recreational and commercial areas such as the open space at Rockwell Park to the north and restaurants and shops along Hope Street and State Street.

(8) the extent to which any disruption of the public use of such lands is temporary or permanent;

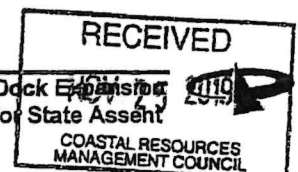
The proposed dock expansion should result in no more than minimal disruption to public use given that construction will take place offshore to the west of an existing mill and the existing marina will remain in operation during the work. The anticipated construction duration is estimated to be approximately 3 months.

(9) the extent to which the public at large would benefit from the activity or project and the extent to which it would suffer detriment; and

As previously stated, residents of Bristol are experiencing a shortage of boat storage options. The expansion of the Church Street Marina would help reduce that shortage, resulting in a public benefit.

(10) the extent to which structures that extend over submerged lands are dependent upon water access for their primary purpose.

The marina is a water dependent use.



The policies and prohibitions of 1.3.1(R) Submerged Aquatic Vegetation and Aquatic Habitats of Particular Concern do not apply to the project, as there is no eelgrass or other Submerged Aquatic Vegetation (SAV) in the area proposed for the marina expansion.

Section 1.3.1 (F) Treatment of Sewage and Stormwater

The proposed project will not require the treatment of sewage or stormwater, as it is limited to the expansion of an existing marina. A pump out boat provides service to Bristol Harbor along with a pump out facility located approximately 350 feet to the north at Rockwell Dock.

Section 1.3.1 (O) Municipal Harbor Regulations

The proposed project is in keeping with and meets the requirements of the approved Harbor Management Plan (draft updated 2019) for the town of Bristol. The Plan explicitly notes that the Church Street Dock is slated for expansion and provides information regarding the extensive wait list for dock space and the need for the expansion.

Section 1.3.5 Guidelines for the Protection and Enhancement of Scenic Value of the Coastal Region

The project is consistent with current development on the site and will not have an adverse impact on the scenic value of Bristol Harbor and associated coastal resources. The project included elements specifically proposed to improve the visual condition of the site. The project is not anticipated to adversely impact the scenic values of the coastline.

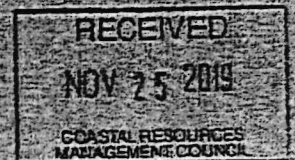
Section 1.3.6 Protection and Enhancement of Public Access to the Shore

The project will significantly improve public access to the shore by providing much needed new slips for recreational vessels. In addition, the two new benches and relocated picnic tables will provide seating and recreation opportunities for the public to access and enjoy the shore. New litter and recycling receptacles at the picnic area will encourage the public to maintain a clean shoreline.



SECTION 3

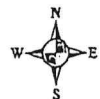
Figures





SITE LOCATION MAP

SCALE: 1"=2,000'



8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
(401) 334-4100

10 LINCOLN ROAD, SUITE 210
FOXBORO, MA 02035
(508) 543-1755

PARE PROJECT No. 16136.00

JULY 2019

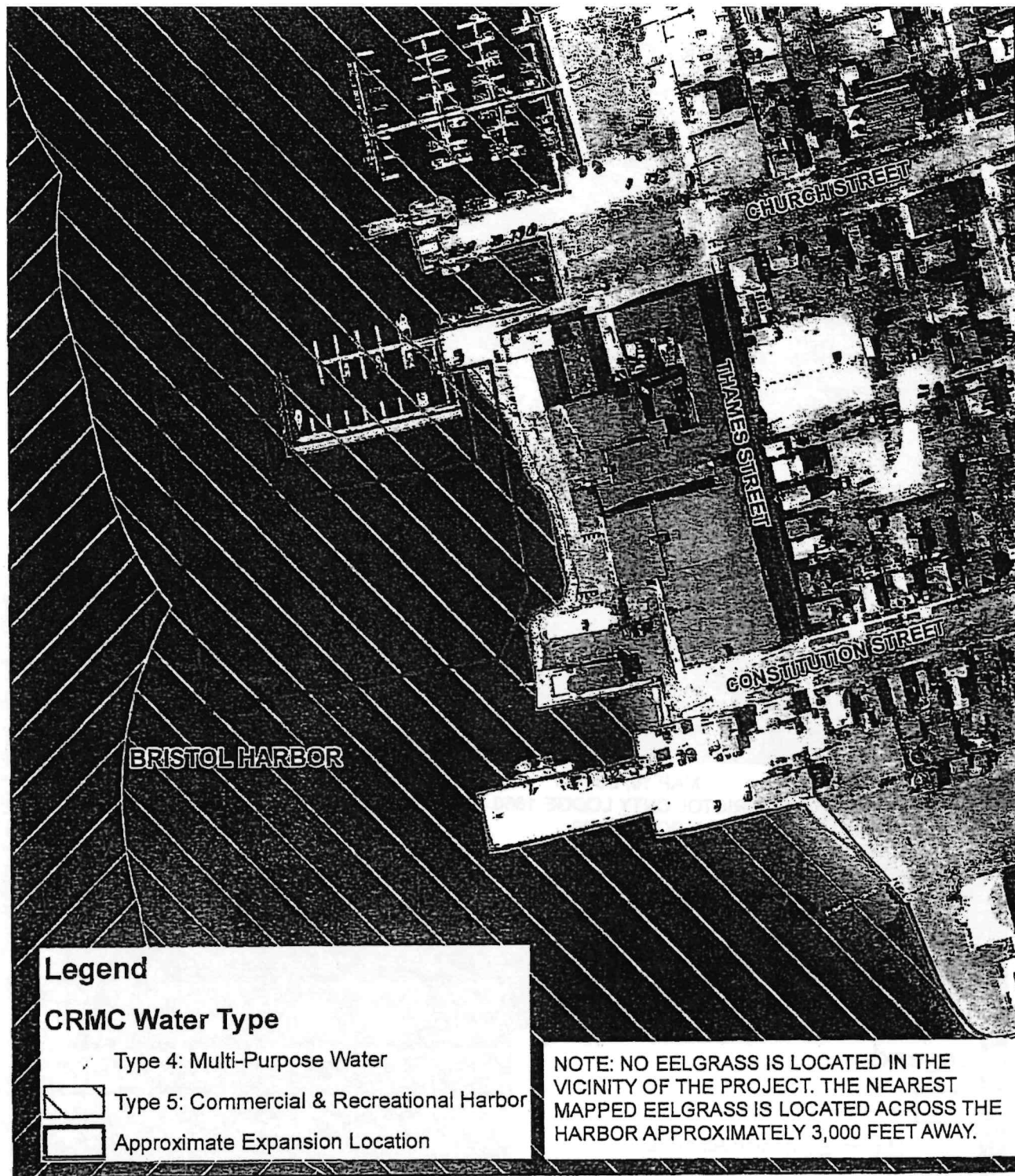
FIGURE 1

CHURCH STREET DOCK EXPANSION
BRISTOL, R

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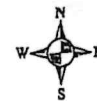
NOV 25 2019

COASTAL RESOURCES
MANAGEMENT COUNCIL



ANNOTATED AERIAL PHOTOGRAPH

SCALE: 1"=200'



8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
(401) 334-4100

10 LINCOLN ROAD, SUITE 210
FOXBORO, MA 02035
(508) 543-1755

PARE PROJECT No. 16136.00

OCTOBER 2019

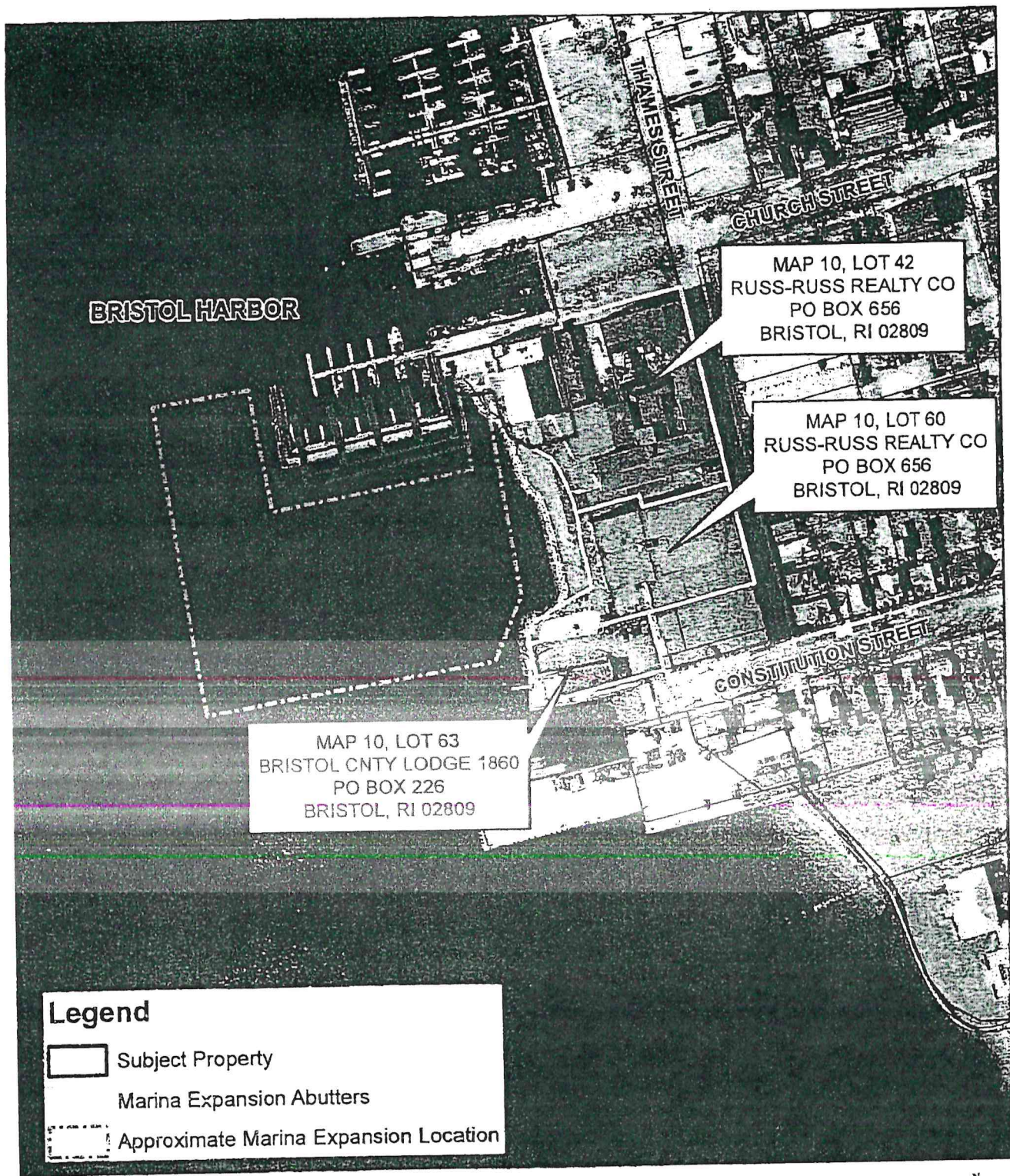
FIGURE 2

CHURCH STREET DOCK EXPANSION
BRISTOL, RI

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NOV 25 2019

COASTAL RESOURCES
MANAGEMENT COUNCIL



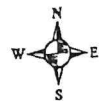
Legend

- Subject Property
- Marina Expansion Abutters
- Approximate Marina Expansion Location



SITE ABUTTERS

SCALE: 1"=200'



8 BLACKSTONE VALLEY PLACE
LINCOLN, RI 02865
(401) 334-4100

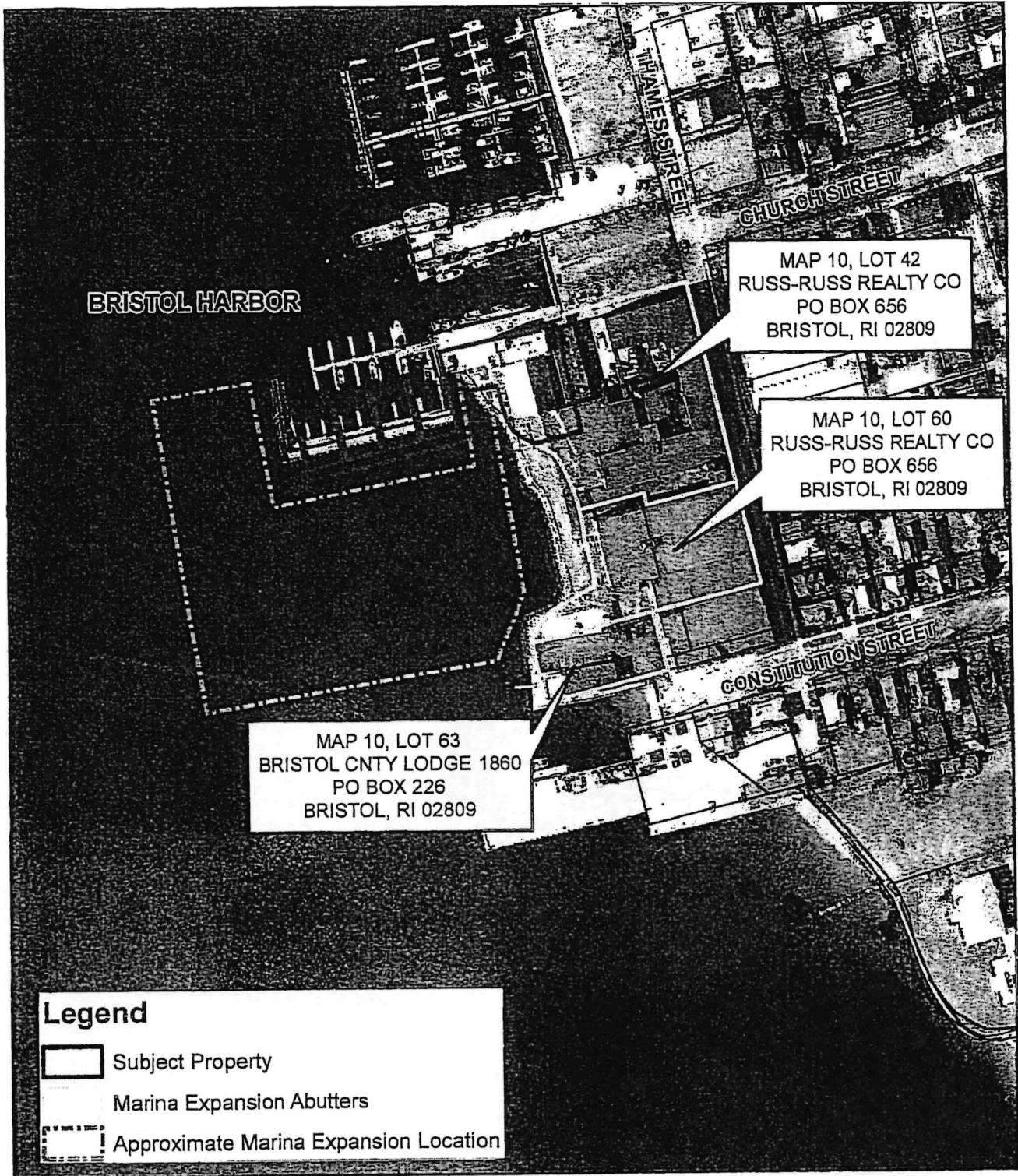
10 LINCOLN ROAD, SUITE 210
FOXBORO, MA 02035
(508) 543-1755

PARE PROJECT No. 16136.00

OCTOBER 2019

FIGURE 3

CHURCH STREET DOCK EXPANSION
BRISTOL, RI



Legend

Subject Property

Marina Expansion Abutters

Approximate Marina Expansion Location



SITE ABUTTERS
 SCALE: 1"=200'





 8 BLACKSTONE VALLEY PLACE
 LINCOLN, RI 02865
 (401) 334-4100
 10 LINCOLN ROAD, SUITE 210
 FOXBORO, MA 02035
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FIGURE 3
 CHURCH STREET DOCK EXPANSION
 BRISTOL, RI

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 COASTAL RESOURCES
 MANAGEMENT COUNCIL

National Flood Hazard Layer FIRMette



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LA

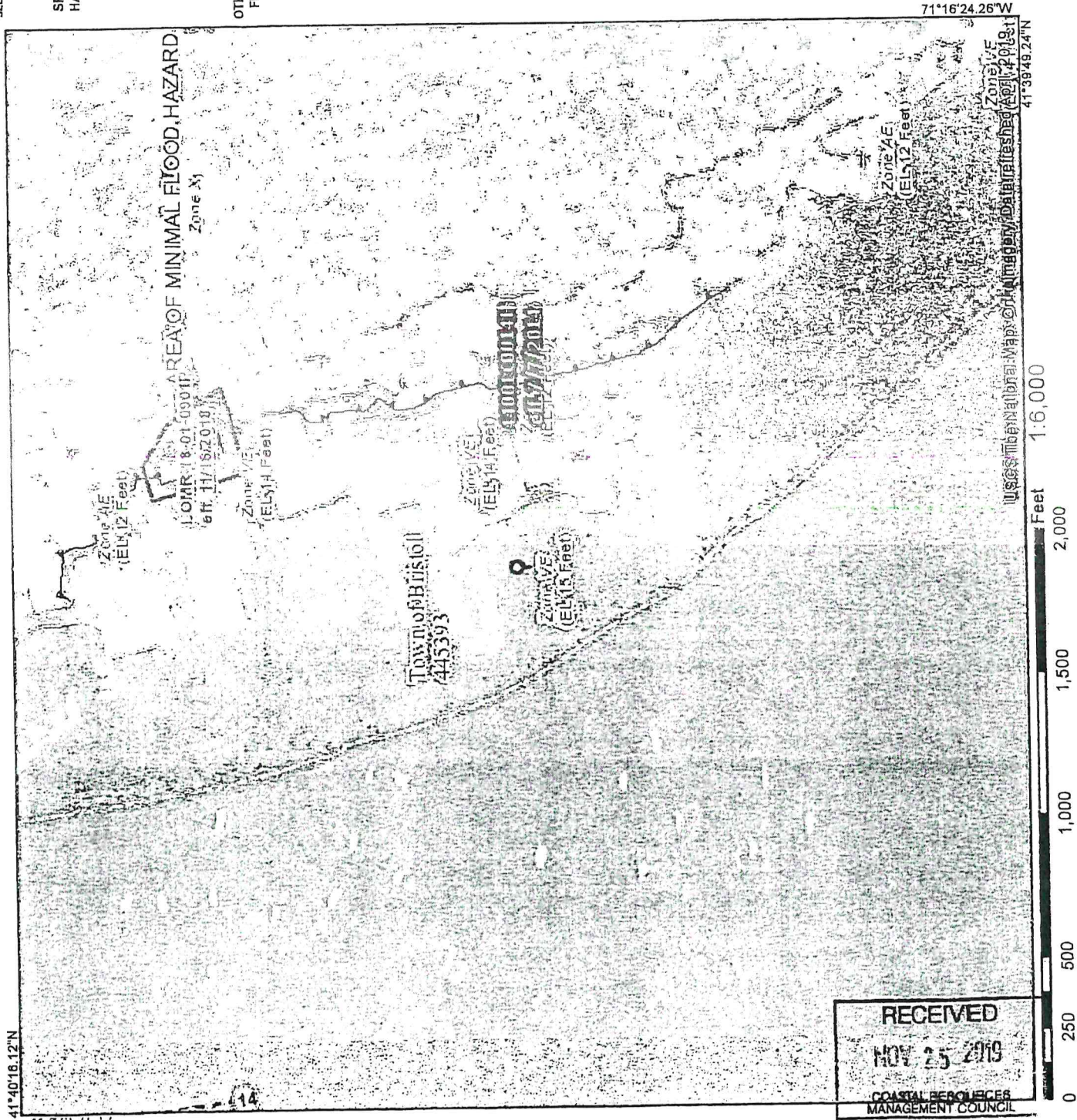
<p>SPECIAL FLOOD HAZARD AREAS</p> <p>Without Base Flood Elevation (BFE) Zone A, V, X99</p> <p>With BFE or Depth Zone AE, AH, V</p> <p>Regulatory Floodway</p>	<p>0.2% Annual Chance Flood Hazard of 1% annual chance flood with a depth less than one foot or with d areas of less than one square mill</p> <p>Future Conditions 1% Annual Chance Flood Hazard Zone X</p> <p>Area with Reduced Flood Risk due to Levee. See Notes, Zone X</p> <p>Area with Flood Risk due to Levee</p>	<p>OTHER AREAS OF FLOOD HAZARD</p> <p>NO SCREEN</p> <p>Area of Minimal Flood Hazard Zone X</p> <p>Effective LOMRs</p> <p>Area of Undetermined Flood Hazard</p>	<p>GENERAL STRUCTURES</p> <p>Channel, Culvert, or Storm Sewer</p> <p>Levee, Dike, or Floodwall</p> <p>OTHER FEATURES</p> <p>Cross Sections with 1% Annual C Water Surface Elevation</p> <p>Coastal Transect</p> <p>Base Flood Elevation Line (BFE)</p> <p>Limit of Study</p> <p>Jurisdiction Boundary</p> <p>Coastal Transect Baseline</p> <p>Profile Baseline</p> <p>Hydrographic Feature</p>	<p>MAP PANELS</p> <p>Digital Data Available</p> <p>No Digital Data Available</p> <p>Unmapped</p>
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The pin displayed on the map is an application point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This information was exported on 10/23/2019 at 10:00:01 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is valid if the one or more of the following elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifier FIRM panel number, and FIRM effective date. Map imagery unmapped and unmodernized areas cannot be used for regulatory purposes.

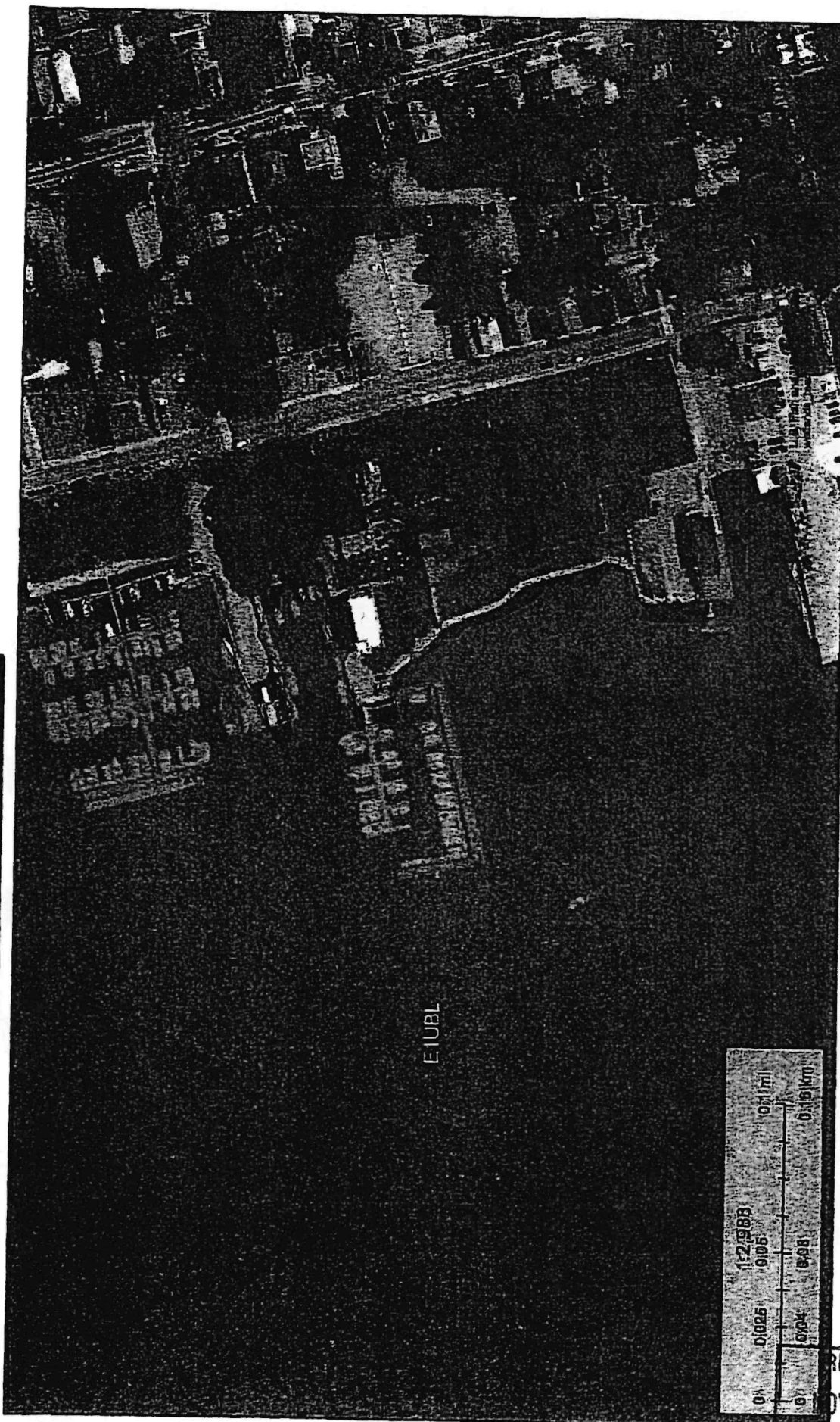




U.S. Fish and Wildlife Service

National Wetlands Inventory

Church Street Marina Expansion



October 30, 2019

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Wetlands

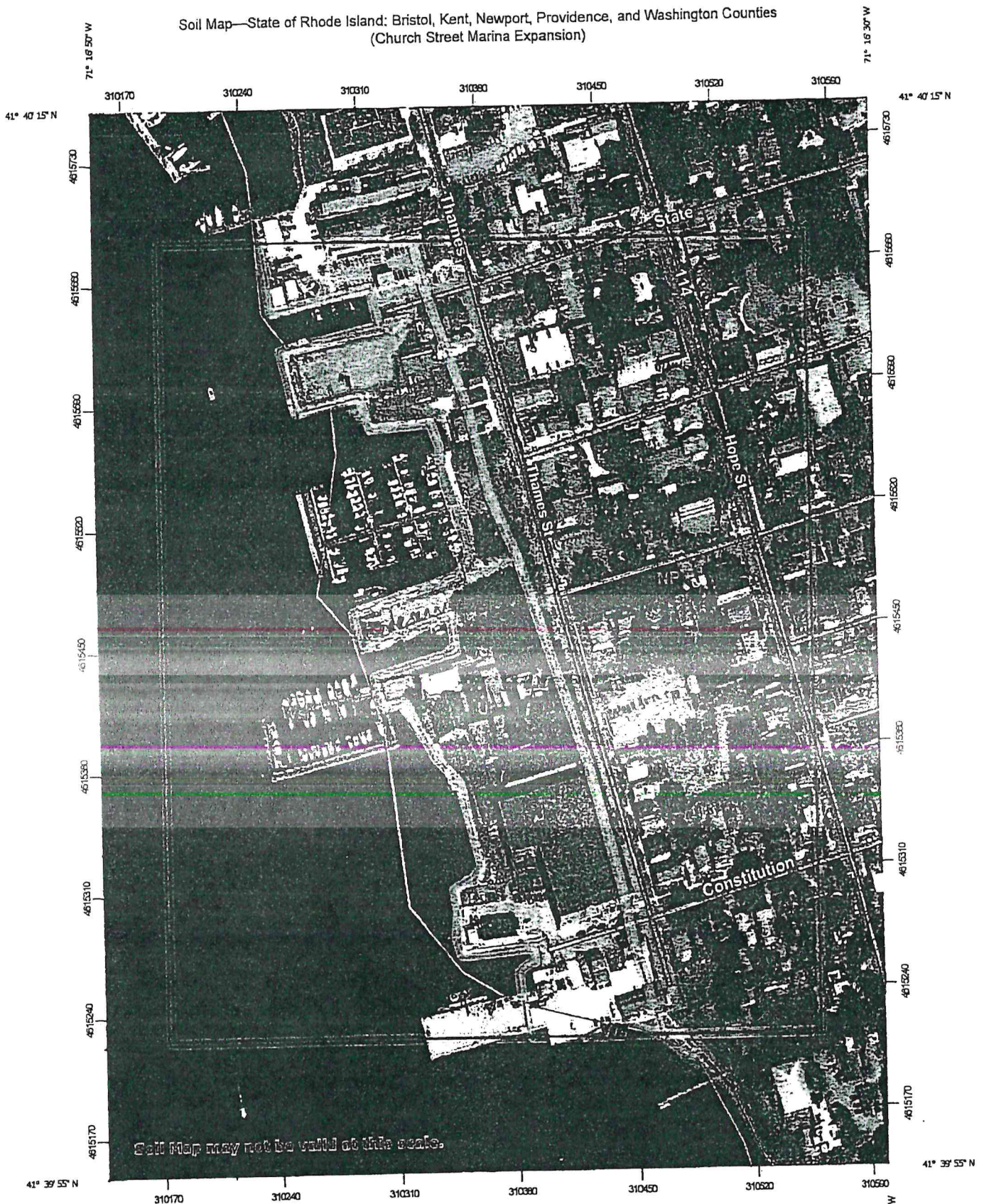
Estuarine and Marine Deepwater
Estuarine and Marine Wetland

☐ Freshwater Emergent Wetland
☐ Freshwater Forested/Shrub Wetland
☐ Freshwater Pond

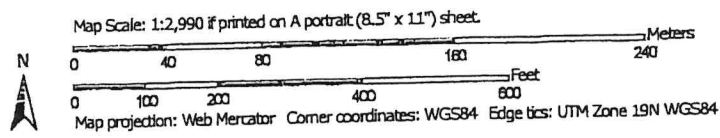
☐ Lake
☐ Other
☐ Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

Soil Map—State of Rhode Island: Bristol, Kent, Newport, Providence, and Washington Counties
(Church Street Marina Expansion)



Soil Map may not be valid at this scale.



USDA
Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey

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NOV 25 2019
10/30/2019
COASTAL RESOURCES
MANAGEMENT COUNCIL

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL: <http://websoilsurvey.sc.egov.usda.gov>

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: State of Rhode Island: Bristol, Kent, Newport, Providence, and Washington Counties
Survey Area Data: Version 19, Sep 12, 2019

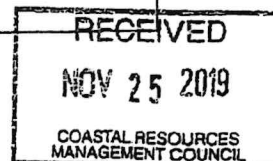
Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 14, 2010—April 1, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

MAP LEGEND

Area of Interest (AOI)	Area of Interest (AOI)	Soil Map Unit Polygons	Soil Map Unit Lines	Soil Map Unit Points	Special Point Features	Water Features	Streams and Canals	Transportation	Rails	Interstate Highways	US Routes	Major Roads	Local Roads	Background	Aerial Photography
Soils	Soils	Soils	Soils	Soils	Soils	Soils	Soils	Soils	Soils	Soils	Soils	Soils	Soils	Soils	Soils
Blowout	Blowout	Blowout	Blowout	Blowout	Blowout	Blowout	Blowout	Blowout	Blowout	Blowout	Blowout	Blowout	Blowout	Blowout	Blowout
Borrow Pit	Borrow Pit	Borrow Pit	Borrow Pit	Borrow Pit	Borrow Pit	Borrow Pit	Borrow Pit	Borrow Pit	Borrow Pit	Borrow Pit	Borrow Pit	Borrow Pit	Borrow Pit	Borrow Pit	Borrow Pit
Clay Spot	Clay Spot	Clay Spot	Clay Spot	Clay Spot	Clay Spot	Clay Spot	Clay Spot	Clay Spot	Clay Spot	Clay Spot	Clay Spot	Clay Spot	Clay Spot	Clay Spot	Clay Spot
Closed Depression	Closed Depression	Closed Depression	Closed Depression	Closed Depression	Closed Depression	Closed Depression	Closed Depression	Closed Depression	Closed Depression	Closed Depression	Closed Depression	Closed Depression	Closed Depression	Closed Depression	Closed Depression
Gravel Pit	Gravel Pit	Gravel Pit	Gravel Pit	Gravel Pit	Gravel Pit	Gravel Pit	Gravel Pit	Gravel Pit	Gravel Pit	Gravel Pit	Gravel Pit	Gravel Pit	Gravel Pit	Gravel Pit	Gravel Pit
Gravelly Spot	Gravelly Spot	Gravelly Spot	Gravelly Spot	Gravelly Spot	Gravelly Spot	Gravelly Spot	Gravelly Spot	Gravelly Spot	Gravelly Spot	Gravelly Spot	Gravelly Spot	Gravelly Spot	Gravelly Spot	Gravelly Spot	Gravelly Spot
Landfill	Landfill	Landfill	Landfill	Landfill	Landfill	Landfill	Landfill	Landfill	Landfill	Landfill	Landfill	Landfill	Landfill	Landfill	Landfill
Lava Flow	Lava Flow	Lava Flow	Lava Flow	Lava Flow	Lava Flow	Lava Flow	Lava Flow	Lava Flow	Lava Flow	Lava Flow	Lava Flow	Lava Flow	Lava Flow	Lava Flow	Lava Flow
Marsh or swamp	Marsh or swamp	Marsh or swamp	Marsh or swamp	Marsh or swamp	Marsh or swamp	Marsh or swamp	Marsh or swamp	Marsh or swamp	Marsh or swamp	Marsh or swamp	Marsh or swamp	Marsh or swamp	Marsh or swamp	Marsh or swamp	Marsh or swamp
Mine or Quarry	Mine or Quarry	Mine or Quarry	Mine or Quarry	Mine or Quarry	Mine or Quarry	Mine or Quarry	Mine or Quarry	Mine or Quarry	Mine or Quarry	Mine or Quarry	Mine or Quarry	Mine or Quarry	Mine or Quarry	Mine or Quarry	Mine or Quarry
Miscellaneous Water	Miscellaneous Water	Miscellaneous Water	Miscellaneous Water	Miscellaneous Water	Miscellaneous Water	Miscellaneous Water	Miscellaneous Water	Miscellaneous Water	Miscellaneous Water	Miscellaneous Water	Miscellaneous Water	Miscellaneous Water	Miscellaneous Water	Miscellaneous Water	Miscellaneous Water
Perennial Water	Perennial Water	Perennial Water	Perennial Water	Perennial Water	Perennial Water	Perennial Water	Perennial Water	Perennial Water	Perennial Water	Perennial Water	Perennial Water	Perennial Water	Perennial Water	Perennial Water	Perennial Water
Rock Outcrop	Rock Outcrop	Rock Outcrop	Rock Outcrop	Rock Outcrop	Rock Outcrop	Rock Outcrop	Rock Outcrop	Rock Outcrop	Rock Outcrop	Rock Outcrop	Rock Outcrop	Rock Outcrop	Rock Outcrop	Rock Outcrop	Rock Outcrop
Saline Spot	Saline Spot	Saline Spot	Saline Spot	Saline Spot	Saline Spot	Saline Spot	Saline Spot	Saline Spot	Saline Spot	Saline Spot	Saline Spot	Saline Spot	Saline Spot	Saline Spot	Saline Spot
Sandy Spot	Sandy Spot	Sandy Spot	Sandy Spot	Sandy Spot	Sandy Spot	Sandy Spot	Sandy Spot	Sandy Spot	Sandy Spot	Sandy Spot	Sandy Spot	Sandy Spot	Sandy Spot	Sandy Spot	Sandy Spot
Severely Eroded Spot	Severely Eroded Spot	Severely Eroded Spot	Severely Eroded Spot	Severely Eroded Spot	Severely Eroded Spot	Severely Eroded Spot	Severely Eroded Spot	Severely Eroded Spot	Severely Eroded Spot	Severely Eroded Spot	Severely Eroded Spot	Severely Eroded Spot	Severely Eroded Spot	Severely Eroded Spot	Severely Eroded Spot
Sinkhole	Sinkhole	Sinkhole	Sinkhole	Sinkhole	Sinkhole	Sinkhole	Sinkhole	Sinkhole	Sinkhole	Sinkhole	Sinkhole	Sinkhole	Sinkhole	Sinkhole	Sinkhole
Slide or Slip	Slide or Slip	Slide or Slip	Slide or Slip	Slide or Slip	Slide or Slip	Slide or Slip	Slide or Slip	Slide or Slip	Slide or Slip	Slide or Slip	Slide or Slip	Slide or Slip	Slide or Slip	Slide or Slip	Slide or Slip
Sodic Spot	Sodic Spot	Sodic Spot	Sodic Spot	Sodic Spot	Sodic Spot	Sodic Spot	Sodic Spot	Sodic Spot	Sodic Spot	Sodic Spot	Sodic Spot	Sodic Spot	Sodic Spot	Sodic Spot	Sodic Spot



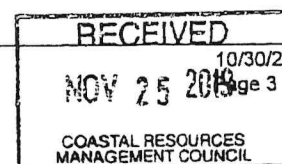
Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
NP	Newport-Urban land complex	18.5	42.1%
Ur	Urban land	8.2	18.6%
Ws	Water, saline	17.3	39.3%
Totals for Area of Interest		43.9	100.0%



Natural Resources
Conservation Service

Web Soil Survey
National Cooperative Soil Survey



10/30/2019
Page 3 of 3

SECTION 4

Annotated Site Photographs

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NOV 25 2019

COASTAL RESOURCES
MANAGEMENT COUNCIL

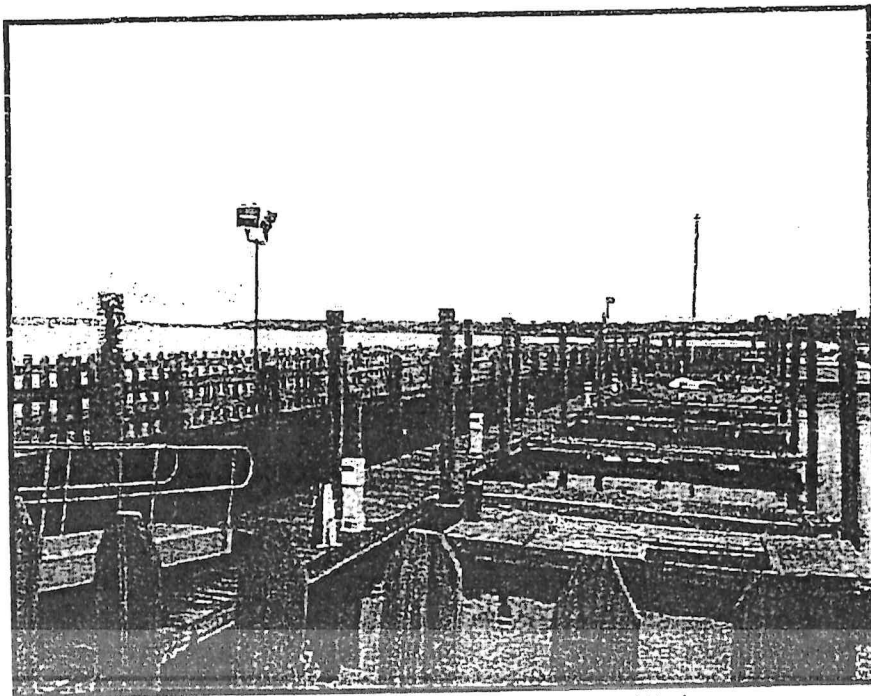


Photo 1: View of existing dock, facing Bristol Harbor

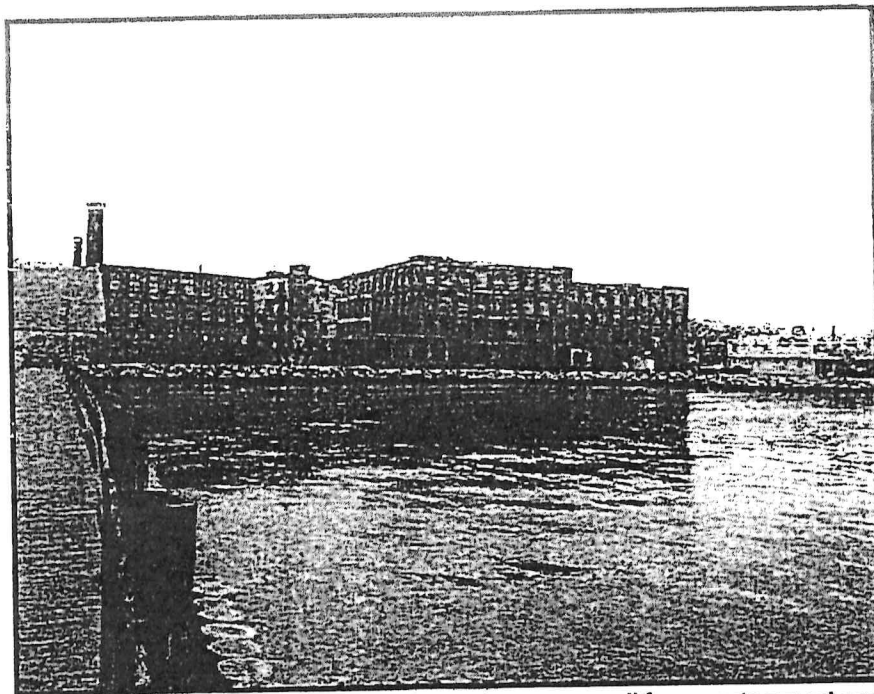


Photo 2: View of Robin Industries, Inc. mill complex and stone seawall from westernmost end of existing fixed pier.

Pare Corporation
Pare Project No. 16136.00

Church Street Dock

Expansion

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COASTAL RESOURCES
MANAGEMENT COUNCIL

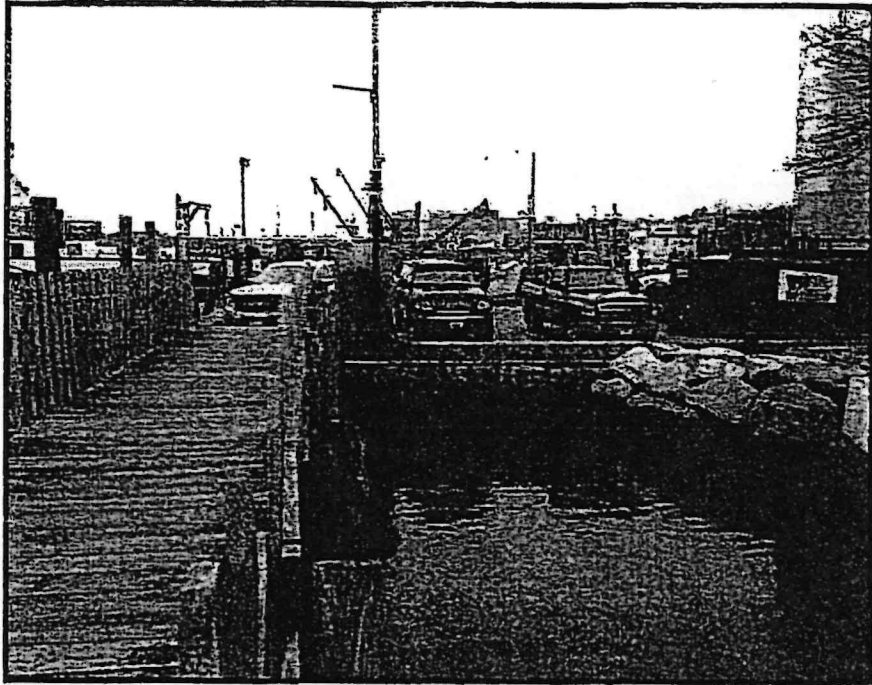


Photo 3: Existing pier connection to parking lot.

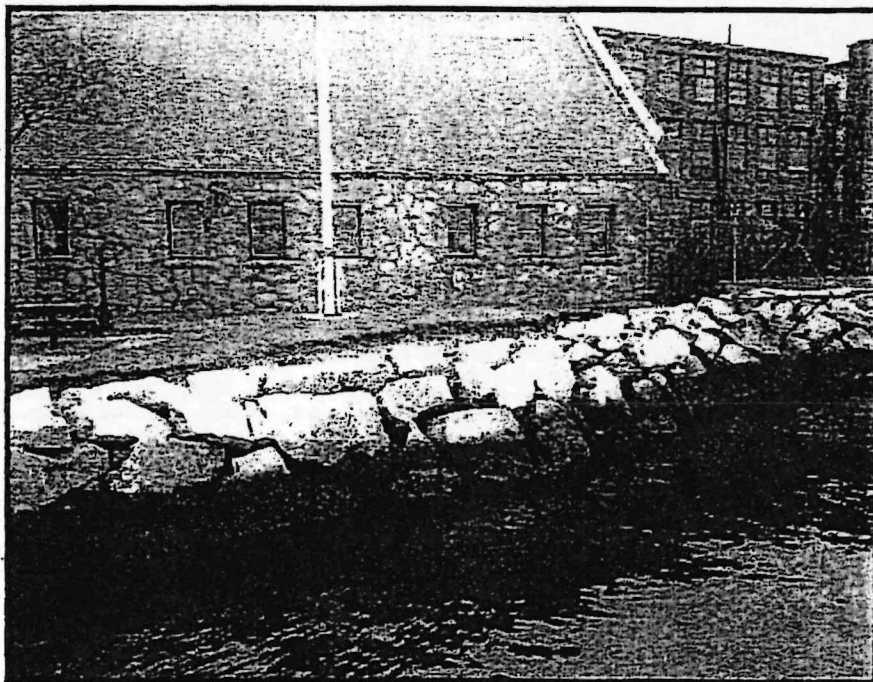
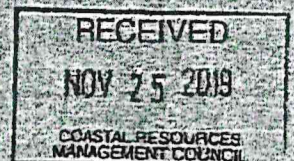


Photo 4: Concrete pad and chain-link fence to be replaced in front of mill complex.

SECTION 5

Copy of Preliminary Determination Report of Findings



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 June 17, 2019 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: Town of Bristol CRMC FILE NO. D2019-04-049
LOCATION/POLE: 127 Thames Street
CITY/TOWN: Bristol PLAT: 10 LOT: 70

CONTACT PERSON(S) & ADDRESS:

Town of Bristol
10 Court Street
Bristol, RI 02809
Attn: Greg Marsili, Harbormaster

PRELIMINARY REVIEW INFORMATION

PROPOSAL: Church Street Marina Expansion

PLAN(S) REVIEWED: "Town of Bristol, Rhode Island - Church Street Dock Expansion - Bristol, Rhode Island - November 2018" prepared by the Pare Corporation. There are 10 sheets total.

INVESTIGATOR
Danni Goulet, PE

DATE

TIME

MEASUREMENTS & OBSERVATIONS:

PREVIOUS CRMC ACTIONS FOR SITE:

Preliminary Buffer and Setback Requirements: Water Dependent Facility.

SETBACK (ref. Section 1.1.7 CRMP)
BUFFER (ref. Section 1.1.9 CRMP)

SIGNATURE: _____

STAFF ENGINEER



NAME: Town of Bristol

CRMC FILE NUMBER: D2019-04-049

Note: Setbacks apply to "construction related activities" including filling, removing, and grading (ref: Section 1.3.1(B) CRMP). 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 CRMP. 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 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, whichever comes first.

SUMMARY OF FINDINGS

CRMC JURISDICTION: YES NO

TYPE WATER: Type 5; Commercial and Recreational Harbors

For the purpose of this review the coastal feature(s) shall be the rip rap slope as identified in the submitted material and the inland edge of coastal(s) feature shall be the top of the rip rap slope.

Applicability of CRMP and SAM Plans (as amended):

The specific comments for each section are outlined in the table below. The plans show a fueling facility at the State Street pier but there is no discussion of this facility in the narrative. It is assumed that the fuel facility is part of a larger evaluation that the Town of Bristol is working on and not part of the marina proposal since it is a different location. This Preliminary Determination is limited to the proposed marina expansion at Church Street only.

STAFF CONCERNS/COMMENTS/INFORMATION REQUIREMENTS:

Section Title	RICR Section Number	Page #
Category B Applications	1.1.6(F)	This proposal meets the threshold to be considered a Category B application that will have a public notice and public hearing in front of the full Council.
Variances	1.1.7	The parking outlined in proposal will either require substantially more to meet the standards or request a variance from the standards. The

		application material submitted detailed that there are no parking spots provided for the 41 transient slips. Bristol is not considered a "Destination Harbor" in the RICRMP so all slips will be required to have adequate parking or a variance will need to be requested along with the variance criteria. The parking that is required is contained in Section 1.3.1(D).
Climate Change and Sea Level Rise	1.1.10	This site is subject to sea level rise and the proposal will be required to submit a sea level rise worksheet. The worksheet can be found here http://www.crmc.ri.gov/coastal_hazardapp.html
Type 5 Commercial and Recreational Harbors	1.2.1(E)	The proposal is in keeping with the priority uses of this water type; the application shall address this section of the RICRMP.
Manmade Shorelines	1.2.2(F)	It is not clear on the submitted plans but it does not appear that any work is being proposed on the rip rap. If there is any work proposed the standards of this section of the RICRMP will need to be addressed.
Areas of Historic and Archaeological Significance	1.2.3	The proposal is subject to HPHC review. The PD material did not address any potential historical impacts. The Application will be forwarded to the HPHC and their approval is required prior to CRMC Assent issuance.
Category B Requirements	1.3.1(A)	The PD material submitted did not address all of the required Category B requirements, it is assumed that this material will be included in any actual application.
Recreational Boating Facilities	1.3.1(D)	<p>This proposal will require both a Water Quality Certificate and an Army Corps permit. It is recommended that you submit all three simultaneously and any modifications made in response to one agency be provided to all at the same time.</p> <p>The PD material stated that the area requested for the marina expansion is the minimum necessary however it was not clearly demonstrated as to why that is. The application shall clearly demonstrate that this is the minimum area necessary.</p> <p>The Council encourages all recreational boating facilities to provide an opportunity for a variety of boat sizes, this expansion only has one finger float size and a very modest change in the width of the slips. Please address this in the formal application.</p>

RECEIVED
NOV 25 2019

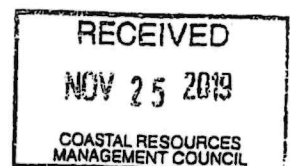
COASTAL RESOURCES
MANAGEMENT COUNCIL

	<p>It is the Council's policy to require a public access plan for marina expansion projects. This will need to be addressed in the application in accordance with Section 1.3.6.</p> <p>Marinas are required to have structural members that withstand a 100 year storm, the stated capacity appears to be less than that requirement. The formal application shall meet this standard and the supporting calculations may be required to be submitted in addition to having the plans stamped by a Professional Engineer.</p> <p>The maximum length of any continuous dock shall not exceed 1000 feet, this proposal appears to very close to that, the formal application shall clearly show that it meets this standard or a variance will need to be requested.</p> <p>The required sanitary facilities appear to meet the standard however the plans need to demonstrate that all of the slips are within a 1,000 foot radius of the restroom facilities.</p> <p>The formal application shall demonstrate that the facility meets the NFPA standard for marinas and that the electrical installations meet all applicable codes.</p> <p>The need for parking in accordance with the RICRMP was addressed in the variance section. The proposed marina will have 116 vessels which equates to a total of 78 spaces plus one for each of the marina staff. The Agency typically defers to existing uses so displacement of the existing parking for the ferry will also need to be shown as part of the proposal. The use of public parking spaces on the street are not considered to meet the parking standard.</p> <p>The final proposal shall clearly show a proposed Marina Perimeter limit that meets the standards. It appears that the outside portions of the concrete floats will be utilized for large vessels so berthing outside of the MPL will need to be requested and clearly shown on the formal application.</p> <p>The formal application is required to have a draft Operations and Maintenance Plan.</p> <p>The Council encourages the Town to design, build and operate the marina as a clean marina and to seek the designation as a clean marina.</p>
--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

NAME: Town of Bristol

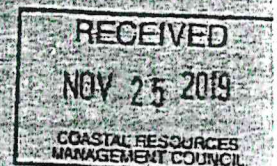
CRMC FILE NUMBER: D2019-04-049

		<p>The expansion will require a marine pumpout that is located such that it serves the boating public and does not have any berthing other than pump out use.</p> <p>All of the proposed floats shall have contained floatation. The Council is also likely to require any floats in the existing marina that are not contained to be replaced during this work.</p>
Municipal Harbor Regulations	1.3.1(O)	The project shall demonstrate that what is proposed is in keeping with and meets the requirements of the approved Harbor Management Plan.
Protection and Enhancement of Public Access to the Shore	1.3.6	A public access plan is required as part of this application.



SECTION 6

Public Access Plan



Church Street Marina

Public Access Plan

The following plan is in reference to the expanded Church Street Marina off of Thames Street in Bristol, RI. All public access elements described herein shall be enforced by the Bristol Harbor Master.

Access: A main gate installed at the gangway leading to the marina shall be open at all times except when the Harbor Master deems it necessary to restrict public access to the marina.

Dock B will have an access control and will only be accessible to slip holders and their guests.

Fishing: In the future, when funding allows, a designated fishing pier will be built at the end of Dock D. This pier will include rod holders, benches, trash receptacles, and a monofilament line disposal area. Fishing will be permitted on the outside of the marina on both Docks C and D, provided that boats are not docked in the area.

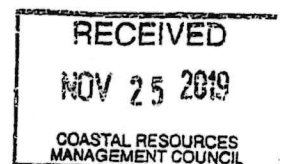
Restrooms: The Maritime Center has the following restroom facilities open to marina patrons:

Men's Room: 2 toilets, 2 urinals

Women's Room: 3 toilets

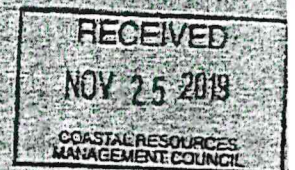
Family Restroom: 1 toilet

Maintenance: The responsibility of maintenance of the marina and its associated facilities falls to the Town of Bristol. In particular, the office of the Harbor Master shall be responsible for ensuring the marina is fully functional and accessible to all members of the public during hours of permitted access to the marina.



SECTION 7

Operations and Maintenance Plan and Dock Slip Agreement



1. Storm Water Runoff

Are hull maintenance areas* present on-site?

Yes



No

Next Section

Why? Hull maintenance will not be performed.

These practices are:

Install and maintain adequate buffer areas between the coastal zone and upland facilities (section 100.3).

Explain:

Existing Planned Not Applicable

☐ ☐ ☒

Implement effective runoff control strategies such as surfacing area with crushed gravel, decreasing slope of facility towards coastal zone, or installing filters and wet ponds (section 100.3).

Explain:

☐ ☐ ☒

Perform maintenance work inside buildings whenever possible (section 100.1).

Explain:

☐ ☐ ☒

Perform maintenance over tarps to ease the cleanup process and prevent material from being carried into surface waters. Dispose of collected material properly (section 100.1).

Explain:

☐ ☐ ☒

Use vacuum sanders to remove paint from hulls and collect paint dust (section 100.1).

Explain:

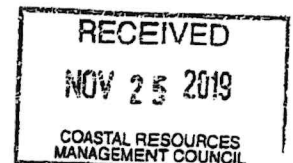
☐ ☐ ☒

Other.

Explain:

☐ ☐ ☒

* Hull maintenance areas are areas whose primary function is to provide a place for boats during the scraping, sanding, and painting of their bottoms. If boat bottom scraping, sanding, and/or painting is done in areas other than those designated as hull maintenance areas, this checklist applies to those areas as well. A hull maintenance area may indicate a need for a storm water permit. See Appendix B for additional details.



2. Fueling Stations

Yes
↓

No → Next Section

Why? Fuel station will not be at this location.

These practices are:

Have adequate spill response equipment (section 200.1).

Explain:

Existing Planned Not Applicable

☐ ☐ ☒

Maintain a spill prevention and recovery plan (section 200.1).

Explain:

☐ ☐ ☒

Inform your local harbormaster and fire department about your spill protection and recovery plan and equipment (section 200.1).

Explain:

☐ ☐ ☒

Properly dispose of used oil spill response equipment (section 200.2).

Explain:

☐ ☐ ☒

Other.

Explain:

☐ ☐ ☒

3. Solid Waste

Are solid wastes (including trash, recyclables, hull-cleaning debris, waste generated from boat maintenance) produced by the operation, cleaning, maintenance and repair of boats that are stored on site?

Yes



No

Next Section

Why?

These practices are:

Provide covered containers for solid waste that is generated within the facility (section 100.1).

Explain: Covered containers are available at Maritime Center for Solid Waste.

Existing Planned Not Applicable

☒ ☐ ☐

Provide proper disposal facilities to marina patrons (section 100.2).

Explain: Trash receptacles are located in the park and Maritime Center.

☒ ☐ ☐

Provide facilities for the eventual recycling of appropriate materials, such as glass, aluminum and plastic (section 100.2).

Explain: Recycle containers are available in the Maritime Center. An outdoor recycle container is planned to be installed.

☒ ☒ ☐

Support the use of environmentally compatible products (section 100.3).

Explain: The Marina supports the use of environmentally safe products.

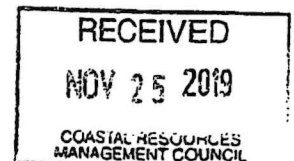
☐ ☐ ☐

Use pamphlets, flyers, newsletters, inserts and meetings to convey the importance of any environmental precautions that have been instituted in the marina (section 100.3).

Explain: The slip holders receive a dock use agreement which explains all BMP's. This will also be posted on the Harbormaster Website.

☒ ☒ ☐

Continued next page



5. Liquid Material

Are liquid materials (including oil, harmful solvents, antifreeze, and paints) used in the maintenance, repair, or operation of boats stored on site?

Yes
↓

No

Why?

Next Section

These practices are:

Existing Planned Not
Applicable

Have separate containers for the disposal of liquid materials such as waste oil, waste gasoline, used antifreeze, waste diesel, kerosene, and mineral spirits available and clearly labeled (section 200.2 and 300.1).

All waste liquids are to be removed from the marina and recycled by the vessel owner.

Institute a recycling program for oil filters (section 200.2).

Explain:

Oil filters will be recycled by the vessel owner.

Build curbs, berms or other barriers around areas used for the storage of liquid material to contain spills. Store materials in areas impervious to the type of material stored (section 300.1).

Explain:

Maintain a spill prevention and recovery plan for hazardous material (section 300.2).

Explain: Any type of hazardous material spill will be reported to the Harbor Master, RI DEM and the United States Coast Guard.

Have adequate spill response equipment for hazardous material (section 300.2).

Explain: A larger container will be on hand with absorbent boom and pads at the maintenance center.

Place containment berms around fixed pieces of machinery within the facility that use oil and gas (section 200.3).

Explain:

Recycle where possible, adhere to existing state regulations pertaining to disposal of hazardous material (section 300.3).

Explain: All hazardous materials will be recycled by the owner. This information is found in the dock lease agreement.

Continued next page

Enforce the prohibition on the use of TBT-based paint (section 300.4).

Explain: This will be enforced in the dock user agreement.

☐ ☒ ☐

Use environmentally compatible antifreeze (section 300.4).

Explain: As noted in dock lease agreement, this is the only type of antifreeze to be used at this facility.

☒ ☐ ☐

Keep to a minimum amounts of hazardous material stored and used (section 300.4).

Explain: The only storage facility is a small locker outside the maritime center for storage of hazardous materials.

☒ ☐ ☐

Provide to marina tenants information on collection and recycling programs and source reduction (section 300.4).

Explain: Information on recycling of hazardous materials is in the dock lease agreement.

☒ ☐ ☐

Direct marina patrons as to the proper disposal of all liquid materials through the use of signs (section 300.4).

Explain: Signs will be installed to provide information.

☐ ☒ ☐

Insert language into facility contract that requires tenants to dispose of hazardous material in the proper containment facilities (section 300.4).

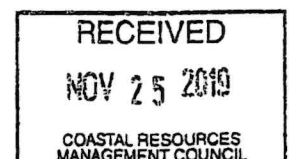
Explain: This information is already in the contract.

☒ ☐ ☐

Other.

Explain:

☐ ☐ ☒



6. Petroleum Control

Do fuel and oil from boat bilges and tank air vents enter the marina and surface waters?

Yes
↓

No → Next Section
Why?

These practices are:

Promote the use of oil-absorbing materials in the bilge areas of all boats with inboard engines (section 200.3).

Explain: In the dock lease agreement all vessels if applicable are required to have absorbing material on board.

Existing Planned Not Applicable

☒ ☐ ☐

Use automatic shut-off nozzles and promote the use of fuel/air separators on air vents or tank stems of inboard fuel tanks to reduce the amount of fuel spilled into surface waters during fueling of boats (section 200.3).

Explain: In the dock lease agreement the use of auto shut-off devices is recommended.

☒ ☐ ☐

Provide to marina tenants information on collection and recycling programs for oil and oil absorbing pads (section 200.4).

Explain: The information is provided in the dock user agreement.

☒ ☐ ☐

Direct marina patrons to the proper disposal of all used hydrocarbon products through the use of signs, mailings and other means (section 200.4).

Explain: This is provided in the dock user agreement.

☒ ☐ ☐

Insert language into facility contract that recommends tenants use fuel/air separators and oil absorption materials (section 200.4).

Explain: This information is in the dock user agreement.

☒ ☐ ☐

Other.
Explain:

☐ ☐ ☐

7. In-Water Boat Cleaning

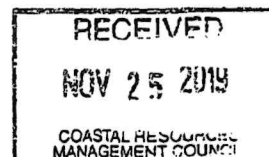
Do the cleaning of boat topsides and hull scrubbing in the water occur on site?

Yes
↓

No → Next Section
Why?

These practices are:

	Existing	Planned	Not Applicable
Wash the boat hull above the waterline by hand (section 300.4). Explain: This information is in the dock user agreement.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Where feasible, remove the boat from the water and perform cleaning where debris can be captured and properly disposed of (section 100.3). Explain: This information is in the dock user agreement.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recommend and use phosphate-free and biodegradable detergents and cleaning compounds for washing boats (section 300.4). Explain: This information is in the dock user agreement.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Discourage the use of detergents containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates, or lye (section 300.4). Explain: This information is in the dock user agreement.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other. Explain:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



8. Sewage Facility

Are sewage pumpout facilities or dump stations present on site?

Yes



No

Next section

Why?

Not located at this site.

These practices are:

Provide the service at convenient times and at a reasonable cost (section 400.2).
Explain:

Existing Planned Not
Applicable

☐ ☐ ☐

Make the pumpout station user friendly (section 400.2).
Explain:

☐ ☐ ☐

Develop and adhere to a regular inspection and maintenance schedule for the pumpout station (section 400.2).
Explain:

☐ ☐ ☐

Work with local and state governments to declare your harbor a no-discharge area once adequate pumpout facilities are installed (section 400.3).
Explain:

☐ ☐ ☐

Provide educational information about the pumpout service to customers (section 400.4).
Explain:

☐ ☐ ☐

Formally advise your municipality that you have a pumpout facility available and provide pertinent information, such as time of operation and fee (section 400.5).
Explain:

☐ ☐ ☐

Encourage the local harbormaster to enforce existing state and federal regulations pertaining to MSDs (section 400.5).
Explain:

☐ ☐ ☐

Install adequate signs to identify the pumpout station (section 400.6).
Explain:

☐ ☐ ☐

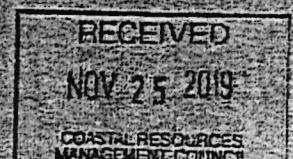
Other.
Explain:

☐ ☐ ☐

SECTION 8

Project Plans, prepared by Pare Corporation

(Bound Separately)



State of Rhode Island
Coastal Resources Management Council
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879
(401)783-3370

State of Rhode Island
Department of Environmental Management
Office of Technical and Customer Asst.
235 Promenade Street
Providence, RI 02908-5767
(401)222-6822

JOINT PUBLIC NOTICE

CRMC File No.: 2019-11-078 February 17, 2020

RIDEM Water Quality Certification Number: WQC 19-217

These offices have under consideration the application of:

Town of Bristol
10 Court Street
Bristol, RI 02809

for State of Rhode Island Assent (in accordance with the Coastal Resources Management Program), and State of Rhode Island Water Quality Certification (in accordance with Chapter 42-35 pursuant to Chapters 46-12 and 42-17.1 of the RIGL, as amended).

To expand an existing marina by 79 slips, 60 of which are for residents, 18 are transient slips and 1 100' space will be used for the SeaStreak ferry. The proposed marina expansion requires a variance from the parking standards as it can only provide 58 of the 78 parking spaces required. The facility will be secured with concrete blocks and chains versus piles due to the wave climate in the area.

Project Location: Church Street Marina
Street & Number: 127 Thames Street
City/Town: Bristol
Plat Number: 10 Lot Number: 42,60,61,62,70,73

Plans of the proposed work may be seen at the CRMC office in Wakefield.

In accordance with the Administrative Procedures Act (Chapter 42-35 of the Rhode Island General Laws) you may request a hearing on this matter. You are advised that if you have good reason to enter protests against the proposed work it is your privilege to do so. It is expected that objectors will review the application and plans thoroughly, visit site of proposed work if necessary, to familiarize themselves with the conditions and cite what law or laws, if any, would in their opinion be violated by the work proposed.

RICRMC/RIDEM Joint Public Notice
CRMC File No. 2019-11-078
February 5, 2020
Page Two

This also serves as notice that the Rhode Island Department of Environmental Management, Office of Water Resources, Water Quality Certification Program has under consideration and review the same proposed activity as described above for compliance with the State's Water Quality Regulations (AUTHORITY: in accordance with Clean Water Act, as amended (33 U.S.C. 1251 et.seq.; Chapter 42-35 pursuant to Chapters 46-12 and 42-17.1 of the Rhode Island General Laws of 1956, as amended).

If you desire to protest, you must attend the scheduled hearing and give sworn testimony. A notice of the time and place of such hearing will be furnished you as soon as possible after receipt of your request for hearing. If you desire to request a hearing, to receive consideration, it should be in writing and be received at this office on or before March 17, 2020.

It is expected that objectors will review the application and associates plans thoroughly. Comments that pertain to this Joint Notice must be submitted in writing and must be addressed to Rhode Island Coastal Resources Management Council and Rhode Island Department of Environmental Management at the above referenced addresses.

/kc



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS
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

RIHPHC No. 14141
200214.01jde

14 February 2020

Via email: lgluck@parecorp.com 2019-11-078

Lauren H. Gluck, Senior Environmental Scientist
Pare Corporation
10 Lincoln Road, Suite 210
Foxboro, Massachusetts 02035

Re: Church Street Dock Expansion
127 Thames Street
Bristol, Rhode Island

Dear Ms. Gluck:

Thank you for your response to our letter of 3 December 2019 regarding the above-referenced project. We understand that the concrete pad proposed to replace the extant pad will be the same size as existing and that the replacement fence will not be attached to the Bristol Naval Armory.

Based on the information that we have received, it is the conclusion of the RIHPHC that the proposed dock expansion and associated landside activity will have no adverse effect on historic resources. Therefore, we have no objections to this project.

These comments are provided in accordance with Section 106 of the National Historic Preservation Act. If you have any questions, please contact RIHPHC Deputy Director Jeffrey Emidy at 401-222-4134 or jeffrey.emidy@preservation.ri.gov.

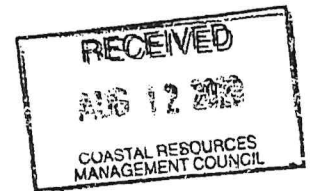
Sincerely,

J. Paul Loether
Executive Director
State Historic Preservation Officer

C: Josh Helms, USACOE, by email
CRMC



August 10, 2020



✓ Mr. Daniel Goulet, P.E., Marine Infrastructure Coordinator
State of Rhode Island,
Coastal Resources Management Council (CRMC)
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite #3
Wakefield, RI 02879

&

Mr. Ronald Gagnon, Administrator
State of Rhode Island
Department of Environmental Management (DEM)
Office of Technical and Customer Assistance
235 Promenade Street, Suite 260
Providence, RI 02908-5767

Subject: Application(s) 2019-11-078, Town of Bristol, RI, Expansion of Existing Marina
& Land side Improvements (078)

Attachments:

- A) Bristol Phoenix article, "Shipshape and Bristol Fashion," dated July 6, 2018, regarding the Town of Bristol Police Department's acquisition of it's first, new, High-Tech Patrol Boat, for \$300,000.
- B) Bristol Phoenix article, "It's a Floating Hydrant, and an ER," dated July 16, 2020, regarding the Town of Bristol Fire/Rescue Department's acquisition of a new Fireboat, for \$450,000.

Dear Mr. Goulet/Mr. Gagnon;

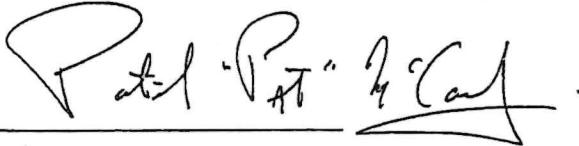
Please find the referenced attachments, in support of subject, which are enclosed for your consideration.

In addition to Bristol's fully-functioning, newly completed Maritime Center, servicing visiting transient maritime boaters, along with the future (recently permitted, by CRMC) fuel dockage, the aforementioned attachments provides further evidence of an existing comprehensive compliment of the Town of Bristol's Marine Assets, sup-

porting boaters' emergency needs, should they arise. Mutual Aid, therefore, is also now available to Bristol's neighboring and regional Rhode Island Towns.

The entire waterfront infrastructure complex is "anchored" by a seasoned and professional Harbormaster's Office, headed up by Mr. Gregg Marsili, who's career Coast Guard experience, leads a team of solid and committed, Assistant Harbor Masters.

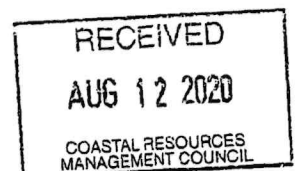
I am, sincerely appreciative, for your continued consideration,

A handwritten signature in black ink, reading "Pat 'Pat' McCarthy". The signature is written in a cursive, stylized font. The first name "Pat" is written with a large, looped "P". The second name "Pat" is written with a smaller, more compact "P". The last name "McCarthy" is written in a cursive script. The signature is written on a horizontal line.

Patrick "Pat" M. McCarthy, "BOOM," Co-founder and Spokesman,
Member, Bristol Harbor Commission, Advisory Committee
4 Maple Shade Court
Bristol, Rhode Island
401-575-7406 (c)

Cc:

Mr. Steve Contente, Bristol Town Administrator
Mr. Gregg Marsili, Bristol Harbormaster's Office



Shipshape and Bristol fashion

(A)

**Bristol's finest get a police boat
— the department's first**

BY CHRISTY NADALIN
on JEFF@EASTSIDENEWSPAPERS.COM

For a town that is actually surrounded by water on most sides — a peninsula with a peninsula — the Bristol Police have never had their own, dedicated vessel — until now.

"It's way overdue," said Police Chief Josue Canario. "It will be used in the right manner, I can assure you that."

The purchase of the high-tech patrol boat was made possible by a \$300,000 Homeland Security grant that was obtained by the department with the help of Senator Jack Reed.

Bristol police "have to respond to people in distress on the water, they have to respond to people who might be violating the rules ... and without a police boat, they weren't as effective," said Senator Reed.

According to Chief Canario, the boat will be available to offer aid to neighboring towns.

In his remarks at the boat's official launch from the Independence Park boat ramp on Friday, June 29, Senator Reed noted Bristol's Coast Guard presence as well:

"I also want to commend the U.S. Coast Guard, which works with Rhode Island's coastal communities on these grants, as well as on identifying port security threats. Working together, the Coast Guard, the state, and Rhode Island's coastal communities make boating in and around Narragansett Bay and off the coast safe and enjoyable. The fact that this vessel will be docked at the Bristol Coast Guard Station is a visible sign of that strong partnership," he said.

With the concert series performers warming up at the other end of the park, Senator Reed concluded his remarks by quoting John Adams about the Fourth of July. The second president wrote, "it ought to be solemnized with pomp and parade, with shows, games, sports, guns, bells, bonfires and illuminations from one end of this continent to the other from this time forward forever more."



Bristol Police officers (from left to right) Sgt. Brian Morse, Capt. Scott McNally and Patrolman Tim Gallison will monitor Bristol Harbor in the department's new, state-of-the-art patrol boat.

PHOTOS BY RICHARD W. DIONNE JR.

"We want everyone to enjoy this day, and we want everyone to be safe. It'll be hot, so stay cool and hydrated. If you're on the water, please observe boating safety rules. And above all, don't drink and drive. We want to see you back for next year's celebration," said Senator Reed.

Chief Canario, who earlier noted that the boat would be very well cared for, extended that ethic to the launch itself, declining to smash a champagne bottle on the bow. "We don't want to scratch the hull, or break glass in the water," he said.

RIGHT: Rep. Ken Marshall and Senator Jack Reed look on as Police Chief Josue Canario speaks during the christening of the department's new patrol boat at Independence Park on Friday.



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AUG 12 2020
COASTAL RESOURCES
MANAGEMENT COUNCIL

Bristol Phoenix

(B)

THURSDAY, JULY 16, 2020

eastbayrl.com

VOL. 184, NO. 29 \$1.00



RICHARD W. DIONNE JR.

The new Bristol Fire Department boat launched last week from Bristol Marine. Above the wheelhouse is the phrase "Shipshape and Bristol fashion," which was a popular turn of phrase in 19th- and 20th-century Bristol, but it did not originate here. The expression was first used in the town's namesake, on the Avon River in southwest England, an important port for nearly 1,000 years. "Shipshape and Bristol fashion" was an expression reserved for especially stout, well-made and seaworthy vessels.

It's a floating hydrant, and an ER

Bristol's new fire and rescue boat can be a floating fire hydrant or a mobile emergency room

BY CHRISTY NADALIN
cnadalin@eastbayrl.com; jliedgroup.com

Costing about \$450,000 outfitted and delivered — with 75 percent of that paid for by a Federal Port Security grant — Bristol's new fireboat is capable of doing things that the town's other boats (Fire, Harbormaster and Police) cannot.

"A few years ago we started to see an increase in both the number and complexity of marine emergency calls," said Bristol Fire Chief Michael DeMello. "The harbor has become increasingly busy over the last several years."

The department was already equipped with a boat, but with no firefighting capabilities and no real space to carry equip-



Bristol Fire Chief Michael DeMello talks about the new boat prior to its launching last week.

See BOAT Page 4

How many Bristol residents want smaller trash bins?

Some are still asking for smaller bins, but skeptics wonder how great is the need

BY CHRISTY NADALIN
cnadalin@eastbayrl.com; jliedgroup.com

Bristol Town Councilor Mary Parella brought up an issue at the July 1 council meeting that, for some residents, remains an unresolved complication of the new automated trash collection system.

Whether due to need, physical challenges or simply the layout or location of their property, 65-gallon bins are too large and unwieldy for some.

"We had a lot of discussion about people being able to change them out," Ms. Parella said. "We were told to be patient and wait it out."

"I think we need to make smaller sizes available for those who really need them."

Cost is a factor. If the town were to obtain the smaller, 35-gallon bin, it would need to order at least 100 bins — not a small number if there is only minimal need. "If it was only a small dollar figure or a one-off, I would happily support this," said Council Chairman Nate Calouro.

Constitution Street resident Judy Anderson is one resident who very much wants to downsize her bin. "There's a very big difference between a 65-gallon bin and a 35-gallon bin," she said, citing her struggles to find a spot for her bin on a property that does not have off-street parking. She mentioned friends with arthritis and other issues that have led them to hire people to pull their bins to the curb. "I think I'm going to have to do the same," she said.

"I think we need to make smaller sizes available for those who really need them."

COUNCILOR
MARY PARELLA

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See BOAT Page 4 2020
AUG 12 2020

COASTAL RESOURCES



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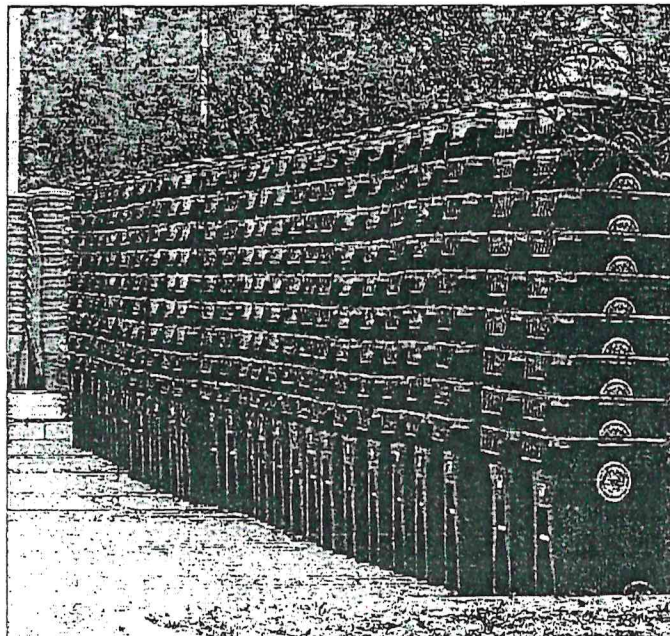
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RICHARD W. DIONNE JR.

The 65-gallon bins (shown here after they were first delivered to town) have been in use since the spring. Some older residents say they are paying younger folks to actually move the large carts to and from the curb.

TRASH: After months of use, some residents still want smaller trash bins

From Page 1

Ms. Anderson noted that Newport, with even more congested downtown properties, many without driveways, has offered the 35-gallon option to residents. She also offered to pay — something that may have become part of any ultimate compromise, though not one that Ms. Parella is very comfortable with.

"We don't really know how many people want to do this," Ms. Parella said. Councilman Tim Sweeney agreed. "There's not

enough information about how widespread this is, and how much it will cost."

The Council moved to refer the issue to Town Administrator Steve Contente and Public Works Director Kevin McBride, while setting up a means to survey residents to determine the demand for the 35-gallon bins.

"We'll have more public dialogue, and then we will take the next steps," said Mr. Calouro.

"There are more people (wanting smaller bins) than you might think," said Ms. Anderson.

BOAT: New fire vessel can be used to fight fires or treat the injured

From Page 1

ment or treat the injured, its usefulness was limited. This new vessel is 32 feet in length (it looks longer due to the two 425-hp outboard motors), and has enough space to treat up to four injured people.

It is also equipped with a pumping system that can draw water from the bay to either fight fire directly from the boat or to serve as a backup hydrant, delivering water to land-based fire apparatus responding to waterfront property — especially in locations where water pressure might be diminished.

"It would never run dry. It has an unlimited source of water," said Chief DeMello. The bottom of the vessel is a heavy-duty metal plate that allows the boat to be beached if necessary — though that is not an option the Chief is hoping to have to use.

Its powerful outboards will allow the boat to travel at speeds of up to 43 knots empty, though speed would be diminished once it's loaded with equipment for a call. The outboards are also needed to counter the

backward thrust that would be generated by operating fire hoses from a floating vessel. Manufactured by North River Boats in Oregon, the boat was designed specifically for economic efficiency, a process that took six months of conversations between the Fire Department and the manufacturers. Everything down to the brand of motor was specified — Yamaha, because of the accessibility of reliable, local servicing here.

Chief DeMello is grateful for the support of Rhode Island's federal delegation, as well as local officials. "Senators [Jack] Reed and [Sheldon] Whitehouse, and Representatives [David] Cicilline and [Jim] Langevin, worked hard throughout this process," he said. "And we had great support from Town Administrator Steve Contente and the council."

The vessel is built to last — an important feature for a boat that will be on the water year-round — and though Chief DeMello expects it will require upgrades to its onboard technology over the years, its hull structure should last for decades.

"Hopefully I will be long retired and this boat will still be going strong," he said.

STOPS THE RIGHT WAY!

HINT: LOOK BEYOND THE RESUME

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June 29, 2020

Mr. Daniel Goulet, P.E., Marine Infrastructure Coordinator
State of Rhode Island,
Coastal Resources Management Council (CRMC)
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite #3
Wakefield, RI 02879

&

Mr. Ronald Gagnon, Administrator
State of Rhode Island
Department of Environmental Management (DEM)
Office of Technical and Customer Assistance
235 Promenade Street, Suite 260
Providence, RI 02908-5767

Subject: Application(s) 2019-11-078, Town of Bristol, RI, Expansion of Existing Marina & Land side Improvements (078)

Attachment:

A) Letter of support to prioritize the Bristol Marina Expansion Capital Project, dated February 23, 2016 from Dr. Jerry W. Dauterive, Chairman, Bristol Economic Development Commission (EDC) to Mr. Nathan Calouro, Chairman, Bristol Town Council.

Dear Mr. Goulet/Mr. Gagnon;

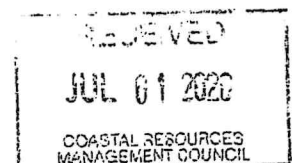
Please find the referenced attachment enclosed for your consideration and is provided in support of the subject application.

I am, sincerely appreciative,



Patrick "Pat" M. McCarthy, "BOOM," Co-founder and Spokesman,
Member, Bristol Harbor Commission, Advisory Committee
4 Maple Shade Court
Bristol, Rhode Island 02809-1553

Cc:
Mr. Steve Contente, Bristol Town Administrator
Mr. Gregg Masilli, Bristol Harbormaster's Office



129

February 23, 2016

Mr. Nathan T. Calouro, Chairman
Bristol Town Council
Bristol Town Hall
10 Court Street
Bristol, RI 02809

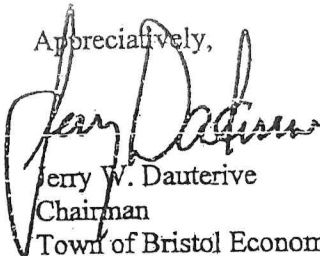
Dear Chairman Calouro,

At our regularly scheduled monthly meeting of The Town of Bristol's Economic Development Commission (EDC) held on February 22nd, a motion was offered by a commissioner, seconded, and after a short discussion was voted on favorably and unanimously, to make the following recommendation, to the Bristol Town Council:

"The Bristol Economic Development Commission recommends that The Bristol Harbor Marina Capital Project be identified as a priority by the town council during the town's (this) annual budget review process and consequently, The Bristol Harbor Marina Capital Project be included (funded) in said budget formulation, for the fiscal year, 2017, commencing on July 1st, 2016."

We respectfully request, as the Town of Bristol's Economic Development Commission, to have this recommendation included, for your consideration, on the meeting agenda at your next regularly scheduled town council meeting.

Appreciatively,

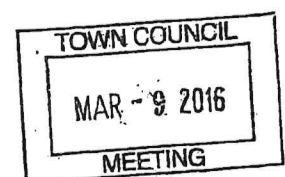

Jerry W. Dauterive
Chairman
Town of Bristol Economic Development Commission

xc:
Mr. Edward Stuart,
Liaison to the Bristol EDC



2016 FEB 26 AM 9:57

TOWN CLERK'S OFFICE
BRISTOL, RHODE ISLAND



June 17, 2020

Mr. Daniel Goulet, P.E., Marine Infrastructure Coordinator
State of Rhode Island,
Coastal Resources Management Council (CRMC)
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite #3
Wakefield, RI 02879

&

Mr. Ronald Gagnon, Administrator
State of Rhode Island
Department of Environmental Management (DEM)
Office of Technical and Customer Assistance
235 Promenade Street, Suite 260
Providence, RI 02908-5767

Subject: Application(s) 2019-11-078, Town of Bristol, RI, Expansion of Existing Marina & Land side Improvements (078)

Attachments:

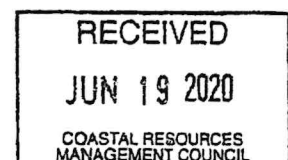
- A) Letter of support to prioritize the Bristol Marina Expansion Capital Project, dated February 15, 2016 from Mr. Dominic Franco, Chairman, Bristol Harbor Commission (BHC) (signatory by Mr. James Dollins, Vice-Chairman, BHC) to Mr. Nathan Calouro, Chairman, Bristol Town Council.
- B) Letter of (renewed) support to request budgeting and prioritizing the Bristol Marina Expansion Capital Project, dated August 28, 2017 from Mr. Dominic Franco, Chairman, Bristol Harbor Commission (BHC) to the entire Bristol Town Council Membership.

Dear Mr. Goulet/Mr. Gagnon;

Please find the referenced attachments enclosed for your consideration.

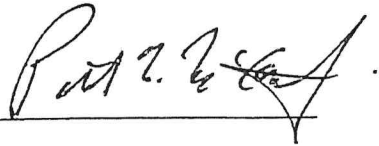
Each, individually and collectively, is provided in support of the subject application.

Additionally, contained within Attachment B), is a key noteworthy reference regarding the subject's important local support garnered from the Bristol Economic Develop-



ment Commission(EDC)/Office of Economic Department. I acted as liaison between both the EDC and the BHC, at the time of writing.

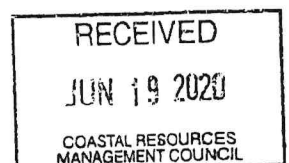
I am, sincerely appreciative,



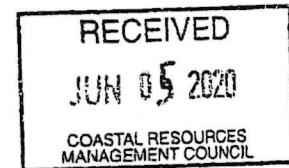
Patrick "Pat" M. McCarthy, "BOOM," Co-founder and Spokesman,
Member, Bristol Harbor Commission, Advisory Committee
4 Maple Shade Court
Bristol, Rhode Island
401-575-7406

Cc:

Mr. Steve Contente, Bristol Town Administrator
Mr. Gregg Masilli, Bristol Harbormaster's Office



June 3, 2020



✓ Mr. Daniel Goulet, P.E., Marine Infrastructure Coordinator
State of Rhode Island,
Coastal Resources Management Council (CRMC)
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite #3
Wakefield, RI 02879

&

Mr. Ronald Gagnon, Administrator
State of Rhode Island
Department of Environmental Management (DEM)
Office of Technical and Customer Assistance
235 Promenade Street, Suite 260
Providence, RI 02908-5767

Subject: Application(s) 2019-11-078/079, Town of Bristol, RI, Expansion of Existing Marina & Landside Improvements (078) & C/M a New Fueling Depot Facility (079)

Dear Mr. Goulet & Mr. Gagnon;

Regarding the above referenced subject, which are currently applications before your state governmental regulatory bodies, I (we) would like to provide you with additional facts, data and evidentiary information, in support of our Town of Bristol in/to obtaining, both "Permit Approvals."

Before embarking, a brief history of the circumstantial events which have culminated, in arriving at this next important step, in a very long planning process, over many years.

In 1982, then Chairman of Bristol's Economic Development Commission, Mr. Leo Bandieri, commissioned and received, after a six (6) month planning effort by *Saskai Associates, Inc.*, a comprehensive "Bristol Waterfront/Downtown Master Plan Report." Throughout the report, words such as "stimulus," "development," "momentum" and "revitalization," appear, over and over again. While much has changed with Bristol's "Downtown" Development, these descriptive actions must and need to continue today, with the applications presented before you. It is extremely noteworthy that a key facet of the aforementioned commissioned report, which dedicates a good deal of its content to the town's public waterfront/marina, is strongly insistent regarding the public marina's need for eventual expansion. With that, and unfortunately due to economic constraints over the many years since 1982, little has therefore changed, as it relates to Bristol's "Marina."

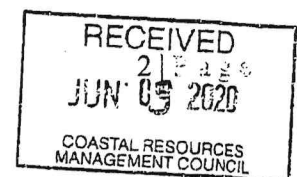
Now, we can fast-forward to the year 2015, where the idea to consider and plan for a greater sized public marina footprint, by expanding the existing marina, traversing slightly further into and (open harbor area) in a direct southerly direction, was originated and initially offered by myself, with the first, informal favorable opinion of support, arriving from Mr. James Dollins, then

and continuing Vice-Chairman, of the Bristol Harbor Commission. Subsequently, unanimous support was garnered from the entire Bristol Harbor Commission, Bristol Harbor Commission Advisory Committee, the Bristol Economic Development Commission and of course, our Bristol Town Council. That final obtained support, via the Bristol Town Council, effectuated with a \$3.0 Million Capital Bond Referendum being approved by the Bristol Voters in November, 2016. Finally, the last and final major remaining hurdle, namely, a source of project funding had been overcome and is now achieved. Additionally, as you see within the file applications before you, is now a final detail marina design, as produced by our project partner, *PARE Engineering, Inc.*

In terms of Full-Disclosure, I, Patrick "Pat" M. McCarthy, a very long-term Bristol Resident, am the co-founder and current spokesperson for the nearly 150-Member, Bristol Resident Marina Wait-Listed Boat Owner's, Community Organization, named, "*BOOM!*" "*BOOM!*" or "**BUILD OUR OCEAN MARINA!**" was conceived to encourage local (primary) and state (secondary) governmental leaders to fund, plan, design, construct and fully occupy the Bristol Marina Expansion Capital Plan. Our group is 100% supportive of the Marina Expansion Capital Project Design. In addition, other local groups such as *EXPLORE BRISTOL*, the *BRISTOL MERCHANTS ASSOCIATION* and the *EAST BAY CHAMBER OF COMMERCE* are all on public record as emphatically supporting this very important, pro-business positive, resident pro-quality of life, local, capital improvement project. The project is especially desirable given the ample supply of parking spaces (46) created by the town in reacquiring town-owned land, formerly leased, to function as the Prudence Island Ferry Pier Parking Lot. Our Organization, "*BOOM!*" does not have any particular proposed marina design preference; Our preference, as town resident boat owners, is to commence, immediately, the Marina Expansion Construction Project (078), for occupancy, in the Summer, 2021! Additionally, we also 100% support, the construction and maintenance of the nearby, aforementioned Fueling Depot Dock Facility (079) Capital Project.

Quite frankly, whether Bristol's Harbor is so-designated under the rules, as a "Destination Harbor," or not, it is functioning, performing and developed into exactly that, a "Destination Harbor." Here's why:

Especially noteworthy, and of particular pride, is that our Bristol (public) Harbor has, now, for two (2) years consecutively, earned the prestigious, "*BOATERS CHOICE AWARD*," from *Marinas.com*. Our new (2014) Bristol Maritime Center, given its very sizable nautical hospitality footprint and public inviting waterfront presence, can accommodate many more nautical visitors, and the proposed transient component of the new marina design (18 transient slips), does exactly that! It is a common refrain heard around the waterfront when "Bristolians" state, "We love our transient visiting boaters who visit us here in Bristol. We don't have to educate their children, snowplow their roads, pick up their roadside garbage cans, and most importantly, not be concerned about them arriving in automobiles, needing a parking space! Their tourism dollars are always welcome, though!"



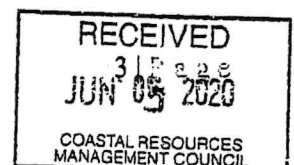
(SPECIAL NOTE: CRMC File No.: 2019-11-078 requests a parking variance from parking standards and respectfully, should be granted due to the above mentioned evidentiary truth, which is, as transient boaters simply have no demand for any parking space requirement(s) whatsoever. I, we also expect that little, if any, negative public notice period comments were received by the 17 March 2020 due date, in this regard to parking, and is further support notwithstanding).

Our Bristol Harbormaster's Office is inundated with calls, numbering in the hundreds, requesting moorings and dockage availability all summer boating season long. His office could provide you with any vital historical statistics, if warranted. This is further evidence of the Bristol Harbor, truly being a nautical destination.

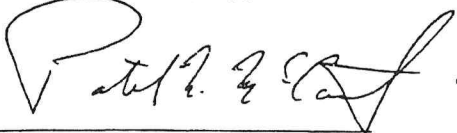
Of local interest, the Providence-to-Newport Ferry now makes stops in Bristol on Weekends, Holidays and Providence Water Fire Evenings. The annual 4th of July Parade Celebration specifically makes Bristol Harbor everyone's only destination, whether it be by "*Land or Sea*," during this special time of year. A single 100' dockage space is available and earmarked for the SeaStreak Ferry Boat.

And finally, the local Herreshoff Marine Museum, America's Cup Hall of Fame, Bristol Marine and the Bristol Yacht Club, which are all harbor port partners, simply settles the destination question, as visiting boaters will have significant nautical services and points of nautical interest, to utilize and visit while at this award-winning harbor destination - - **The Bristol Harbor**.

In conclusion, the quote, "Success is the intersection of hard work and a little bit of luck," is most appropriate in this supportive narrative to you. Since 2015, and perhaps even before, myself, "*BOOM!*" Members, local government officials and many, many other local Bristol Citizens have, indeed, worked very hard in support of the collective conceptual knowledge of having a vision for our public marina to expand. Why is the time now to acquire all remaining and necessary permits? Firstly, as an Economic (Investment) Stimulus, the Town of Bristol (civic leaders and citizens) have spoken and where a market is underserved or non-existent, namely demand for dockage capacity far, far exceeds the supply for dock space. This Marina Expansion Capital Project will partially answer that supply deficiency and value, namely, significant revenue will be generated to the Town of Bristol, and to be enjoyed. Secondly, a very much needed Economic (Business) Multiplier will also occur. How? The many, many small downtown businesses, such as restaurants, shops, marine services, real estate and the like will benefit from the flow of currency created by increased nautical visitation, namely the 18 transient boat slips referenced. Understandably, given the unfortunate current business cycle downturn, due to the uncontrollable current public health crisis concerns, the opening of the Town of Bristol's New Expanded Marina, planned for the summer of 2021, becomes the "little bit of luck," we all need for a well-timed, community, quality-of-life Marina Project Expansion Project Success!



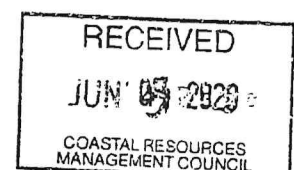
I am, and sincerely appreciative,



Patrick "Pat" M. McCarthy, "**BOOM**," Co-founder and Spokesman,
Member, Bristol Harbor Commission, Advisory Committee
Past Member, Bristol Economic Development Commission
4 Maple Shade Court
Bristol, Rhode Island
401-575-7406 (Cell)
860-433-4223 (Office) – General Dynamics Corporation - Electric Boat Company

Cc:

Mr. Vasco "Skip" Castro
Mr. Michael Byrnes, *EXPLORE Bristol*
Mr. Steve Contente, Bristol Town Administrator
Mr. Jerry Dauterive, Professor of Economics, Mario J. Gabelli School of Business at Roger Williams University and past-Chairman, Bristol Economic Development Commission
Mr. Mark Devine, Chairman, *East Bay Chamber of Commerce, Board of Directors*
Mr. Jim Dollins, Vice Chairman, Bristol Harbor Commission
Mr. Dominic Franco, Chairman, Bristol Harbor Commission
Mr. Michael Gorman, *Bristol Merchants Association*
Mr. Bob Hammel, Bristol Harbor Commission Advisory Committee
Mr. Donald Hemond, "**BOOM!**" Co-founder and Member, Bristol Capital Projects Commission
Mr. Jeff Hirsh, *EXPLORE Bristol*
Mr. Gregg Marsili, Bristol Harbormaster's Office



2019-11-078

Charles Worcester
110 Ferry Road
Bristol, RI 02809-2914

March 13, 2020

Coast Resources Management Council
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879

Dear Madam/Sir:

As a resident of Bristol, RI, I am writing in support of the proposals for the "Church Street Marina" expansion and the fuel tank to be installed on the State Street dock.

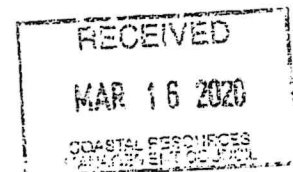
Bristol has a wonderful harbor, opportunities for many moorings but very limited slip spaces. I am a senior citizen so taking a dinghy to a moored boat is inconvenient. The waiting list for a recreational dock slip is 9 years out. Without the 60 additional slips, I may never get a slip. The current marina facility has been updated and can support additional town and transient slips.

The State Street fuel dock would allow the many boaters who utilize Bristol Harbor to purchase their fuel there. Currently, I must go to Portsmouth to purchase fuel. The transient slips and fuel dock would provide incentive for visitors to enjoy all that Bristol has to offer. It would be good for the Town of Bristol and the State of Rhode Island.

Thanks for considering these proposals. Please approve.

Very truly yours,


Charlie Worcester



March 12, 2020

Coastal Resources Management Council
Wakefield, Rhode Island

Re: Bristol new dock and fuel station

As a resident of the Town of Bristol and a boat owner who has been on the waiting list for a town slip for years, I wholeheartedly endorse the expansion of the Church Street Marina and the fuel tank at State Street.

In addition to serving the needs of town residents, I believe the fuel availability and the easy accommodation for transient vessels will spur the downtown business environment. I recently learned that another retail shop is closing—the silver-jewelry store on Hope Street—and the town's efforts to encourage tourism to remedy the downturn hinge on attracting more boaters.

Sincerely,

Joe Jablonowski
Joe Jablonowski
455 Paddock Lane
Bristol RI

