



September 9, 2026

Bristol Zoning Board of Review
Bristol Town Hall
10 Court Street
Bristol, Rhode Island 02809

Re: ZBR-26-34 — Larry Goldstein / TSL, LLC; 267 Thames Street; Plat 9, Lot 50 – Agenda Item 5c

Dear Members of the Board:

Our Firm represents the Stone Harbour Condominium Association (the “Association”), an abutting property owner to the applicant. On the Association’s behalf, I submit this letter in opposition to TSL, LLC’s request for a dimensional variance to add eight hotel rooming units to the Bristol Harbor Inn at 267 Thames Street.

The applicant seeks the same relief considered in 2024. The former approval expired before completion of the building-permit process. That expiration means the present application must be evaluated on the record now before the Board and must independently satisfy the applicable variance standards; the prior approval should not be treated as determinative. Notably, the applicant is also currently pursuing a marina expansion and floating pool structure application with the Coastal Resource Management Council (CRMC).

The proposal; is principally a recycled 2024 record, not a current evidentiary showing.

The applicant’s proposal re-submits the 2024 decision, the 2024 staff report, the 2023 zoning application, and plans dated in 2023. Those documents explain why an expired approval was once granted; they do not prove that the statutory criteria are met in this new proceeding. Although the applicant represented that eight additional rooms were urgently needed to accommodate guest demand, it has not commenced construction in the approximately two years since the 2024 approval—undermining any claim that the expansion is presently necessary or that denial would cause more than a mere inconvenience. The applicant has supplied no current evidence of occupancy, booking demand, turn-away business, operational constraints, financial necessity, or any other factual need for eight additional rooms, not that such would ultimately support a “hardship”, since such reasons are financially motivated and not because of physical conditions of the property. Nor has it submitted a current written explanation applying the required variance standards to the present record. The Board may not treat a past decision or copied assertions as a substitute for evidence entered in this proceeding.

TSL has not met the required standards for a dimensional variance.

For a variance, the Board must require evidence that “(a) the hardship is due to unique characteristics of the land or structure, not the general area and not an economic disability; (b) the hardship is not the result of the applicant’s prior action; and (c) the requested relief will not alter the general character of the area or impair the ordinance or Comprehensive Plan. For a dimensional variance, the Board must also require evidence that denial would cause more than a mere inconvenience, that the relief is minimal for reasonable enjoyment of the permitted use, and that increased profitability or value is not the basis for relief”. See R.I. Gen. Laws §45-24-41. Rhode Island courts and statutory provisions define the above standard to mean that there is no other reasonable alternative to enjoy a legally permitted beneficial use of the property, meaning TSL must prove a complete deprivation of all beneficial use, amounting to confiscation.

a. No qualifying hardship tied to a unique property characteristic. The operative hardship asserted in the earlier proceeding was a demand for additional hotel rooms and the desire to expand a business already operating at the property. Demand, growth, and changing economic conditions are not unique physical characteristics of the land or structure. There is no actual need established on this record: the applicant offers no current occupancy figures, reservation or turn-away data, market study, operational analysis, or testimony that the existing 63-room hotel cannot serve its permitted function. The proposal contains no current, stand-alone statement or evidence explaining how a particular physical feature of this site prevents the reasonable use of the existing hotel. It identifies a 6,406-square-foot, four-story addition, but does not establish a qualifying hardship caused by the land or structure rather than by the decision to add rooms.

b. The claimed hardship is the product of the applicant's own serial expansion. The proposal's staff report confirms that the original development was approved with 48 rooms and that the applicant returned to the Board in 2017 and 2018 to add eight rooms and seven rooms, respectively. TSL now seeks eight more rooms, increasing the total from 48 to 71. The density condition for which relief is sought is therefore not simply inherited from the original development; it is the cumulative result of successive efforts to add 23 rooms. Critically, the 2018 decision stated that the seven-room variance was likely to be the last hotel-room relief the applicant could request because no further space appeared available for conversion. The present application repudiates that premise. The Board should require evidence—not assumption—that the present deficiency is not the result of the applicant's own development choices.

c. No adequate showing that the relief will preserve neighborhood character or the purposes of the ordinance and Comprehensive Plan. The requested density increase is substantial. The packet confirms that 71 rooms require 106,500 square feet of lot area, while the subject lot contains 74,488 square feet—a shortfall of approximately 32,012 square feet. The proposal therefore concentrates a materially greater rooming-unit density on a waterfront site immediately adjoining residential condominiums. The prior decisions also show that the parking issue has never been resolved by new on-site capacity: in 2017, TSL sought additional parking relief and represented that no spaces beyond 120 were available, including spaces located across Thames Street. The present packet reports 118 spaces, 64 of them on a neighboring parcel. TSL should be required to provide a current parking inventory, proof of enforceable access to every off-site space, and a current circulation, loading, and event-operations analysis. No reliable showing has been made that these impacts, evaluated together with the related pool-boat amenity and the activity it is intended to attract, will not alter the area's character or impair the governing land-use policies.

d. No proof of more than a mere inconvenience or of minimal relief. The prior record relied on the view that denial would constrain hotel growth and leave fewer rooms available to meet demand. That is, at most, a business and profitability concern. The dimensional-variance standard does not permit relief because an expanded structure may be more valuable or a use more profitable. The 2017 and 2018 variances were premised on conversion of underutilized commercial or residential space, without exterior expansion; the current application instead proposes demolition, roof work, and a new upper-level addition. The proposal shows that the existing 63 rooms already require 94,500 square feet of lot area, while the site contains 74,488 square feet; the proposed eight rooms deepen the deficit from 20,012 square feet to 32,012 square feet. TSL provides no alternatives analysis and no evidence that an existing 63-room hotel cannot be reasonably enjoyed without further expansion. It therefore has not shown that eight additional rooms, or a 32,012-square-foot lot-area deficiency, is the minimum relief necessary.

The zoning and CRMC submissions reveal a commercial enhancement strategy, not a land-based hardship.

At the March 4, 2024 zoning hearing, Spencer McCombe justified the additional rooms by citing the need to meet hotel demand and the operator's desire to house more guests. By contrast, Ron Blanchard's CRMC application describes the marina expansion and floating pool structure as "being exactly the type of amenity that the families we seek to attract to Bristol value when on vacation". The applicant cannot claim in one

proceeding that it desperately needs the additional rooms to meet demand and in another proceeding, claim that they need an amenity to bring in guests. Neither are physical conditions of the land or structure that prevent the reasonable use of the existing hotel. They are separate elements of a coordinated effort to enhance the Inn's guest experience and competitive appeal—more rooms to accommodate more guests and a pool amenity to attract them. Such business-development objectives cannot establish the required dimensional-variance hardship. The Board should require TSL to explain the relationship between the room expansion and pool-boat project, including whether the additional rooms are intended to capitalize on demand the new amenity is expected to generate, and should evaluate their cumulative impacts rather than accept either project as an isolated request.

The proposal requires clarification before the Board could make reliable findings.

The proposal contains materially different descriptions of the construction. The current application describes a 6,406-square-foot, four-story addition, lists a height above grade of 37 feet, and states that the center section will be demolished and rebuilt. It also incorporates the earlier application, which describes demolition of the existing roof and a third-floor addition, states that the building-height requirement is 35 feet, and lists a proposed new ridge at 50 feet 5 inches. The public notice, by contrast, describes modifications to exterior walls and roofline. Before acting, the Board should require TSL to state the final scope, dimensions, and height of the project; confirm whether all required relief has been requested; and identify the plans on which the Board is being asked to rely. Without that clarity, the Board cannot make the required findings on minimal relief or effects on the surrounding area.

The prior representation of Association support was materially incomplete and should not be credited.

At the same March 4, 2024 Zoning Board hearing, the applicant's architect, Spencer McCombe stated that it had been in close contact with the condominium development to the north and that the Association was "in full support." That statement did not convey the full context. TSL advised the Association only of the proposed additional hotel rooms; it did not disclose the broader pool-boat proposal and its associated impacts. The Association's understanding of, and response to, the room expansion was therefore not informed by the entire project affecting its members and the neighboring waterfront.

The omission is especially consequential because a June 6, 2023 letter by town administrator, Steven Contente supporting the pool boat represented that the applicant had kept its residential neighbors updated about that proposal. The Association disputes that premise. Had the Association been told that the room expansion and pool boat were being advanced together as components of a broader plan, it would not have supported the room expansion. The Board should not infer support from a statement made without complete disclosure, such applicant's credibility.

The Board should evaluate the cumulative, practical effects on the abutting residential community.

The addition of eight rooms increases the hotel's intensity of use in an already dense waterfront setting. The 2024 hearing record itself included concerns about vehicle circulation and event-time parking. Those concerns should be examined in light of the proposal's real-world, cumulative impacts, including the pool-boat amenity and the additional activity it is intended to attract. A variance is not warranted merely because a hotel is a permitted use in the Waterfront district; the Board must still determine whether this particular degree of relief is justified and consistent with the ordinance's purpose and the surrounding area.

For these reasons, Stone Harbour respectfully requests that the Board refuse to hear the current matter until its properly before the Bristol Historic District Commission and certificate of appropriateness is issued. Alternatively, Stone Harbour respectfully requests the Board deny ZBR-26-34 for the reasons stated above. At a minimum, before any further consideration, the Board should require TSL to submit a complete description of the related pool-structure proposal and its current regulatory status. The Association reserves its right to present testimony and additional evidence at the hearing.

Respectfully submitted,

A handwritten signature in blue ink that reads "Moses Ryan Ltd".

MOSES RYAN LTD.

Counsel for Stone Harbour Condominium Association

Enclosed materials

- Bristol Zoning Board of Review minutes dated March 4, 2024, and Decision for Variance, File No. 2024-04.
- June 6, 2023 letter from the Bristol Town Administrator regarding the proposed pool boat.
- CRMC State Assent Application, File No. 2023-08-084, prepared by Ron Blanchard, P.E.

STATE OF RHODE ISLAND

MINUTES
THE ZONING BOARD OF REVIEW
OF BRISTOL, RHODE ISLAND

04 MARCH 2024
7:00 PM
BRISTOL TOWN HALL
BRISTOL, RHODE ISLAND

BEFORE THE TOWN OF BRISTOL ZONING BOARD OF REVIEW:

MR. JOSEPH ASCIOLA, Chairman
MR. CHARLES BURKE, Vice Chairman
MR. DAVID SIMOES
MR. TONY BRUM
MR. DONALD S. KERN
MR. GOERGE D. DUARTE, JR., Alternate
MS. KIM TEVES, Alternate

ALSO PRESENT:

ATTORNEY ANDREW TEITZ, Town Solicitor's Office
MS. DIANE WILLIAMSON, Town Planner

Susan E. Andrade
91 Sherry Ave.
Bristol, RI 02809
401-253-5570

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MR. DUARTE STEPPED DOWN, MR. BURKE SAT ON THE BOARD

3. **2024-04**
LARRY GOLDSTEIN/TSL, LLC

267 Thames St.: W
Pl. 9 Lot 50

Dimensional Variance to modify exterior walls and roofline of a portion of the existing Bristol Harbor Inn hotel building and construct eight (8) new hotel rooming units on the third floor of the structure with less than the require lot area per rooming unit.

Attorney Helen Anthony, Anthony Law, LLC, 42 Weybosset Street, Providence, RI. Presented the Petition on behalf of the applicant. They are requesting dimensional relief to add 8 new hotel room to the third floor of the Bristol Harbor Inn at 267 Thames Street.

Mr. Spencer Mccombe, architect on the project, explained that he's been working on the property since this ownership took over approximately ten years ago. They have been slowly renovating, fixing and bringing the whole campus back to life and they have been attacking the project throughout renovating and maintaining the property. This is the only hotel, currently, between East Providence and Middletown. So, it's in high demand and the hotel operators are essentially looking for any relief to house the people looking for hotel rooms anywhere in the East Bay. As they've worked on this property, they have found and added rooms in small unused areas as possible. Sometimes changing retail areas into hotel rooms. But that was all within the general envelope of the buildings that are there. This application is essentially to connect a central section of the campus, which has a larger work building with what they call the bank building out front. The initial design connected the two buildings and they do connect; there are stairways, elevators and hallways that are already on the level they are talking about, but there is no head room. They proposed to the HDC, as far as adding the dormers, which were on the lower next level down, one level up, to create 8 more rooms,

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stacking directly on top of the hotel rooms that are there. It's going to mean some rebuilding of the lower roof area now and then a new roof on top of the new enclosure. Essentially, all the building is happening within the bounds of the existing mass. It will be very difficult to see from Thames Street, and very difficult to see from the water, but if you look from the side, you will see a difference. The dormers are now moved one level up. They feel like it's a sensitive design, the HDC voted unanimously in favor of it, and they are just trying to connect the dots of an existing building that does have this footprint that is available. They are asking for relief from is the density per rooming unite per square foot, which is spelled out in the paragraphs he has listed in the application. The Zoning Ordinance allows 1,500 square feet per rooming unit, and they will be at 1,049 square feet; so, 451 square feet per rooming unit per foot would be the slight variance being requested. Parking on the area, although they are not requesting it, although they are adding 8 rooms; when looking back at when this area was first established, there was a number of parking spots, but looking at it again with current parking standards and the idea of shared parking, etc., they actually fit down to the last spot. The uses that are there currently and all which have changed slightly still fit within the variances initially granted for this property. This is a unique situation; this is a dense urban environment, it's meant to be this way and always was this way. He feels like this is a great opportunity to allow this business owner to fill out some unused space in the center of the property. They have been in close contact with the Condo development just to the north, and they are in full support. This is not a hardship that the applicant put on themselves, this was a built-out design from 20 plus years ago and they are just trying to make the best of the current situation. They do not believe that granting it would alter the general characteristics of the surrounding area. HDC agrees that this addition will be harmonious with the massing of the overall complex. This is the least relief that

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they could ask for. Hotel rooms are a certain size, they have a template of four and four rooming units, and they are basically doing the same above them. Having them be smaller by a couple of feet just makes no sense.

The Board reviewed the plans in detail. The difference in height from existing will be 4 feet. The variance is due to the land ratio to how many rooms are allowed.

Mr. Burke pointed out that the application stated 50-foot height for the roof line. Mr. McCombe stated that was an error, that the height is 35.4; the 50 feet is the elevation, and it was a typo on the application. Mr. Teitz noted under State Law they would be measuring the height from the base flood elevation anyway. So, it would give extra height.

Mr. Asciola stated that from what he sees in the plans, one would not even notice it and it seems to be a good use of space.

Mr. Burke brought up parking and a couple of observations, he agrees that there is a need for more rooms. But he noted that when there are events and people are trying to park, people are told that they can't go through, and they have to try to back up in all of the traffic and try to get out the other entrance and asked why that access is being cut off. To him, adding more density isn't going to help the situation. Mr. McCombe stated that he didn't even know it was a concern but would certainly voice it to the ownership who may or may not be aware that it is happening. Discussion was held on this matter; however, a parking variance was not required on this application.

Mr. Tanner stated that he tried to explain it in the Staff report. From the original decision back in 1998 there is a number of off-street parking spaces. But as indicated, over the past several years the hotel has come before the Town three or four times for different forms of relief. When this development was created there was a lot more commercial space, and with the

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change in the economy a lot of that space wasn't being used and they converted that to rooming units. And the way the parking calculations work out, they actually sort of reduced their parking demand, per Zoning. And, in a previous Zoning amendment the Town exempted certain commercial uses from parking in the Downtown and Waterfront zone. So, a lot of the service businesses and restaurants no longer have a parking requirement. Because it is felt that people walk, and they come from all over. So, rather than mandating parking like on Gooding Avenue, where you need so many, the Council adopted some Ordinance amendments in recent years. Their overall parking requirement has actually gone down. So, the calculations actually work in the applicant's favor.

Mr. Duarte stated that they mentioned 400 square feet per room; so, the dimensional variance they are asking for would be 3,200 square feet. Mr. McCombe stated it was 451 square footage per room, total room, 71 rooms in the overall property.

Mr. Teitz stated that the rooming unit issue dates back to the early 1990's and at the time there wasn't a lot of dense development with either rooming units or dwelling units along the waterfront. That was when Stone Harbor was just getting going and the hotel. So, that was somewhat arbitrary, it wasn't capricious, but it was a somewhat arbitrary number on the density calculations, which has since been changed in other area; like with Robin Rug and so forth. Because the problem is that it doesn't make sense with multi story buildings. It's fine if you have a subdivision and are building a two-story house or something. But you're building a four or five story hotel or have a five-story existing Mill building, it doesn't work to have that kind of limit on your square footage. And, in fact, that's why the Robin Rug was changed more to a square footage initially. It's kind of historically inaccurate, that 1500 foot per lot area.

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Mr. McCombe continued and stated that in regard to hardship, the applicant is in kind of a tough spot of having more demand than they have rooms and do denying this would just keep them there and less people could stay in the East Bay in a hotel room, so it would be more than a mere inconvenience if the application is denied.

Mr. Tanner clarified that the square footage is for the entire complex on the west side of the road, Plat 9, Lot 50, which is one assessor's lot at 71,000 square feet. Mr. Burke stated that it's kind of crazy because it's got multiple buildings and it's very hard to equate that measurement to the number of rooms, because they're using a parcel that has multiple buildings on it to figure out how many total rooms they have. Mr. Tanner stated he was correct, so there are unique characteristics of this lot.

No one spoke in favor or against the Petition.

X X X X X X

MR. BURKE: Mr. Chairman, I'll make a motion to approve file number 2024-04, Larry Goldstein/TSL, LLC at 267 Thames Street to add 8 additional units for a total of 71, that would require square footage of 106,500 feet, where the lot is only 74,488 square feet. The hardship from which the applicant seeks relief is due to the unique characteristics of the subject land or structure and not to the general characteristics of the surrounding area, or to an economic disability of the applicant. This location is designed for hotel housing, it's being utilized for that, and as the need increases, this is one way to satisfy that requirement. The hardship is not the result of prior action of the applicant. They purchased the property and it's an ongoing business concern and they are reacting to market conditions and changing

economic conditions to the commercial part of the building. The granting of the requested dimensional variance will not alter the general characteristics of the surrounding area or impair the intent or purpose of the Zoning Ordinance or the Comprehensive Plan of the Town of Bristol. Hotels are allowed in the waterfront zone. In fact, it will enhance the capability of the Town of Bristol to attract guests and business to the Town. The hardship that would be suffered by the owner of the subject property, if the dimensional variance is not granted, will amount to more than a mere inconvenience, because the growth of the property would be stagnated. I so move.

MR. SIMOES: I'll second that motion.

MR. ASCIOLA: All in favor?

MR. SIMOES: Aye.

MR. BRUM: Aye.

MR. KERN: Aye.

MR. BURKE: Aye.

MR. ASCIOLA: Aye.

X X X X X X

(THE MOTION WAS UNANIMOUSLY APPROVED)

(Petition Granted)

04 MARCH 2024

5. ADJOURNMENT:

X X X X X X

MR. ASCIOLA: Motion to adjourn?

MR. KERN: So moved.

MR. SIMOES: Second.

MR. ASCIOLA: All in favor?

MR. BURKE: Aye.

MR. SIMOES: Aye.

MR. KERN: Aye.

MR. ASCIOLA: Aye.

X X X X X X

(THE MOTION WAS UNANIMOUSLY APPROVED)

(MEETING ADJOURNED AT 8:03 P.M.)

04 MARCH 2024

RESPECTFULLY SUBMITTED,

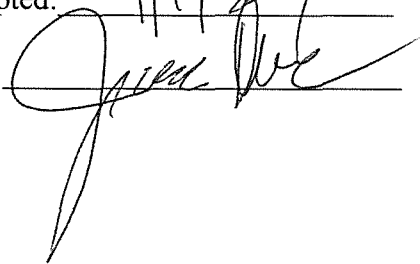
Susan E. Andrade

TOWN OF BRISTOL ZONING BOARD
MEETING HELD ON: 04 MARCH 2024

Date Accepted:

4/1/24

Chairman:





STEVEN CONTENTE
Town Administrator

TOWN OF BRISTOL, RHODE ISLAND
OFFICE OF TOWN ADMINISTRATOR

June 6, 2023

Coastal Resources Management Council
4808 Tower Hill Road, Suite 116
Wakefield, RI 02879-1900
E-Mail cstaff1@crmc.ri.gov

Re: 251-267 Thames Street & 539 Hope Street, Bristol, RI

Dear Sir/Madam:

I serve as the Town Administrator for Bristol, RI. I write in support of TSL, LLC's application for assent to dock their proposed boat that will provide an important pool amenity at the Bristol Harbor Inn, 251-267 Thames Street in Bristol.

This proposed use serves a compelling public purpose that will benefit our public as a whole. The proposed pool is a water-dependent use that offers substantial public, economic gain to the state of Rhode Island. There is no viable, alternative location to construct a pool at the Inn, and the waterfront at this location is otherwise inaccessible for swimming given the marina use. This newfound capacity to swim in our summer heat is exactly the type of amenity that the families we seek to attract to Bristol value when on vacation. The proposed boat will also be an important feature and benefit to Bristol when competing to attract meeting and event business.

Our town officials have determined that the project is zoning and building code compliant. The proposed boat presents no use conflicts. It will not unreasonably interfere with public access to tidal waters or the shore since it will exist right alongside many other marine vessels. Nor will the boat negatively impact the historic significance of this area. Instead, it will stand as a symbol of Bristol's historic maritime leadership in innovative boat design, building, and use.

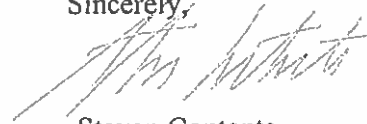
The applicant has kept its' residential neighbors updated as to the proposal and are committed to implementing controls that will protect the Town's interests at this location. For example, (i.) to minimize the risk of storm damage it has included a wave fence in it's design elements, (ii) all drinking and substance use will be specifically banned consistent with the intended family environment being created, (iii.) prohibit diving, (iv.) limit the hours of use to daytime hours, and (v.) regulate noise carefully.



Bristol takes great pride in its beautiful waterfront. This proposed use will only enhance our Town's capacity to use our coastline beneficially for all. Therefore, we strongly support CRMC's assent.

Thank you for your consideration. Please call if you have any questions or would like to discuss the project.

Sincerely,

A handwritten signature in dark ink, appearing to read "Steven Contente", written over a light blue horizontal line.

Steven Contente



COASTAL RESOURCES MANAGEMENT COUNCIL REQUIREMENTS

PROPOSED MARINA EXPANSION At 267 THAMES STREET, BRISTOL

For
TSL, LLC
244 GANO STREET
PROVIDENCE, RI

Prepared By
Ron Blanchard, P.E.

PROJECT DESCRIPTION

The project involves berthing of an additional larger vessel at the existing marina facility, adjacent to the Bristol Harbor Inn. The vessel will require associated berthing piles and an access ramp. Also, in order to provide a still water area for the vessel, a small wave fence/barrier is proposed.

The vessel will contain a pool for use by hotel guests. **As there is no available land area to otherwise install a conventional land-based pool, and as the existing deck area is used for weddings for the property, a pool boat is considered the only alternative to provide hotel guest with this amenity.** The pool boat is for seasonal use only and, like other recreational boats, will be taken out of the water during the off-season.

RELATED SECTIONS

The project is within Type 5 waters of Bristol Harbor. The location is shown on the Bristol Quadrangle Map. Reference is made to the Coastal Resources Management Program.

This project was submitted for Preliminary Determination. The following is to address applicable sections of the CRMP that were cited in the PD.

Section 1.2.12: Fees

The appropriate fees have been or will be paid.

Section 1.2.1 F: Type 5 Commercial and Recreational Harbors

Policies



a. The existing property consists of a complex of several buildings and businesses. **The entire complex is a water enhanced business that relies on the water aspect of the property to bring in the public.** The existing marina provides boat space for visitors to the complex to support those businesses within the complex, and also to support other businesses in the downtown area of Bristol. The deck existing area, immediately adjacent to the water, is used as a wedding venue and also includes an ice cream stand serving the general public. Both restaurants within the complex have outdoor seating near the water and there is a public boardwalk along the water at the perimeter of the deck area. The property includes historic buildings that have been maintained as such, and the DeWolf restaurant includes an interpretive display of the history of the site. The complex has added great beneficial use of this waterfront area for the general public since it began operation in the late 90s. However, the waterfront in this area is inaccessible for swimming given the marina use. **The proposed pool boat amenity would add to the diversity of the water related uses and therefore would meet the Council's goal of promoting and maintaining such uses for this waterfront area.**

b. The proposed boat would meet the Council's top priority uses: **(1) As the vessel will be a registered boat used for recreational purposes, the berthing of recreational craft use would be met.** (2) As the boat would be part of a water related business for hotel guests, which are mostly tourist, the use for promoting water enhanced commerce including business catering to tourist would be met. (3) As the boat would be moored very near shore and out of the channel, it would not interfere with navigation. (4) The proposed pool boat, like any other boat, is not considered to have any negative impact on water quality, scenic quality, or preservation of historic features.

c. The proposed additional vessel to be berthed within the expanded marina has a very low profile much like a barge. It only has a about 14" of freeboard with no superstructure. Therefore, it would not have any negative impact on scenic quality of the area.

Section 1.2.2 F: Manmade Shorelines

1. Policies (General)

The property and the shoreline both north and south of the facility consist of stone/masonry walls. The stone walls, or quay walls, under the deck area of the property, were reconstructed as part of the original project for the complex. The existing stone quay wall under the west side of the deck is in need of some minor repairs which are planned under a separate application.

Section 1.3.1 A: Category B Requirements

See separate attached narrative.



Section 1.3.1 C: Residential, Commercial, Industrial and Recreational Structures

The applicant respectfully submits that this section of the CRMP should not apply to this proposed new vessel. The vessel would be a registered boat used for recreational purposes, so this is a berthing of a recreational craft with an associated marina expansion that is covered under Section 1.3.1 D. Nevertheless, Applicant addresses this section because it was invoked as applicable in the PD.

1. Policies

- a. As this project is for simply providing a docking facility for a boat, and does not involve a permanent fixed structure, risk of storm damage is not applicable. However, as is required for floating docks, the piles used to moor the boat would be to a height required to restrain the boat in a storm surge situation.
- b. The existing facility provides public access to the waterfront by means of a boardwalk along the shoreline. The proposed project will not negatively affect or hinder public access in any way.
- c. As this project is not for a commercial or industrial structure and/or operation, a Structural Perimeter Limit (SPL) is not applicable to this project.

2. Prerequisites

- a., b, e. As this project is not for a permanent fixed structure, local and state building codes do not apply.
- c., d. On site wastewater treatment systems do not apply to this project.
- f. Water and electric services are currently available at the deck area and will be utilized for connection for the proposed pool boat.
- g. As this project is not a commercial, industrial or recreational structure, transportation and utility services do not apply.

3. Prohibitions

- a., b, c., d. Industrial operations, mining, solid waste and structural fill are not applicable to this project.
- e., f. **The PD indicates that these items, particularly item f., applies. The applicant respectfully disagrees with this. As this vessel would be a registered boat, it must be treated like any other boat and cannot be considered to be a “deck associated with a commercial property” as this term clearly implies fixed, permanent structures. The applicant has obtained an affidavit from the Town of**



Bristol Harbor Master which is included in the application. The Harbor Master agrees that the pool boat is a boat. Per item 9. Of his letter he states,

I have not ever referred boats with recreational amenities on them, including but not limited to pontoon boats with jacuzzi tubs on their decks, for Coastal Resources Management Council permitting before docking at Bristol marinas unless any such vessel might be considered a house boat or floating business.

It should also be pointed out that a “deck” would be subject to building code and other local requirements which is not the case for the deck of a boat. The deck on this vessel no different than the deck on any other boat and the purpose of the vessel is for recreational purposes like any other recreational craft. Furthermore, no business and/or trade and/or sales are to be conducted on the vessel and therefore the vessel does not meet definition 1.1.2, #34 “Commercial and industrial structures and operations” which references “interchange of goods or commodities, or any other business activity...”. As described under 1.2.1 F (b), the proposed project meets designated priority uses for the Type 5 waters (for berthing of recreational craft), and, as described in the Project Description, there are no other alternatives for this proposal. **It should also be noted that, like any other boat, the deck area is of minimal size to provide an area for sunbathing for guest using the pool. Also, there is no floating dock associated with the proposed berthing facility which would otherwise be allowed and would be no different, in the water, than the deck of the boat.**

g. As Table 2 is simply a review category, is presumed that Table 1 was intended to be referenced and not Table 2. **Review of Type 5 waters under Table 1 for Manmade Shorelines shows that even if staff considers the vessel to be a “Commercial/Industrial Structure” or a “Recreational Structure”, these activities are not Prohibited and are permittable under a Category B application.**

4. Standards

a. General

(1), Filling, removing or grading of shoreline features is not applicable to this project.

(2), Sewage disposal is addressed under section 1.3.1 F.

(3), Commercial docks and piers are not applicable to this project.

(4), Commercial and industrial structures and operations are not applicable to this project and so a Structural Perimeter Limit (SPL) is not applicable to this project. **The Applicant proposes to expand the Marina Perimeter Limit (MPL) for the berthing facility for the proposed vessel as is appropriate for such recreational craft.**



(5), As an SPL is not applicable to this project, berthing of a vessel outside of the SPL is not applicable.

b. Commercial Marine Facilities (CMF) are not applicable to this project.

c. Residential, commercial, industrial and recreational buildings.

(1), (2), Excavation and stormwater are not applicable to this project.

(6).& (7). Flood Zone Construction, is not applicable to this project.

Section 1.3.1 D: Recreational Boating Facilities

1. Policies

a. Application process and necessary requirements have been taken into account. This project is for expansion of an existing marina as a recreational boating facility.

c. The USCG authority over navigation is recognized. The project is not near any navigation channels. Therefore, the project would not have any adverse effect on navigation.

d.,e. Harbor management plans and cooperative agreements and/or dockominums etc., are not applicable to this project

f.,g.,h. The project does not propose to repair a structure that has been more than 50% destroyed.

i. No outhauls exist on this site.

j. Pre-existing facilities are not applicable to this project.

2. Marina Policies

a. The expanded marina would make efficient use of space and would meet density requirements.

b. Because the project proposes a significant expansion ((67%), a PD was submitted. **An alternative analysis was not included with submission of the PD, however as the Project Description of this document indicates, there is no alternative available to the applicant.** Although this section of the CRMP indicates a meeting would follow the PD, the applicant tried to arrange such a meeting with staff but was unable to do so and a meeting never took place.



However, in order to address items under this section of the CRMP, the following alternatives analysis is presented.

(1), (2), (3), The existing marina may berth up to 8 vessels. Berthing of a single additional boat measuring approximately 704sf (16'x44') is proposed. This is approximately the size of a small yacht. The berthing system consists of 5 pilings and an access ramp. **It should be noted that no floating dock is proposed to dock this vessel, thus the in-water berthing structures are minimal.** There is also a small wave fence proposed of approximately 30' in length. Pilings for the wave fence would be spaced 2"-3" apart and the fence would be located along the existing access ramp to the existing marina and adjacent a portion of the existing deck area. The size of the marina expansion required to encompass the berthing structures is due to particular site conditions and the fact that the existing marina is relatively small to begin with. **The area to be utilized is an area that is not currently used for other purposes.** It should be noted that berthing of recreational craft is a priority use for the Type 5 waters. Therefore, given the above, the proposed project is appropriate for the water type and is of minimal impact.

(4), The proposed marina expansion would occur in a direction away from the existing channel and therefore would not impact navigation.

(5), As previously outlined the profile of this particular boat is very low, like a barge and only 5 additional piling would be required for the berthing facility. The wave fence would be adjacent other structures. The visual character of the marina does and would be consistent with other nearby marinas along this waterfront area and so would not adversely impact scenic quality.

(6), (7), (8), The proposed berthing area is for a single vessel in an area of waters that is not currently used for other purposes. Therefore, the density increase would be minimal, and the marina expansion would not interfere with any other water uses. With the additional of just one additional boat to the existing marina, the pool boat would benefit the public by providing access to the water for hotel guests.

(9), **As the project would promote access and enjoyment of the water aspect of the property for hotel guest, it would serve to benefit the public in this manner. The Town of Bristol is in favor of this project, as evidenced in the included letter from the Town Administrator, which identifies the project as a valuable attraction for tourism and business events. As the Bristol Town Administrator's letter to the CRMC indicates,**

There is no viable, alternative location to construct a pool at the Inn, and the waterfront at this location is otherwise inaccessible for swimming given the marina use. This newfound capacity to swim in our summer heat is exactly the type of amenity that the families we



seek to attract to Bristol value when on vacation. The proposed boat will also be an important feature and benefit to Bristol when competing to attract meeting and event business.

(10), There are no proposed building or commercial-type “structures” that would extend over tidal waters. The permanent in-water berthing structures would be minimal, consisting of only 5 pilings and would serve a priority use of berthing recreational craft in Type 5 waters. The wave fence is also minimal and is consistent with other similar in-water structures in other nearby marinas. As previously mentioned, there are no additional floating docks proposed that would otherwise take up additional space in tidal waters.

c. The project plans show that the berthing of the proposed vessel cannot be accomplished within the existing marina configuration. The proposed vessel requires a berthing system designed for stability to minimize movement, and a still water area to mitigate wave action that might subject the vessel to movement. For this reason, the vessel is proposed to be protected north of the existing quay wall to protect against summer southerly winds. The proposed wave fence would fill the gap for the small open area under the existing ramp.

d. RIDEM Water Quality and Army Corp of Engineer’s applications have been or will be applied for as required.

e. Statement requires no response.

f. For the proposed significant (greater than 25%) expansion the following is presented.

(1) As previously described herein, there is no viable alternative for the proposed expansion as there is no available land area to provide a pool amenity for guests of the existing hotel.

(2) The proposed pool boat is a registered vessel of 16’x40’ dimension only and is therefore the size of a small yacht. There is no floating dock proposed for berthing of the vessel, only 5 tie-off pilings and a small wave fence are required. Therefore, the area requested for in-water structures is the minimum necessary.

(3) Given that the area to be utilized is not used by other competing uses, the requested berthing facility, and space the boat would occupy, minimizes impact to the environment and other uses.

g. The size of the boat would be larger than other boats that normally dock at the marina and therefore would provide more variety of boat sizes.



h. As mentioned elsewhere herein, public access is provided by the existing property and the berthing of this vessel would enhance public access to the water.

3. Residential and Limited Recreational Boating Facility Policies.

Not applicable to this project.

4. Prerequisites

The limits of the MPL are within the property line extensions.

5. Marina Prerequisites

- a. A preliminary determination was submitted for this project.
- b. This statement requires no response at this time.
- c. The Preliminary Determination did not address potential impacts of the proposed marina expansion. These items are addressed as follows.

(1) The vessel will be stored in dry storage during the off season.

(2) RIDEM Water Quality and Army Corp of Engineer's applications have or will be applied for as required.

(3) Commercial mooring areas are not applicable to this project.

(4) A plan for the proposed marina expansion associated with this project has been certified by a professional land surveyor and includes NAD 83 coordinates for the MPL. The berthing system for the proposed vessel has been designed and certified by a professional engineer.

6 Residential and Limited Recreational Boating Facility Prerequisites

Not applicable to this project

7. Prohibitions

None of the prohibitions outlined in the CRMP will be violated as a result of the project.

a., b., f. The marina is in Type 5 waters. Therefore, reference to Type 1&2 waters is not applicable.

c. Unloading of catches from commercial fishing vessels is not applicable.



d.,g.,h.,i.,k.,l Residential boating facilities are not applicable.

e. No discharge is associated with this project.

j. No marine railway systems are proposed for this project.

8. Standards

a. Site plan drawings accompany this application package. The MLW was established by setting the reference elevation to the exact tide level, during the exact time of low tide on the date the site was surveyed, such that the MLW would be set at zero. Use of nearest tide station and information on predicted tides from the reference tide prediction sites were employed.

b. A Registered Professional Engineer in the State of Rhode Island has designed and certified the proposed marina expansion and berthing system.

c. All structural elements for the berthing system have designed in accordance with appropriate design references and/or standard engineering practices.

d. Standards for Section 1.3.1 R (SAVs) have been addressed in this narrative.

9. Marina Standards

a. The design incorporates greenheart pilings driven to 12' below the mudline. The vessel would be restrained by a total of 5 pilings. The pilings extend to the 100yr flood elevation and are adequate to maintain the vessel in place in the event of a 100yr storm event.

b. A Preliminary Determination was submitted for this project.

(1), (2) The marina expansion is for the addition of just a single vessel. Dry-stack storage is not a viable alternative for this project.

c. Potential impacts of the proposed project.

(1), (2), (3) As the project is for the addition of just one additional vessel, and as the berthing facilities are minimal (just 5 pilings and a small wave fence, and no floating dock), potential impacts have been avoided and/or minimized.

d. Regarding density, the current marina is capable of berthing 8 boats (two at each of three fingers and two on the outside of the main float). The expansion involves the addition of one more boat. **The total area within the proposed expanded marina is**



6,244 sf which is 0.14 acres. $0.14 \text{ ac} \times 30 \text{ boats/ac} = 4.3 \text{ boats}$, hence 9 boats > 4.3 which exceeds the density requirement.

e. Dry stacking is not applicable to this project.

f.,g. Layout of floating docks and/or floating docks, including associated fairways, is not applicable to this project.

h. As the proposed additional boat does not have a sanitary facility, sanitary facilities are not applicable to this project. For the remaining boats at the existing marina, the Town of Bristol maintains a pump out station at the nearby Rockwell dock facility.

i. Marinas with more than 200 vessels are not applicable to this project.

j. It is presumed that documentation for compliance with fire code would not be required for this project, but can be submitted if requested by the CRMC.

k. Existing electrical and water services will be utilized for connection to the vessel.

l. Parking requirements are not applicable for this project as the existing marina serves only visiting (transit) vessels and the proposed pool boat serves only hotel guest.

m.,n. Regarding repairs, minor repair requirements for the marina are being and will be adhered to. For any repairs requiring heavy machinery, the CRMC would be notified as required.

o.,p. The proposed expansion of the MPL would be consistent with the existing MPL. It would be just shy of the property line extension so as to encompass the in-water structures. All corners of the MPL are designated by State Plane Coordinates. Only the existing portion of the MPL would have the potential for vessel berthed outside of the MPL. The proposed additional vessel would be berthed entirely within the expanded MPL.

q. As the proposed expansion would be greater than 25% of existing, a Category B application is required.

r.,s. As this project is for addition of just a single vessel, the existing O&M plan, originally submitted for the existing marina, would be unchanged and should be considered to be sufficient for the proposed expansion.

t. The existing marina does not have a "Clean Marina" certification.

u. Mooring areas are not applicable to this project.



v.,w.,x. For reasons already explained herein, pumpout facilities are not applicable to this marina.

y. As the proposed expansion would be away from any channel or mooring field, this item is not applicable.

z. Floating docks are not applicable to this project.

aa., bb. The facility meets the definition of (#79) of a “limited marina”. Therefore, it is not required to provide ADA access. However, regarding the proposed pool boat, if a hotel guest requires accessibility to this vessel, hotel staff will be able to accommodate the guest for access.

The remaining items under this section are not applicable to this project.

Section 1.3.1 F: Treatment of Sewage and Stormwater.

General

The proposed vessel does not have a sewage holding tank and therefore this item is not applicable to this application. The Town of Bristol had a pump out station at the nearby Rockwell dock and the original marina was permitted with this in consideration.

Section 1.3.1 G: Shoreline Protection.

General

The Applicant submits that this item is not applicable to this project. The project will not require the construction of any new shoreline protection features and will not interfere with any existing shoreline protection.

Section 1.3.1 R: Submerged Aquatic Vegetation and Aquatic Habitats of Particular Concern.

General

The bathymetric survey was conducted at low tide and the bottom was visible during the survey. No eelgrass or other Submerged Aquatic Vegetation (SAV) was found in the area of the proposed structure. Also, in general, SAVs are not found in the upper reaches of the bay or rivers.

Section 1.3.6: Protection and Enhancement of Public Access to the Shore.



General

As previously mentioned, the property has designated the perimeter of the deck area along the shoreline as a public access way. This was per agreement with the Town of Bristol during the original approval process for the complex. It should also be noted that the general public has access to the entire complex area.

CONCLUSION

As outlined herein, the fact that this vessel is to be a registered boat eliminates any alternate definition as a commercial structure/deck. This vessel will be used for recreational purposes, so this project is for berthing of a recreational craft. As is evidenced by his affidavit, the Bristol Harbor Master agrees with this interpretation.

The Bristol Harbor Inn is a water enhanced business that relies on the water aspect of the property to bring in the public. The proposed pool boat amenity would add to the diversity of the water related uses and meet the Council's goal to promote and maintain water related uses for this waterfront area. The boat will promote access and enjoyment of the water aspect of the property for hotel guests, benefiting the public. As per the Town Administrator's letter, the Town of Bristol, is in support of the project.

No floating dock is proposed to dock this vessel, so the in-water berthing structures are minimal. Unlike the existing deck (which is partially over water) that is used for events, the boat is not a "deck associated with a commercial property."

The project plans show that the berthing of the proposed vessel cannot be accomplished within the existing marina configuration. The applicant proposes to expand the Marina Perimeter Limit (MPL) for the berthing facility for the proposed vessel as is appropriate for such recreational craft. The size of the marina expansion required to encompass the berthing structures is due to particular site conditions and the fact that the existing marina is relatively small to begin with. The proposed vessel requires a berthing system designed for stability to minimize movement, and a still water area to mitigate wave action that might subject the vessel to movement. The area to be utilized is an area that is not currently used for other purposes.

The boat cannot be moored within the existing Marina Perimeter Limit, and there are no viable alternatives for a swimming amenity at this location either in water, on land, or on within the existing deck area. The proposed additional berthing piles, access ramp, and wave fence are the minimum necessary for the project, and will not detrimentally impact the aquatic habitat, use of the waterway, or public access to the shoreline. The project does not otherwise present any significant adverse effects to Rhode Island's coastal resources.



CATEGORY "B" REQUIREMENTS
PROPOSED MARINA EXPANSION
At 267 THAMES STREET, BRISTOL

For
TSL, LLC
244 GANO STREET
PROVIDENCE, RI

Prepared By
Ron Blanchard, P.E.

PROJECT DESCRIPTION

The project consists of the addition of transient dock space for use by the general public. Funding for the project is being provided by RIDEM. Expansion of the existing marina perimeter is required for the project.

1.3.1 In Tidal And Coastal Pond Waters, On Shoreline Features And Their Contiguous Areas

A. Category B Requirements

1. The following details Category B Requirements.

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

The hotel at the property does not have a pool for its guests to enjoy and there is no land area available to install a pool. The pool boat would provide this amenity for hotel guests, that are tourists to the area.

b. *Demonstrate that all applicable local zoning ordinances, building codes, flood hazard standards, safety codes, fire codes, and environmental requirements have or will be met;, etc.*

As the project is to simply berth a single additional vessel at an existing marina, and to expand the existing marina to accommodate minimal berthing structures, it is exempt from local codes. The project would not have any negative environmental impacts however, the marina expansion does require a Water Quality certification which would be part of the permit process.



Regarding the referenced sections of the CRMP, the applicable sections have been addressed in detail in the Coastal Resources Management Council Requirements narrative.

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

The proposed activity would take place within CRMC Type 5 waters in Bristol Harbor. The proposed expansion of the existing marina is the minimum necessary to accommodate berthing of the additional single vessel. The area to be used is an area between the existing marina floating docks and a public boardwalk along the shore. This area is within the riparian rights of the subject property. The vessel occupies 704 sf (16'x44'). The vessel does not require any floating docks, but instead is berthed simply with 5 pilings and an access ramp going directly to the deck of the boat.

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 wave fence is only approximately 30' in width and includes pile spacing of 2"-3". The wave fence is perpendicular to the tide flow and is proposed to mitigate wave action from the southerly summer wind direction. The purpose of the wave fence is to create a still water area for the pool boat. With pile spacing set to still allow flow through of water and the fact that the wave fence is relatively small, it would not have any significant impact on the erosion and/or deposition process.

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

There are no known Submerged Aquatic Vegetation (SAV) beds within Bristol Harbor and conditions within the harbor are not conducive to the growth of SAVs. There are no floating docks associated with this project. Although the boat would be in place on a seasonal basis and remain in place during the season, it would be no different than if floating docks were installed. The waters in which the boat docking is proposed provide approximately 4-7' of water depth at low tide. The boat takes up just 704sf of area. Therefore, although the boat will create some "shading" of finfish habitat, the amount of any shading would not be significant.

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.

Berthing of the proposed vessel would take place in an area of waters that are not currently used for other purposes. With the vessel in place, guests of the

existing hotel, that are mostly tourists, would be able to realize more enjoyment of the water aspect of the property. Therefore, public access for use of tidal waters would be enhanced by the project. The project would otherwise not interfere with existing public access along the shoreline via the existing boardwalk along the perimeter of the waterside of the property.

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

Some very localized turbidity may result from the pile driving operations however, any turbidity or sediment disturbance would be minimal, temporary and short term. As outlined under item d. above, the proposed wave fence is a very small section measuring approximately just 30' in width where pilings would be spaced 2"-3" inches apart. The spacing would still allow through flow for circulation and flushing. Therefore, the wave fence would have no significant effect on tidal flow, water circulation, or flushing.

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

The current water quality at the site location is rated as SB1 by DEM Division of Water Resources. The water quality standards for this rating are described in the RIDEM Water Quality Regulations, and include shellfish harvesting and primary and secondary recreational contact. There is no shell fishing or fin fishing that occurs in the area of the proposed project. There is also no swimming that occurs in the area. The project does not propose any upland development or improvements and therefore no changes in stormwater runoff would be associated with any aspect of the project. The existing marina already has an Operations and Maintenance Plan in place to address non-point source pollution from handling of boat related products. Continued implementation of this plan will assure that water quality is not degraded

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

The project will take place entirely within tidal waters, in an area that is already used for boating purposes. No upland site disturbance is proposed as part of the project. The original development project for the property was reviewed by the state historic preservation office and certain upland structures were preserved as was agreed and/or required. The existing marina was also reviewed, where it was determined that the in-water area was of no archaeological significance. The project will therefore have no effect on any historic or archaeological properties or areas.

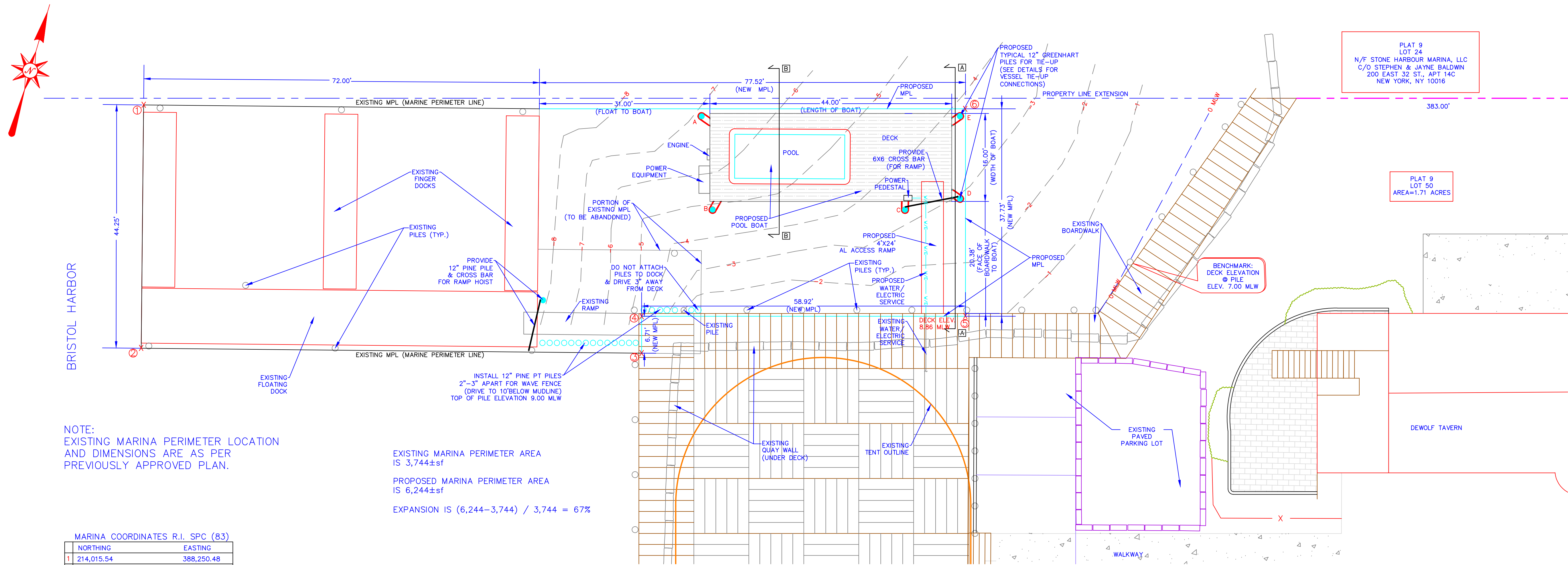
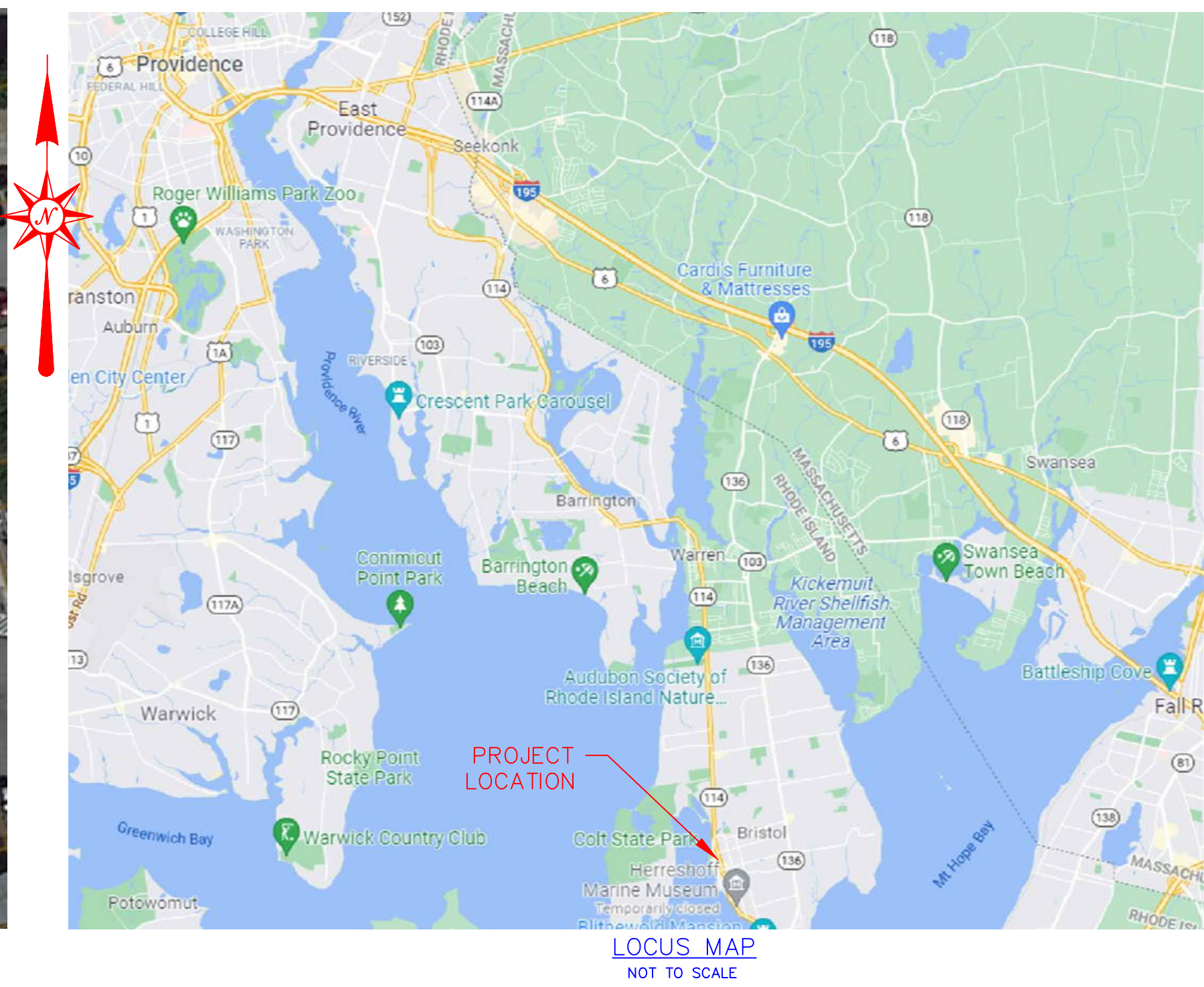
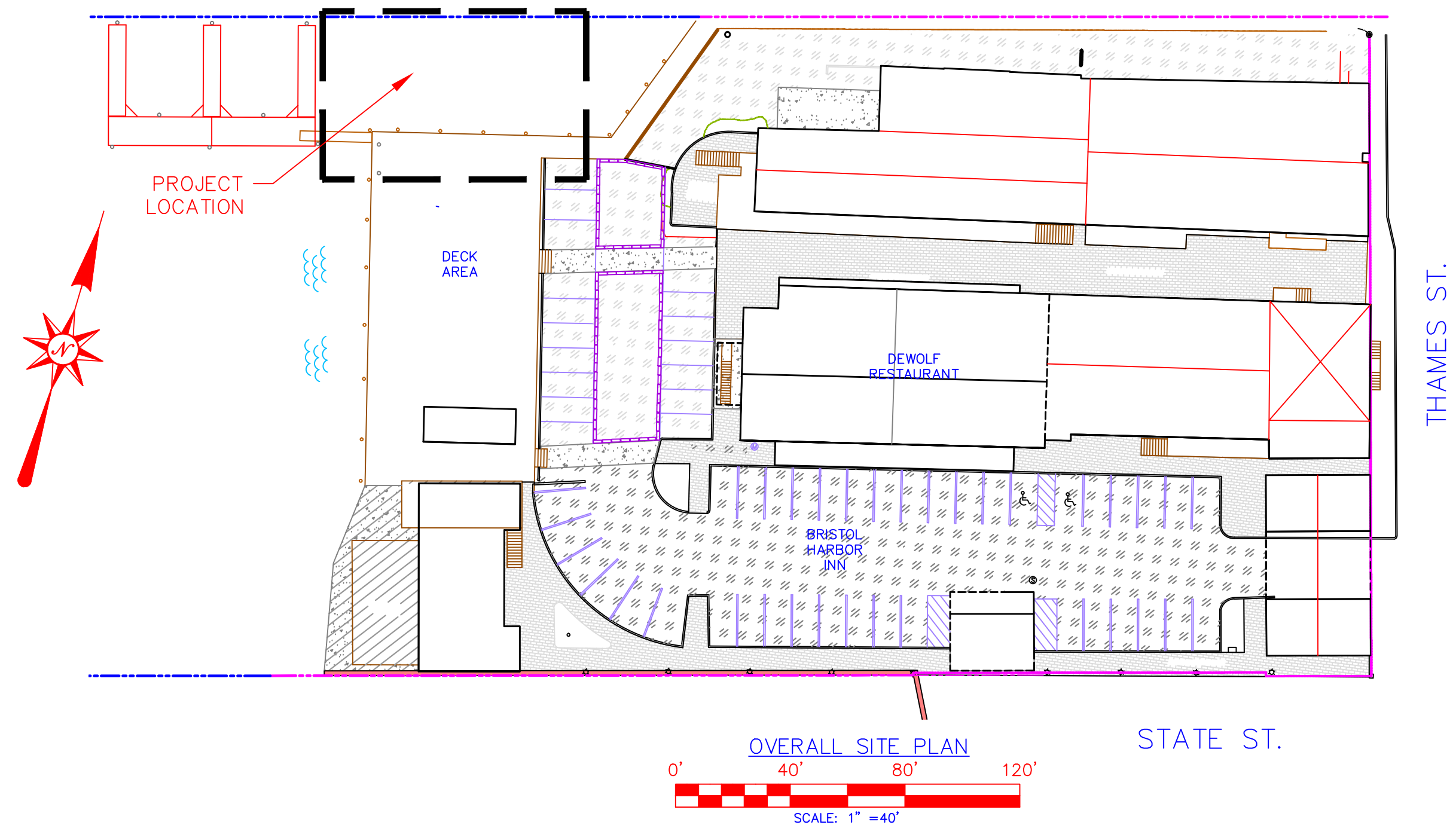
j. *Demonstrate that the alteration or activity will not result in significant conflicts with water dependent uses and activities such as recreational boating, fishing, swimming, navigation, and commerce.*

The area to be used for the vessel location is not currently used for other purposes. Fishing and swimming do not occur in this area and the area is away from the navigation channel. The area is used exclusively for recreational boating, and so the proposed marina expansion would be consistent with this purpose.

k. *Demonstrate that measures have been taken to minimize any adverse scenic impacts.*

This particular boat is of very low profile with no superstructure. Thus, views of the water will be maintained as they are now with boats docked at the existing facility. Views across the harbor will also be preserved, by maintaining the area along the waterfront in the same character that already exists. No buildings or other obstructions to water views are proposed. The project will thus not result in any adverse impacts to the scenic quality of the area.





NOTE:
EXISTING MARINA PERIMETER LOCATION
AND DIMENSIONS ARE AS PER
PREVIOUSLY APPROVED PLAN.

EXISTING MARINA PERIMETER AREA
IS 3,744±sf
PROPOSED MARINA PERIMETER AREA
IS 6,244±sf
EXPANSION IS (6,244-3,744) / 3,744 = 67%

MARINA COORDINATES R.I. SPC (83)	
NORTHING	EASTING
1 214,015.54	388,250.48
2 213,972.46	388,260.63
3 213,992.45	388,349.56
4 214,000.27	388,347.21
5 214,014.34	388,404.39
6 214,049.83	388,396.02

NOTE:
POOL BOAT VESSEL SHALL BE SEASONAL
ONLY AND SHALL BE TAKEN OUT OF
WATER IN OFF SEASON. ALSO, IN THE
EVENT OF ANY ANTICIPATED SIGNIFICANT
STORM VESSEL SHALL ALSO BE TAKEN
OUT OF THE WATER.

DATUM:
REFERENCE DATUM IS
MEAN LOW WATER



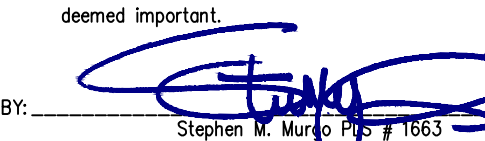
PROJECT ADDRESS:
267 THAMES ST.
BRISTOL, RI 02809

OWNER INFO:
TSL, LLC
244 GANO ST.
PROVIDENCE, RI 02906

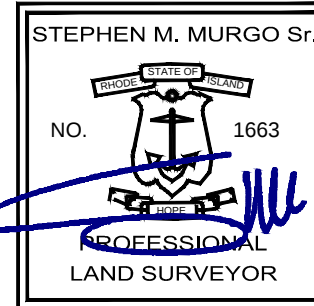
CERTIFICATION:

This survey has been conducted and the plan has been prepared pursuant to Section 9 of the Rules and Regulations adopted by the Rhode Island State Board of Registration for Professional Land Surveyors on Jan 1st, 2016, as follows:

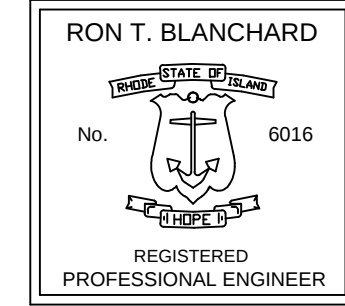
- (a) Type of Boundary Survey
Comprehensive Boundary Survey
- (b) The purpose of the Survey and Plan is to show property line information and the location of structures and other features deemed important.

BY: 
Stephen M. Murgo PLS # 1663
C.O.A. LS A33

Measurement Specification



DISCLAIMER:
THIS SITE PLAN IS THE RESULT OF A
LIMITED TOPOGRAPHIC SURVEY BY S.E.I.
NORTHERLY PROPERTY LINE AND
COORDINATES ESTABLISHED BY
SURVEYOR.



MARINA EXPANSION PLAN FOR POOL BOAT DOCKING FACILITY 267 THAMES ST. PLAT 9, LOT 50

SEI
SITE ENGINEERING INC.
CIVIL • COASTAL • STRUCTURAL

75 WOOD STREET
BRISTOL, RI 02809
PHONE: (401) 253-8231

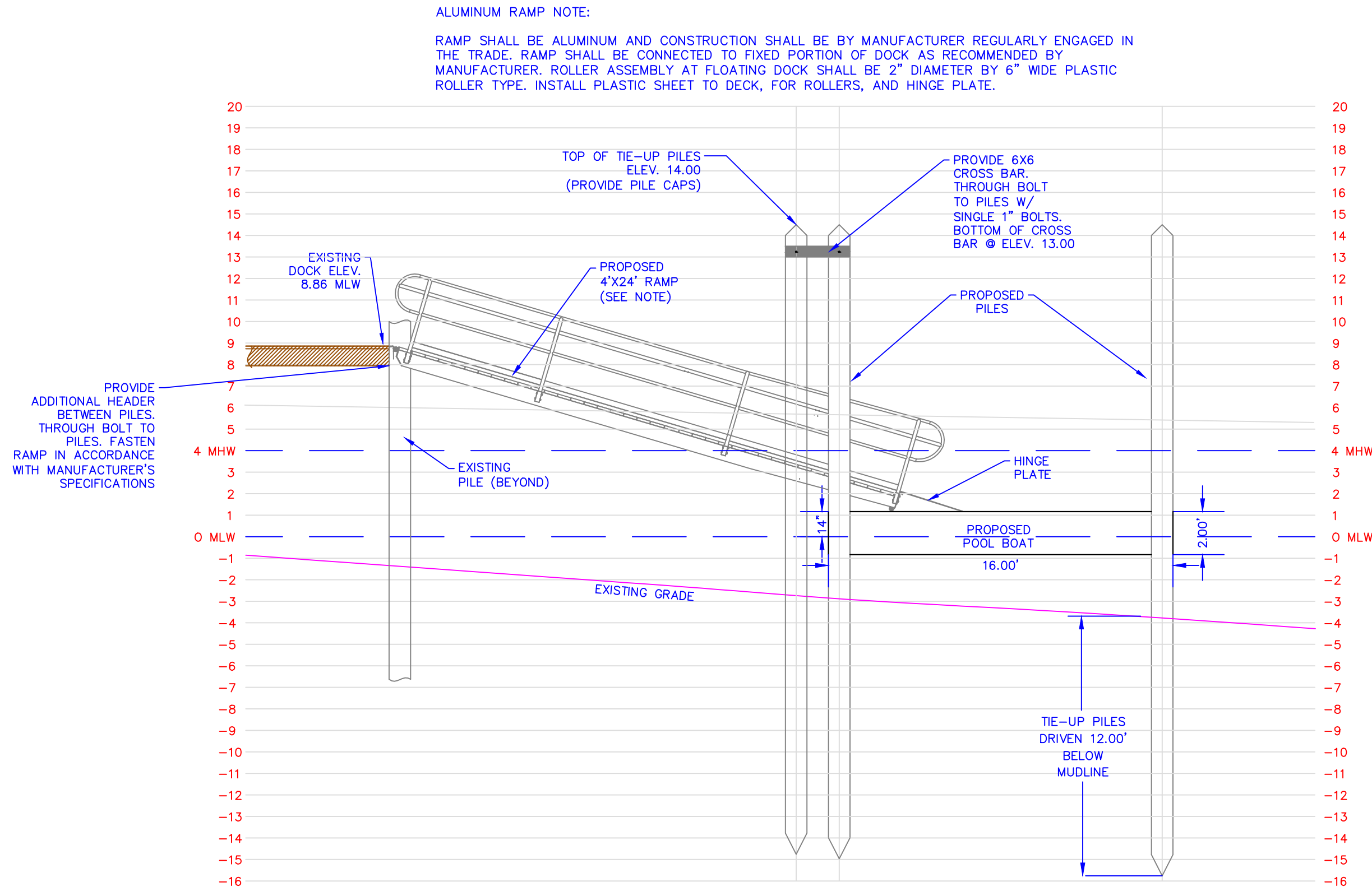
RHODE ISLAND

BRISTOL,

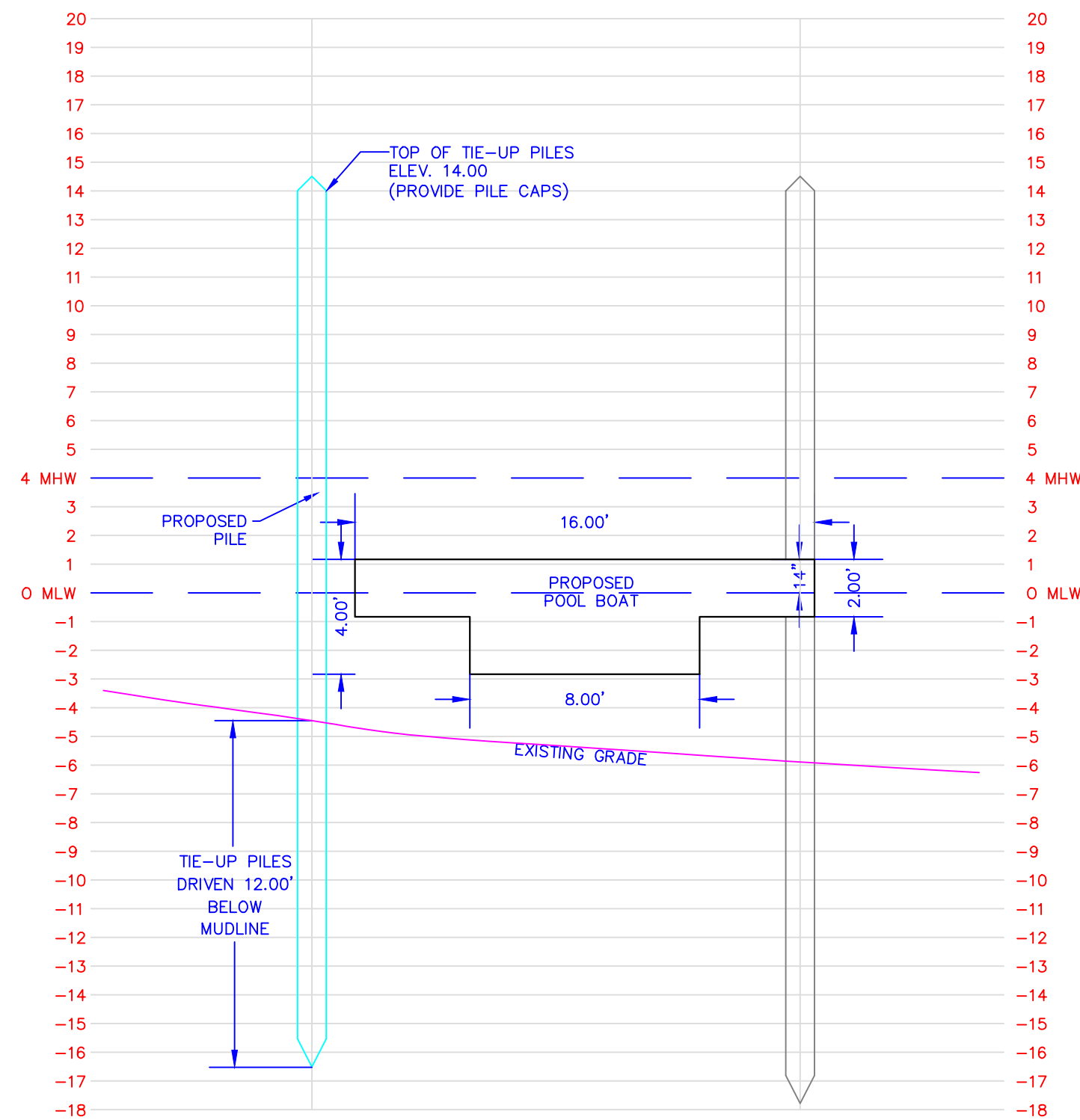
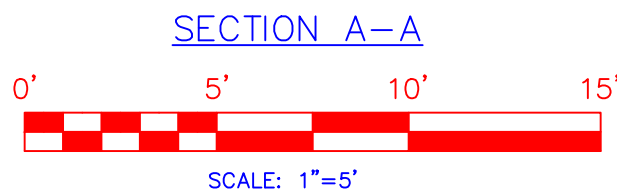
SCALE: AS NOTED
SHEET: 1 OF 2

SP-1

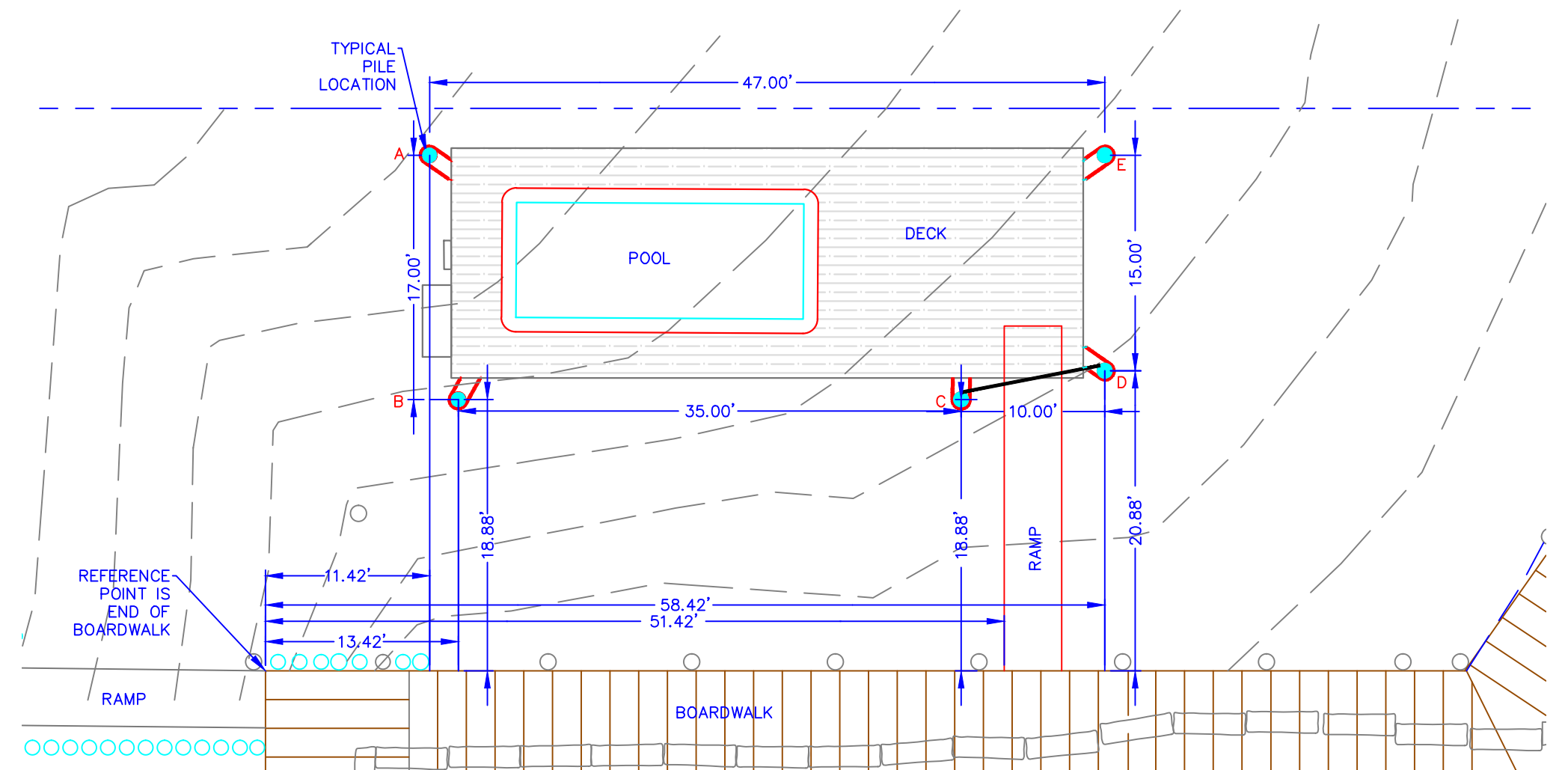
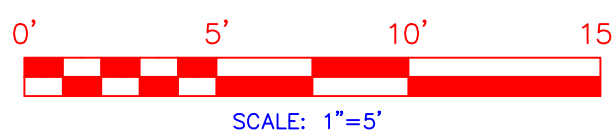
REVISIONS	SYMBOL	DESCRIPTION	DATE	APP'D
001		REVISED TO SHOW PROPOSED BOAT LAYOUT	1/19/22	
002		REVISED PER DISCUSSION WITH BOAT BUILDER	7/13/22	
003		REVISED TO SHOW PROPOSED SURVEY	3/25/22	
004		MINOR REVISIONS	3/25/22	
005		FINAL REVISIONS FOR SUBMISSION	4/13/22	
006		MINOR REVISIONS	4/13/22	
007		ADD SURVEYOR'S CERTIFICATION	5/3/22	



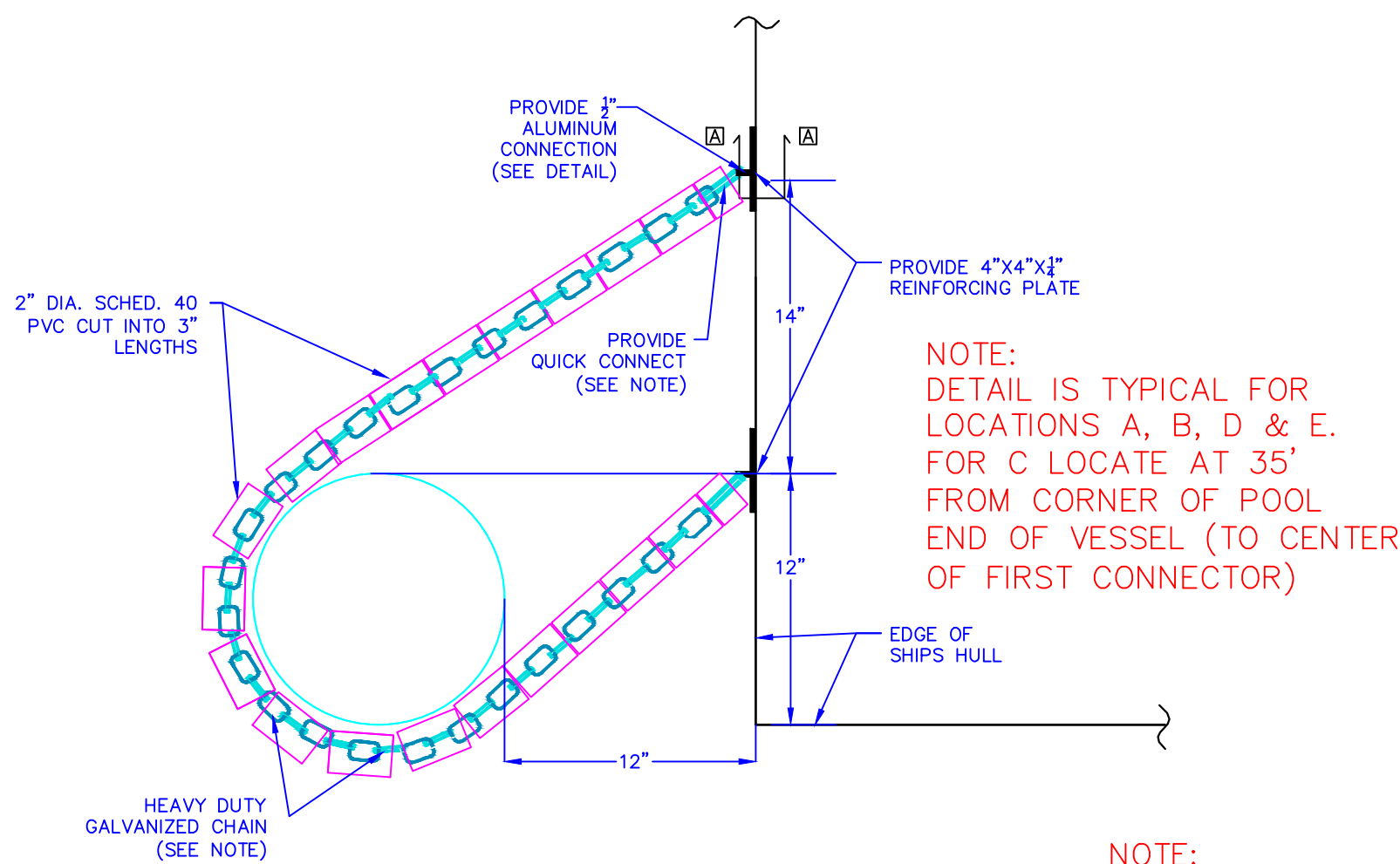
NOTE:
ALL TIE-UP PILES SHALL BE
12" GREENHART PILES
DRIVEN 12' BELOW MUDLINE.



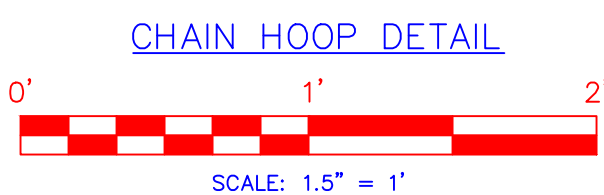
SECTION B-B



ALL MEASUREMENTS TO PILES ARE TO CENTER.
PILES ARE LOCATED TO PREVENT MOVEMENT
OF VESSEL. TENSION CHAIN TO MINIMIZE MOVEMENT.

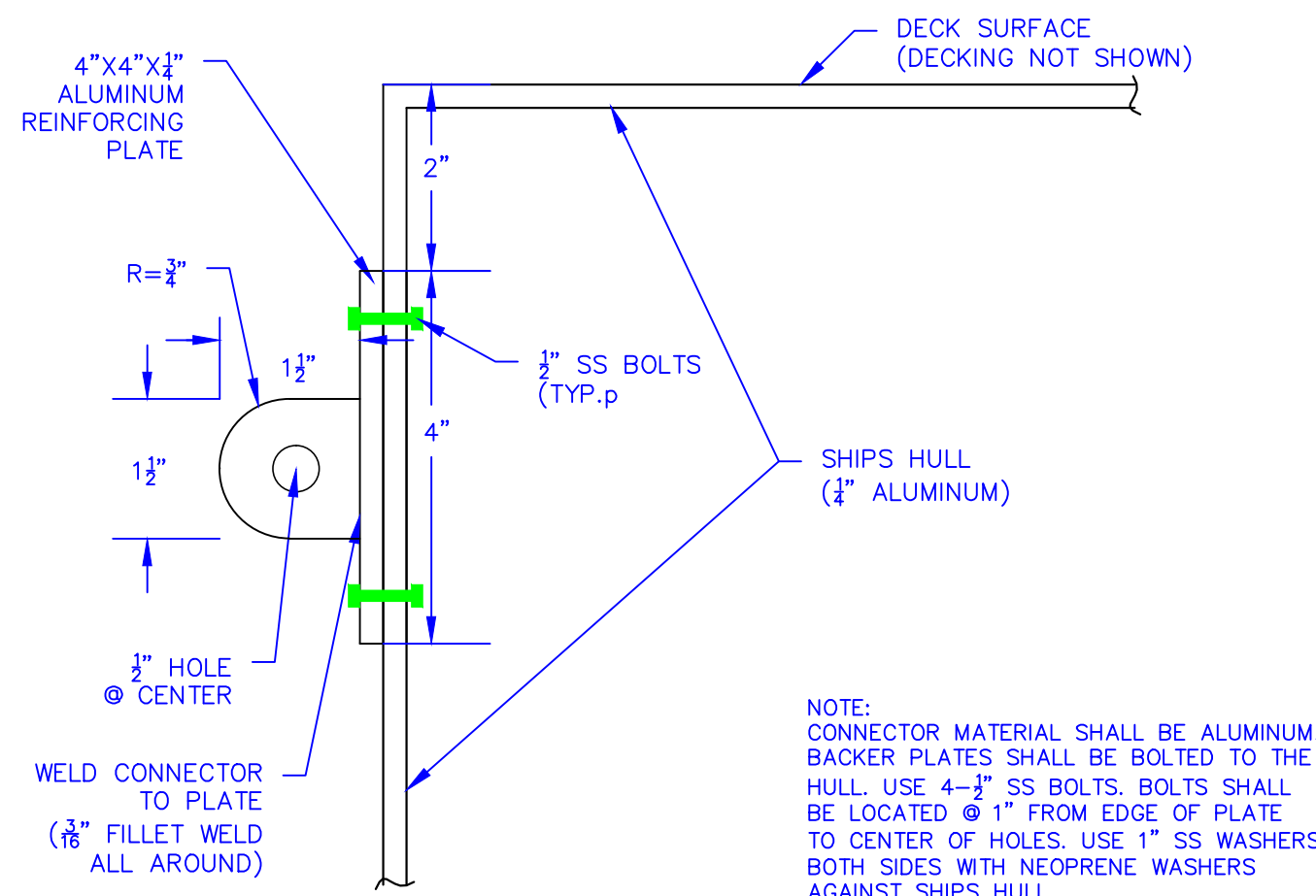


NOTE:
SHIP BUILDER TO FABRICATE
AND INSTALL CONNECTIONS.

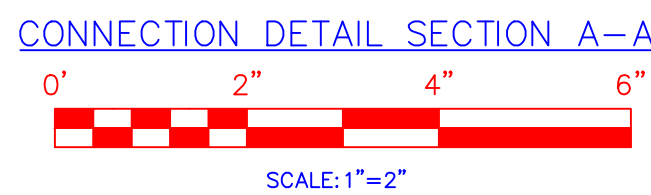


CHAIN SHALL BE HOT DIPPED GALVANIZED
3/8" GRADE 43 RATED FOR 2,600 LB WORKING LOAD.
(REFER TO TULSACHAIN.COM) GO TO "MARINE CHAIN"
WINDLASS GRADE 43

QUICK CONNECT SHALL BE 3/4" DIA. ZINC PLATED
WITH 2,200 LB LOAD LIMIT, MSC PART # 67785584

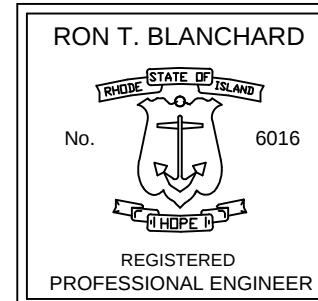


NOTE:
CONNECTOR MATERIAL SHALL BE ALUMINUM.
BACKER PLATES SHALL BE BOLTED TO THE
HULL. USE 4-3/8" SS BOLTS. BOLTS SHALL
BE LOCATED 6" FROM EDGE OF PLATE
TO CENTER OF HOLES. USE 1" SS WASHERS
BOTH SIDES WITH NEOPRENE WASHERS
AGAINST SHIPS HULL.



PROJECT ADDRESS:
267 THAMES ST.
BRISTOL, RI 02809

OWNER INFO:
TSL, LLC
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PROVIDENCE, RI 02906



MARINA EXPANSION PLAN
POOL BOAT PROFILE & DETAILS
267 THAMES ST.
PLAT 9, LOT 50

SEI
SITE ENGINEERING INC.
CIVIL • COASTAL • STRUCTURAL

75 WOOD STREET
BRISTOL, RI 02809
PHONE: (401) 253-8231

RHODE ISLAND

BRISTOL,

SCALE: AS NOTED

SHEET: 2 OF 2

SP-2

RECEIVED
8/23/2023
COASTAL RESOURCES
MANAGEMENT COUNCIL

DATUM:
REFERENCE DATUM IS
MEAN LOW WATER