

CRMC DECISION WORKSHEET

2025-06-026

Rhode Island Department of Environmental Management

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

APPLICATION INFORMATION						
File Number	Town	Project Location		Category	Special Exception	Variance
2025-06-026	Tiverton	169 Riverside Dr.		B	☐	☐
		Plat	303			
		Owner Name and Address				
Date Accepted	6/13/2025	Department of Environmental Management		Work at or Below MHW		☒
Date Completed	10/22/2025	235 Promenade St. Providence, RI 02908		Lease Required		☐

PROJECT DESCRIPTION

The applicant requests assent to repair existing infrastructure at the former Chase Marina and establish a commercial marina facility. As part of this application, the existing Marina Perimeter Limit (MPL) has a slight expansion to the south and west in an effort to maintain safe fairway distances and navigation within the facility. The proposed slip count increases by one vessel from sixteen (16) total vessels to seventeen (17) total vessels. New docks and piles are proposed to be installed within the revised MPL. Additionally the project involves filling in tidal waters at an existing derelict marine railway basin.

KEY PROGRAMMATIC ISSUES

Coastal Feature: Manmade Shoreline / Bulkhead

Water Type: Type 3, High Intensity Boating

Red Book: 1.2.1(D), 1.2.2(F), 1.3.1(A), 1.3.1(B), 1.3.1(J), 1.3.1(C), 1.3.1(D), 1.3.6

SAMP: N/A

Variances and/or Special Exception Details:

Not applicable

Additional Comments and/or Council Requirements:

Please see Staff Report for comments and Staff recommendations

Specific Staff Stipulations (beyond Standard stipulations):

If approved, additional stipulations shall be required as outlined in the Staff Report.

STAFF RECOMMENDATION(S)

Engineer EMS Recommendation: Approval
Biologist _____ Recommendation: _____

Engineering Supervisor Sign-Off _____ date 10/23/25
Executive Director Sign-Off _____ date _____

Supervising Biologist Sign-off _____ date 10/22/25
Staff Sign off on Hearing Packet (Eng/Bio) _____ date _____



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

DATE: October 22, 2025
TO: Jeffrey M. Willis, Executive Director
FROM: Mason Sherman, Marine Infrastructure & Dredging Coordinator

Applicant's Name:	Department of Environmental Mangement
CRMC File Number:	2025-06-026
Project:	Repair existing infrastructure, revise existing MPL, establish a commercial marina facility.
Location:	169 Riverside Drive; Tiverton: Plat(s): 303; Lot(s): 126, 127, 128
Water Type/Name:	3 – High Intensity Boating / Sakonnet River
Coastal Feature:	Manmade Shoreline/Bulkhead
Plans Reviewed:	“Chase Marina”, Sheets 1 to 15, by GZA Geoenvironmental Inc., stamped by Matthew J. Page, P.E. (No. 9448), and dated August 2025.

INTRODUCTION:

The applicant requests assent to repair existing infrastructure at the former Chase Marina and establish a commercial marina facility. As part of this application, the existing Marina Perimeter Limit (MPL) has a slight expansion to the south and west in an effort to maintain safe fairway distances and navigation within the facility. The proposed slip count increases by one vessel from sixteen (16) total vessels to seventeen (17) total vessels. New docks and piles are proposed to be installed within the revised MPL.

Another scope of the project involves filling in tidal waters at an existing derelict marine railway basin to add additional parking spaces for marina patrons and reinforce the shoreline. Additional work to be included: repairs/filling of rip rap slopes, installation of a sheet pile bulkhead, and construction of timber walkways and docks, and reinforcement of existing granite block walls.

Signed: _____ Staff Biologist
Signed: E. Mason Sherman Staff Engineer

CRMC HISTORY:

The applicant claims the original Chase Marina Facility was constructed prior to 1939. Aerial photos dating back to 1939 are blurred, but it is clear that the building structure is in place and the old marine railway may also be in use. The 1997 aerials clearly show the facility being utilized as a marina with docks laid out in a similar manner to what the applicant is proposing. In addition, based on historic CRMC assents, this facility was utilized as a marina dating back to at least 1988. This location was purchased by the State and utilized as a laydown yard for construction of the new Sakonnet River Bridge.

File Number	Description	Owner	Category - Status
2025-06-026	Establish Commercial Facility	RIDEM	Current Application
2025-01-001	Borings and Pile Removal	RIDEM	M – Approved
2021-02-096	Install Cap on Property	RIDOT	M – Approved
2005-02-086	Reconfigure Marina	Francis Chase	A – Approved
1999-04-031	Repair Existing Loading Dock	Francis Chase	F – Approved
1988-03-049	Renovations and New SDS	Francis Chase	A – Approved
1988-03-029	Maintenance, Dredging, Filling	Francis Chase	B – Approved
1985-03-071	Replace Pile In Kind	T. Brian Jandrigan	A – Approved
1985-03-070	Addition to Building	William Higginbottom	A – Approved
1977-08-019	One-Story Addition to Building	Tiverton Machine/Welding	A – Approved

COMMENTS ON APPLICATION/APPLICABLE POLICIES, STANDARDS & ETC:

SECTION	TITLE	SUMMARY
1.2.1(D)	Type 3 Waters - High Intensity Boating – Sakonnet River	The priority use for this water type is to maintain and expand recreational boating and enhance water dependent businesses. With new areas for marinas being limited, the Council supports recycling of already altered sites. While the applicant is proposing a commercial marina/facility, they are utilizing an already altered site to enhance water dependent businesses. The proposed commercial marina does not directly add recreational slips but does enhance water dependent businesses in the area by providing slips for the State's commercial fishing fleet. They will also allow slips for charter fishing vessels if commercial slips become vacant. In addition the applicant is providing a pump out location for a Tiverton operated pump out vessel which would service recreational moorings and transient vessels.
1.2.2(F)	Manmade Shorelines	As previously mentioned, historic aerials indicate this location has been developed with shoreline protection structures and other alterations dating back to 1939 or earlier. The applicant's proposal supports the Council's goals of maintaining existing structures and preventing the accumulation

Signed: _____

Staff Biologist

Signed: cms _____

Staff Engineer

		of debris along shore by cleaning up the currently inactive and deteriorating facility.
1.3.1(A)	Category B Requirements	
(1)(a)	Demonstrate Need	This facility has historically been utilized as a marina but is not fit for this use, or any other use for that matter, in it's current condition. This is evident by GZA's 2021 Property Condition Assessment as well as site inspections by CRMC. Restoring this facility would provide berthing and job opportunities for the State's fishing industry.
(1)(b)	Zoning and Building Codes	Any necessary codes and local permits shall be followed and/or applied for. CRMC Building Official Sign-Off Form was provided and indicates the applicant has been working to obtain the required RISBC permits. USACE and RIDEM permits have been applied for concurrently.
(1)(c)	Coastal Water Boundaries	The proposed work is adjacent to the Sakonnet River. Length of work along the shoreline is approximately 700 linear feet which wraps around the existing structures. With the exception of filling the derelict marine railway basin and improvements to shoreline protection, impacts on the landside portion of the facility are minimal and remain close to existing.
(1)(d)	Erosion	The proposed repairs will improve and stabilize the existing shoreline protection thus minimizing future risk of erosion or deposition into the adjacent waterway post construction. During construction there is anticipated to be some level of deposition on land as a result of the filling and grading as well as turbidity within the water column. The applicant has provided plans which include sufficient controls (turbidity curtains and silt/sediment filter socks) around the work area extents to minimize impacts throughout construction.
(1)(e)	Plant and Animal Diversity	With this facility most recently being utilized as a laydown area for the Sakonnet River Bridge project and prior to that being a marina with close to the same MPL as currently proposed, no significant negative impacts to plant or animal life are anticipated. Based on the RIGIS SAV Mapping tool, no SAV is present in the area.
(1)(f)	Public Access	The facility's current state prohibits any kind of public access to this location. The proposed repairs and improvements will correct this and allow use of this section of the Sakonnet River. There is an existing CRMC ROW and public boat launch to the

Signed: _____

Staff Biologist

Signed: EMS

Signed: _____

Staff Engineer

		north. These public access areas will be unimpeded by the applicant's proposal. In addition, more parking will be created at the facility for marina patrons. This will free up space at the boat ramp and boat ramp parking with marina tenants storing their vessels in marina slips rather than launching at the boat ramp.
(1)(g)	Water Circulation, Flushing, Turbidity, & Sedimentation	With the exception of a small amount of turbidity expected during shoreline protection improvements and driving new piles, there is no expected long term impacts to Water Circulation, Flushing, Turbidity, or Sedimentation. As previously mentioned, turbidity curtains will be installed throughout construction to minimize impacts.
(1)(h)	Water Quality	As mentioned above, no anticipated long term impacts to water quality. An RIDEM Water Quality Cert is being applied for concurrently and will further address additional water quality concerns.
(1)(i)	Historic and Archaeological Significance	HPHC letter of no effect received on 7/11/2025.
(1)(j)	Water Dependent Uses	The proposed commercial marina does not directly add recreational slips but does enhance water dependent businesses in the area by providing slips for the State's commercial fishing fleet. They will also allow slips for charter fishing vessels if commercial slips become vacant. In addition the applicant is providing a pump out location for a Tiverton operated pump out vessel which would service recreational moorings and transient vessels. Staff believes the applicant is demonstrating this facility will improve recreational boating while also expanding opportunities for commercial fishermen.
(1)(k)	Scenic Impact	The proposed project should enhance the waterfront value of this location by transforming a currently derelict facility into a useable and fully functioning facility.
1.3.1(B)	Filling, Removing, or Grading of Shoreline Features	Proposed fill is an estimated total of 2025 square feet which is less than the 5000 sqft threshold requiring an approved erosion and sediment control plan. This being said, the applicant has included plans for erosion and sediment control in their drawings and narrative. The fill area is comprised of a derelict, unused, marine railway basin and filling of existing rip rap slope behind the proposed bulkhead. Proposed fill within tidal waters is a total of 260 CY. The quantity of fill is less than

Signed: _____

Staff Biologist

Signed: EMS _____

Staff Engineer

		10,000 CY, the area is less than two acres, and the affected area is not a historic area of concern per HPHC's letter of no effect. This being said, the fill activities do not need to be reviewed at the CAT B level. The fill area within the basin shall be utilized to square off the parking area and provide additional parking spaces for the facility to help meet CRMC's marina parking requirements.
1.3.1(J)	Filling In Tidal Waters	It is Council policy that filling may be permitted where necessary for an approved bulkheading project. The applicant is proposing a bulkhead to be installed at the base of existing riprap revetment. With the bulkhead being at the base of this revetment the proposed filling is considered by Staff to be the minimum necessary. The bulkhead will be utilized to contain and support filling of the old railway basin and the proposed parking lot for the marina.
1.3.1(C)	Residential, Commercial, Industrial, and Recreational Structures	
(1)	Policies	A Public Access Plan drawing was provided by the applicant which highlights the adjacent public boat ramp, CRMC ROW T-5, Public Fishing Pier, and designated parking for the marina. There is an existing approved MPL for this facility per CRMC Assent 2005-02-086. Although this facility will be utilized as a commercial marina, the applicant is proposing to keep this MPL, rather than an SPL with a modest expansion to the south and west in an effort to maintain safe fairways within the marina floating dock arrangement.
(2)	Prerequisites	CRMC building official sign-off was provided indicating a building permit will be required and the applicant is working with the building official to obtain said permits.
(3)	Prohibitions	The proposal is not prohibited by any parts of this section.
(4)	Standards	The design of this facility was performed and stamped by a registered professional engineer. An MPL is already established and the applicant wishes to keep this general MPL with modest expansion to the south and west. A condition assessment was conducted by GZA in November of 2021 to assess existing conditions and develop their proposed plans for repairing and maintaining the facility.

Signed: _____

Staff Biologist

Signed: EMS _____

Staff Engineer

(6)	Flood Zone Construction	As required, the CRMC State Building Code Sign-Off sheet was completed and submitted with the application.
(7)	Construction in Flood Hazard Zones	As specified, ASTM standards will be followed as applicable.
1.3.1(D)	Recreational Boating Facilities	
(2)	Marina Policies	
(a)	Use of Space	There have been buildings and shoreline protections in place at this location dating back to 1939 based on historic aerial photos and the primary use of a marina dating back to at least 1988 based on historic aerials and permits, with marina use up until around 2008. The applicant intends to bring this marina back to a similar configuration and fill an old unused railway basin to increase parking in the area.
(b)(1,2,&3)	Appropriateness of Facility, Structure, and Potential Impacts	This is not technically a new marina due to the existing permitted MPL, and not a significant expansion by definition, so a PD was not required by the CRMC regs, however, the application was reviewed preliminarily with comments and additional information requirements sent to the applicant. A pre application meeting/site visit was performed in early 2025. This facility is appropriate for the area given its prior use in a similar capacity to what the applicant is proposing as well as other marina facilities being located in this general area of the Sakonnet River. Additionally, negative impacts of the proposed facility to public trust resources are anticipated to be minimal based on historic use of this location.
(b)(4)	Navigation Impacts	There will be a small expansion of the MPL (approx. 11 feet) to the west but the overall configuration of the facility remains close to existing and what the facility has been historically used for. Adequate distance from the nearest mooring field and channel is maintained. No negative navigation impacts are anticipated.
(b)(5)	Scenic Impacts	The current facility has remained fairly derelict since completion of the Sakonnet River bridge. The applicant's proposal should improve scenic value by maintaining and existing facility and business.
(b)(6&7)	Vessel Density Impacts	While it has been close to 20 years, this facility did at one time operate as a marina. The applicant's goal is to restore the facility to serve a similar purpose. The applicant has demonstrated a need for this type of facility, serving mainly commercial

Signed: _____

Staff Biologist

Signed: SM _____

Staff Engineer

		vessels, in this location. They have also arranged the layout to accommodate the average vessel size currently utilizing the Sakonnet River. As such, no negative vessel density impacts are anticipated.
(b)(8&9)	Public Impacts	As previously mentioned, a public access plan drawing was provided which highlights an existing CRMC ROW, public boat ramp, and fishing pier to the north which will remain unimpeded due to this project. As noted by the applicant, some of their expected tenants currently utilize the public boat ramp and associated parking. With those tenants now utilizing the marina, it will free up space for the general public to utilize these resources and ultimately improve public access.
(b)(10)	Extension over Submerged Land	The floating docks are required to extend over submerged land to accomplish their purpose. The proposed MPL and dock expansion to what was historically approved is modest and helps to maintain adequate fairways and safe navigation.
(c)	Marina Expansion within MPL	The proposed expansion is very modest, 11' to the west and less than half of that to the south. With a slip expansion of just 1 vessel (16 slips to 17 slips) and the trend of vessels getting larger over the years, Staff believes the proposed expansion is the minimum necessary.
(d)	Water Quality	RIDEM water quality cert and USACE permits have been applied for concurrently with this CRMC application.
(e)	Public Trust	Staff feels that there is no negative impact to the public trust associated with applicant's proposal. It is Council policy to recycle already altered sites to enhance water dependent business and the applicant's proposal accomplishes this.
(f)	New or Significant Expansion	The proposed expansion is very modest, 11' to the west and less than half of that to the south. With a slip expansion of just 1 vessel (16 slips to 17 slips) and the trend of vessels getting larger over the years, Staff believes the proposed expansion is the minimum necessary.
(g)	Vessel Size Variety	Applicant's proposal accommodates vessels ranging in size from 25' to 35' which Staff feels is adequate for the intended purpose of the marina being to tend to more commercial type vessels.
(h)	Public Access	A public access plan drawing was provided.
(4)(a)	Prerequisites	Where the southern limit of the MPL makes landfall it is outside of the property line extension, however, the MPL falls in line with what was

Signed: _____

Staff Biologist

Signed: EMS _____

Staff Engineer

		historically already approved in CRMC Assent A2005-02-086.
(5)	Marina Prerequisites	
(a)	Preliminary Determination (PD)	This is not technically a new marina due to the existing permitted MPL, and not a significant expansion by definition, so a PD was not required by the CRMC regs. However, a preliminary review of the file and information request was submitted to the applicant.
(b)	Public Trust	Staff feels that there is no negative impact to the public trust associated with applicant's proposal. It is Council policy to recycle already altered sites to enhance water dependent business and the applicant's proposal accomplishes this.
(c)(1)	Storage Alternatives	The proposed wet vessel storage arrangement falls closely in line with what has been utilized in the past. There is no available space upland for dry stack storage.
(c)(2)	Additional Permits	Army Corps of Engineers and RIDEM permits have been applied for concurrently with this application.
(c)(3)	Commercial Mooring Area	No Commercial Mooring Area proposed with this application.
(c)(4)	Plan Drawing Requirements	A plan drawing outlining the proposed MPL is included. NAD83 is used and MLW and MHW are identified.
(7)	Prohibitions	
(a)	Type 1 and 2 Waters	The proposed marina is located in Type 3 waters thus, not prohibited by water type.
(b)	Type 1 Waters	The proposed marina is located in Type 3 waters thus, not prohibited by water type.
(c)	Unloading Catches	This is not a residential or limited recreational boating facility, thus unloading catches is not prohibited.
(d)	Additional Structures	Residential or limited recreational boating facilities are not applicable to this application.
(e)	Discharge	Discharge shall not be allowed at this facility.
(f)	Private Launching Ramps	Not applicable to this application.
(g)	T and L-Dock Sections	Residential or limited recreational boating facilities are not applicable to this application.
(h)	Terminal Floats	Residential or limited recreational boating facilities are not applicable to this application.
(i)	Terminal Float Area	Residential or limited recreational boating facilities are not applicable to this application.
(j)	Marine Railway	The existing marine railway basin shall be filled as part of this application, thus this section is not applicable.

Signed: _____

Staff Biologist

Signed: EMS _____

Staff Engineer

(k)	Facilities/Lot	Residential or limited recreational boating facilities are not applicable to this application.
(l)	Cribs	Residential or limited recreational boating facilities are not applicable to this application.
(8)	Standards	
(a)	Site Plans	Site plans are provided which include MLW and MHW contours.
(b)	PE Stamp	Plan drawings are stamped by an RI licensed Professional Engineer (Matthew J. Page P.E. No. 9448).
(c)	Structural Design	Structures were designed by a licensed Professional Engineer and shall be constructed in accordance with the ASCE and RI State Building Code.
(d)	Submerged Aquatic Vegetation	Per the RI SAV mapping tool there are no known SAV in this area. Additionally, with the exception of small expansions, the work is all being completed within an existing MPL.
(9)	Marina Standards	
(a)	Design for Storm Frequency	Plans were designed by a Professional Engineer and incorporate or exceed the FEMA 100-Year BFE.
(b)	Preliminary Determination (PD)	This is not technically a new marina due to the existing permitted MPL, and not a significant expansion by definition, so a PD was not required by the CRMC regs. However, a preliminary review of the file and information request was submitted to the applicant.
(c)	Impacts of Project	This facility was in operation as a marina up until the early 2000's. The applicant intends to restore the facility to what it was once used for. Any new impacts not associated with the existing facility are minimal. Proposed uses of the marina are consistent with other water dependent uses in the area.
(d)	Vessel Density	The proposed vessel density is greater than 30/acre.
(e)	Dry Stacked Vessels	Not applicable to this application.
(f)	Dock Layout	The proposed layout is similar to what has been utilized at this facility in the past with the expansion of one vessel (16 slips to 17 slips) and slight expansion of the MPL which aids in accomplishing adequate fairway widths.
(g)	Maximum Length Dock	Maximum dock lengths do not exceed 1000'.
(h&i)	Sanitary Facilities	Adequate sanitary facilities for the proposed number of vessels are present at the existing building for marina patron use. A pump out has not historically been required at this facility due to existing pump-out availability in the area.

Signed: _____

Staff Biologist

Signed: EMS _____

Staff Engineer

(j)	Fire Code	Applicant shall be responsible for following all applicable state and local codes and the building official sign-off form was included which indicates the Building Official has been notified and a permit from them will be issued/required.
(k)	Electrical Installations	Applicant shall be responsible for following all applicable state and local codes and the building official sign-off form was included which indicates the Building Official has been notified and a permit from them will be issued/required.
(l)	Parking	Policy is 1 space for every 1.5 vessels which would require 12 parking spaces for this facility. A total of 18 spaces are available and highlighted in applicant's Public Access Plan.
(m&n)	Minor Repairs and Heavy Machinery/Marina Maintenance Program	Applicant understands and will adhere to CRMC requirements for minor repairs and proper notifications for the use of heavy machinery. Standards have been implemented in the applicant's Operations and Maintenance Plan (OMP).
(o)	Marina Perimeter Limit (MPL)	The MPL is designated on the plan drawings and encompasses all in water structures. Plan drawings meet the maximum 10' off structures requirement.
(p)	Vessel Berthing	All vessels are proposed to be berthed within the MPL.
(q)	MPL and Capacity Alterations	This proposal increases the previously assented slip count by 1 vessel (16 slips to 17 slips) as well as a modest expansion of the MPL. As such, this application is being treated as a CAT B.
(r &s)	Operations & Maintenance Plan (OMP)	An OMP was submitted and follows CRMC's guidance document.
(t)	Clean Marina Cert	This marina has not gone through the Clean Marina Program and thus has submitted the full OMP.
(u)	Mooring Area Alterations	Not applicable to this application.
(v,w, & x)	Pumpout Facility	The historic marina did not previously facilitate pump-out capabilities. The applicant has plans in place to provide a pump out stub for use by a Tiverton operated pump out boat. This will help service local recreational boaters on moorings or recreational vessels transiting the area.
(y)	Setback Policy	There are no mooring fields within 50' of the proposed MPL and there is no Federal Navigation Project/Federal Nav. Channel in the vicinity. This policy is satisfied.
(z)	Floating Dock Materials and Replacement	Applicant shall replace all floats with new which are properly encapsulated thus satisfying this policy.

Signed: _____

Staff Biologist

Signed: EMS _____

Staff Engineer

(aa)	ADA Compliance	The proposed capacity of this marina would fall under the regs of a Limited Marina (less than 25 vessels) which are not required to be ADA compliant.
(10)	Launching Ramp Standards	There is an existing marine railway basin at the facility. The railway tracks were removed during a prior project/assent. The railway basin is proposed to be filled and converted to parking. There is an existing public launch ramp immediately adjacent to the north to mitigate any negative impacts to removal of this old railway and basin. There is no railway or launching ramp on the applicant's property which would be applicable to this regulation.
1.3.6	Protection and Enhancement of Public Access to the Shore	The facility's current state prohibits any kind of public access to this location. The proposed repairs and improvements will correct this and allow use of this section of the Sakonnet River. There is an existing CRMC ROW and public boat launch to the north. These public access areas will be unimpeded by the applicant's proposal. In addition, more parking will be created at the facility for marina patrons. This will free up space at the boat ramp and boat ramp parking with marina tenants storing their vessels in marina slips rather than launching at the boat ramp.

COMMENTS ON VARIANCE REQUEST:

- No variance requests were required for this application.

COMMENTS ON OBJECTIONS:

- No objections were received during the public comment period. The Tiverton Harbor Commission did submit a letter in support of the project.

CONCLUSION AND RECOMMENDATION:

The applicant is proposing to repair and maintain an existing facility for the use of a commercial marina. This facility has historically been utilized as a marina up until it was purchased by the state for use as a lay down area for construction of the Sakonnet River Bridge. The facility was historically a 16-slip marina. This location and the associated structure have been fairly derelict since demobilization of the bridge project and the applicant's proposal seeks to restore this facility to improve and expand on water dependent businesses along our coastline. This falls in line with a priority use and the Council's goals of this water type.

This facility is located in Type 3 waters which has a Council policy to maintain and expand recreational boating and enhance water dependent businesses. The primary purpose of this marina will be to berth commercial fishing vessels. While this project does not directly provide recreational boating slips, the applicant is proposing charter vessels be allowed at the facility should there be vacant slips unoccupied by commercial vessels. In addition, the applicant is proposing a pump out hookup be included for use by a

Signed: _____ Staff Biologist

Signed: EMS _____ Staff Engineer

Tiverton operated pump out vessel. This vessel would be utilized to service local recreational boaters on moorings as well as transient vessels coming through the area. It is Staff's opinion that the applicant is working to incorporate Council goals and policies of this water type into their commercial marina.

In association with this project the applicant has proposed fill in an approximately 2,000 sqft area and a volume of 260 cubic yards in tidal waters. This proposed filling aids in stabilization of the existing rip rap slope in conjunction with installation of sheet pile and fills the old unused railway basin to help provide additional parking in the area. It is Staff's opinion that this filling of tidal waters behind a proposed bulkhead is the minimum necessary to accomplish this shoreline stabilization work and is also below the thresholds that would typically require a CAT B review.

The proposal involves an increase in slip count (16 total slips currently assented with 17 total slips proposed), and a modest expansion of the MPL of approximately eleven (11') feet to the west and approx. five (5') feet to the south at the southwestern MPL coordinate. Note that while the southern edge of the proposed MPL falls outside of the applicant's southern property line, it does tie in with the previously approved MPL (2005-02-086) where it meets landfall. Staff believe these proposed increases are modest and follow the applicant's intent to rebuild and maintain this facility in similar fashion to its historical uses.

This facility will provide slip capacity in the eastern bay for commercial fishing vessels and help to maintain and expand Rhode Island's blue economy. Staff recommends approval of this application given the following additional stipulations derived from correspondence and meetings between the applicant and CRMC Staff. Note that these additional stipulations aim to increase the recreational aspects of this facility.

ADDITIONAL STIPULATIONS:

1. The Port's management procedures shall include berthing of charter vessels as a second-tier priority to commercial fishing vessels. Should there be any open slips unfilled by commercial vessels, the slip waiting list shall be opened up for charter vessel use.
2. A pump-out hookup shall be provided and maintained at the facility for use by a pump-out vessel.

Signed: _____

Staff Biologist

Signed:  _____

Staff Engineer