

CRMC DECISION WORKSHEET

2025-12-033

BDPS, LLC

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
2025-12-033	East Providence	100 Water Street		B	<input type="checkbox"/>	<input type="checkbox"/>
		Plat	16			
		Owner Name and Address				
Date Accepted	12/22/2025	BDPS, LLC		Work at or Below MHW	<input type="checkbox"/>	
Date Completed	2/17/2026	100 Water St. East Providence, RI 02914		Lease Required	<input type="checkbox"/>	

PROJECT DESCRIPTION

The applicant is seeking authorization to permanently retain previously approved temporary improvements to an existing structure within tidal waters and establish a structural perimeter limit (SPL). The improvements were originally intended to facilitate the transfer of demolition equipment and materials in conjunction with the Washington Bridge demo project (temporary improvements approved under assent 2025-02-013). The applicant leases space to American Equipment and Moran Environmental Recovery who operate out of their facility. These companies work directly with the maritime industry in Narragansett Bay, and the trestle improvements stand to improve safety and efficiency when loading/unloading equipment, supplies, personnel transfers, etc.

KEY PROGRAMMATIC ISSUES

- Coastal Feature:** Manmade Shoreline
- Water Type:** Type 4, Multipurpose Waters & Type 6, Industrial Waterfronts and Commercial Navigation Channels
- Red Book:** 1.1.10, 1.2.1(E&G), 1.3.1(A), 1.3.1(B), 1.3.1(C)
- SAMP:** Metro Bay and Shoreline Change SAMPs

Variations and/or Special Exception Details:

The applicant has not requested any variations or special exceptions.

Additional Comments and/or Council Requirements:

Please see Staff Report for comments on objections and Staff recommendations.

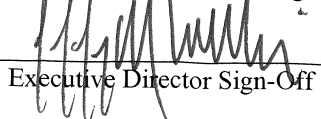
Specific Staff Stipulations (beyond Standard stipulations):

Please see Staff Report for additional stipulations proposed.


STAFF RECOMMENDATION(S)

Engineer EMS Recommendation: Approval

Engineering Supervisor Sign-Off _____ date _____

 _____
Executive Director Sign-Off _____ date 2/17/26

Supervising Biologist Sign-off _____ date _____

 _____
Staff Sign off on Hearing Packet (Eng/Bio) _____ date 2/17/26



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

DATE: February 17, 2026
TO: Jeffrey M. Willis, Executive Director
FROM: Mason Sherman, Marine Infrastructure & Dredging Coordinator

Applicant's Name:	BDPS, LLC
CRMC File Number:	2025-12-033
Project:	Retain temporary improvements to a work trestle structure located over tidal waters and establish a new structural perimeter limit (SPL) around the structure.
Location:	100 Water Street, East Providence: Plat(s):16; Lot(s): 1-1
Water Type/Name:	Structural will be located in Type 4 waters adjacent to Type 6 waters and a Federal Channel / Seekonk River
Coastal Feature:	Manmade Shoreline/Rip Rap Revetment
Plans Reviewed:	"Property of BDPS, LLC Existing Conditions Trestle Permit", Sheets 1 through 6, by Jacobs Engineering, stamped by Donald R. Costello (P.E. No. 8343), and dated November 2025.

INTRODUCTION:

As part of a previously issued CRMC assent (2025-02-013) temporary improvements were authorized to an existing work trestle structure at this location. This trestle was used in conjunction with the Washington Bridge (Westbound) demolition for equipment and barge access. Stipulation D of the 2025-02-013 permit required that "The temporary work trestle located in East Providence to be used in conjunction with the temporary staging area shall be completely removed at the earliest of completion of all demolition work or the expiration date of this CRMC Assent."

The temporary improvements to the existing trestle as part of 2025-02-013 included: placing new timber and concrete block footings along the existing manmade shoreline, installation of a wider deck, and placement of landside fill to match existing grades within the adjacent staging area. The applicant is proposing no additional work, but is requesting assent to leave the temporary improvements in place as a permanent structure and establish a Structural Perimeter Limit (SPL) around said structure.

Signed: 

Staff Engineer

CRMC HISTORY:

The below are relevant related apps which came up from a CRMC database search. 2025-02-013 is the file number which originally approved the temporary work trestle improvements.

File Number	Description	Owner	Category - Status
2025-12-033	Establish SPL at work trestle	BDPS, LLC	B-Current App
2025-02-013	Demo landside pier and temp trestle improvements	RIDOT	A-Approved
2015-01-019	Demo existing garage and replace with 6,000 sqft structure	American Equipment & Fabricating Corp.	A-Approved
2014-08-042	Feasibility of demo/rebuild commercial property	American Equipment & Fabricating Corp.	D - Preliminary Determination
1997-01-049	Install infiltration system	AGR Properties	A-Approved
1990-11-016	Install 8,000 gal. underground fuel tank and two 300 gal above ground waste oil tanks	AGR Properties	A-Approved
1988-10-034	Maintain existing wash pad/stand	AGR Properties	M-Approved
1987-12-037	Construct & maintain 660 LF of riprap revetment	AGR Properties	B-Approved
1987-09-026	Remove remnant timber barges along shoreline	AGR Properties	A-Approved
1984-11-024	Remove abandoned barges, excavate shoreline, and install erosion controls	American Pile Driving	A-Cancelled
1979-08-032	Construct & maintain addition to existing commercial building	C Guild	A-Approved

COMMENTS ON APPLICATION/APPLICABLE POLICIES, STANDARDS & ETC:

SECTION	TITLE	SUMMARY
1.2.1(E&G)	Multipurpose Waters and Industrial Waterfronts and Commercial Navigation Channels	The entirety of this structure is located in Type 4 waters just northeast of the Washington Bridge in East Providence. An item of note is that the adjacent Seekonk River Channel is Type 6 waters. This work trestle is consistent with Type 6 water priority uses and would be utilized to support contractors and mariners in the area, thus, also following Type 4 policy of accommodating development of new water dependent uses.

Signed: 

Staff Engineer

1.3.1(A)	Category B Requirements	
(1)(a)	Demonstrate Need	This property owned by BDPS has a long-term lease with American Equipment and Fabricating Corp who provides rental equipment for marine based construction activities and routinely loads/unloads supplies and equipment for vessels servicing ProvPort. Moran Environmental Recovery also operates out of this location and utilizes the trestle for loading/unloading of environmental response equipment. There is clearly a need for this type of accessory structure to more efficiently service commercial activities in the area.
(1)(b)	Zoning and Building Codes	A building official sign-off form was included and indicates that issuance of a local building permit shall be required. The applicant/consultant is working with the building official to obtain said permit.
(1)(c)	Coastal Water Boundaries	The tidal waters of the Seekonk River immediately adjacent to the work trestle are designated as type 4 waters and the navigation channel under the Washington Bridge and through the Seekonk River is demarcated separately as type 6 waters. The applicant's property contains several commercial buildings and is a working facility servicing many water dependent businesses such as the Port of Providence and 24-hour marine environmental response equipment. The surrounding coastline at the applicant's facility consists of manmade shoreline/rip rap throughout. Areas to the south include the Washington Bridge and marinas/yacht clubs.
(1)(d)	Erosion/Deposition	The trestle improvements were constructed on pre-existing elevated piles and therefore leaving the improvements in place will have no new impacts to natural depositions in water or along the shoreline.
(1)(e)	Plant and Animal Impacts	The in-water portion of this structure was pre-existing, therefore impacts to in-water plant/animal life and diversity is anticipated to be minimal, if any. While the

Signed: 

Staff Engineer

		improvements do take up a larger footprint over water than the original structure, the total area is relatively minimal (less than 840 sqft overall). The structure is pile supported above water so limited angular sunlight is allowed beneath the structure. There are no known tidal wetlands, SAV, or shellfish beds present.
(1)(f)	Public Access	The temporary improvements extended no further seaward than the original trestle structure so impacts on the water side are negligible. The trestle location is at a commercial facility with no traditional public thoroughways or rights of way. No impacts to public access or use of the waterway are anticipated as long as any vessels temporarily berthed at this location maintain a 3x buffer from the Seekonk River Channel. Staff does not see this being an issue given the distance from the channel of approximately 400'.
(1)(g)	Water Circulation, Flushing, Turbidity	As previously mentioned, the temporary improvements were added to a pre-existing pile supported structure, so no new impacts are anticipated to water circulation, flushing, or turbidity.
(1)(h)	Water Quality	There have been no new in water modifications which would negatively affect water quality. The improvements to the trestle itself actually act as a better loading/unloading work platform resulting in a safer and more contained work area when transferring supplies. In turn, this would reduce the risk of any supplies, trash, debris, etc. falling into the water during routine trestle use. A DEM Water Quality Cert was issued on January 27, 2026.
(1)(i)	Historic and Archaeological Significance	No known impacts at this site and an HPHC letter of no effect has been received.
(1)(j)	Water Dependent Uses	Keeping the trestle in place actually stands to improve on water dependent uses as this structure supports water dependent commercial businesses in the area such as the Port of Providence, Moran

Signed: 

Staff Engineer

		Environmental Recovery, and American Equipment & Fab Corp. The structure is well outside the navigable channel so does not impeded recreational vessel use or navigation.
(1)(k)	Scenic Impact	The trestle structure existed prior to the temporary improvements and the structure itself is consistent with other structures at this facility and along the Seekonk River. As such, no adverse scenic impacts are anticipated.
1.1.10	Climate Change and Sea Level Rise	The Stormtools mapping program was utilized in the planning of this project and filling out the Coastal Hazard Analysis Worksheet based on a 15 year design life. The existing structural members of the trestle were utilized to install the improvements so no additional measures were implemented as part of this application with the exception of owner/applicant awareness.
1.3.1(B)	Filling, Removing, or Grading of Shoreline Features	Minor filling/grading of the existing manmade shoreline were necessary in the form of timber and concrete block footings where the trestle deck meets land and small amounts of landside fill to match the trestle deck grade with existing upland staging area grades. Disturbance was far less than the 5000 sqft threshold requiring an erosion and sediment control plan. Upon site inspection, it is the opinion of Staff that excess material and debris has been removed and the surrounding tidal area (shallow water less than 5') was minimally impacted by any previous filling/grading activities in conjunction with trestle improvements.
1.3.1(C)	Residential, Commercial, Industrial, and Recreational Structures	
(4)	Standards	
(a)(1)	Filling, Removing, or Grading Shoreline Features	See narrative for section 1.3.1(B) above.
(a)(2)	Sewage Treatment and Disposal	Not applicable to this project.

Signed: 

Staff Engineer

(a)(3)	Professional Engineer Design	The proposed structure and SPL drawing was designed by Jacobs Engineering and stamped by a Professional Engineer.
(a)(4)	Structural Perimeter Limit (SPL)	A plan drawing outlining the newly proposed SPL is included with State Plane Coordinates. There are no mooring fields in the vicinity, it is greater than 3x the nearest FNP, and the SPL is 10' off the proposed structure so satisfies CRMC requirements of an SPL without the need for a variance request.
(a)(5)	Vessel Berthing Outside SPL	<p>The trestle and SPL are approximately 400' from the nearest channel and as such Staff believes there is very little risk of vessels berthed outside the trestle to impact navigation. This being said, the intent and design of the work trestle is to load/offload equipment, supplies, debris, personnel, etc. As such, Staff proposes a stipulation be added stating that this structure shall be utilized solely for loading/offloading operations and vessels shall not remain berthed at this location for more than a 12 hour period. (see additional stipulation proposed under Conclusions and Recommendations)</p> <p>RIDEM has reviewed this application and issued a water quality cert. Thus, no impacts or conflicts are anticipated with the RIDEM shellfish program.</p>

Signed: E. Ms. Se

Staff Engineer

COMMENTS ON VARIANCE REQUEST:

- No variance requests submitted.

COMMENTS ON OBJECTIONS & PUBLIC COMMENTS:

- The Public Comment Period ended on February 6, 2026.
- There were no comments received during this period.

CONCLUSIONS AND RECOMMENDATION:

- The applicant is seeking authorization to permanently retain previously approved temporary improvements to an existing structure within tidal waters and establish an SPL. The improvements were originally intended to facilitate the transfer of demolition equipment and materials in conjunction with the Washington Bridge demo project. The applicant leases space to American Equipment and Moran Environmental Recovery who operate out of their facility. These companies work directly with the maritime industry in Narragansett Bay, and the trestle improvements stand to improve safety and efficiency when loading/unloading equipment, supplies, personnel transfers, etc.
- It is the opinion of Staff that retaining these temporary improvements and establishing an SPL around this structure has little to no negative coastal impacts and aligns with goals of the CRMP. Staff recommends approval with standard stipulations for a pile supported structure and the addition of the following stipulation:
 - The work trestle structure shall be used only as intended for loading/offloading vessels. No vessel shall remain berthed at this structure for more than a 12 hour period.

Signed: _____

