



TOWN COUNCIL MEETING
Jamestown Town Hall
Rosamond A. Tefft Council Chambers
93 Narragansett Avenue
Monday, March 2, 2015
7:00 PM

The public is welcome to participate in this Town Council meeting. Open Forum offers citizens the opportunity to clarify an item on the agenda, address items not on the agenda, or comment on a communication or Consent Agenda item. Citizens are welcome to speak to the subject of a Public Hearing, and are allowed to speak at the discretion of the Council President or a majority of Councilors present, or at other times during the meeting, in particular during New or Unfinished Business.

Anyone wishing to speak should use the microphone at the front of the room, stating their name and address for the record; comments must be addressed to the Council, not the audience. It is the Town Council's hope that citizens and Councilors alike will be respectful of each other's right to speak, tolerant of different points of view, and mindful of everyone's time.

I. ROLL CALL

II. CALL TO ORDER, PLEDGE OF ALLEGIANCE

III. ACKNOWLEDGEMENTS, ANNOUNCEMENTS, RESOLUTIONS AND PROCLAMATIONS

A) Acknowledgements

- 1) Certificate of Recognition awarded to the Jamestown Tree Preservation and Protection Committee by the Rhode Island Tree Council for exceptional work and providing innovative leadership in advancing sustainable community forestry effort
- 2) Designation of May 6th as Tom McAleer Day in Jamestown

IV. PUBLIC HEARINGS, LICENSES AND PERMITS

All approvals for licenses and permits are subject to the resolution of debts, taxes and appropriate signatures as well as, when applicable, proof of insurance.

B) Public Hearings:

- 1) Proposed Amendment of the Jamestown Code of Ordinances, Chapter 70 Traffic and Vehicles, Article III. Specific Street Regulations, Sec. 70-52 through Sec. 70-54; and Article IV. Stopping, Standing and Parking Sec. 70-84 through Sec. 70-87; duly advertised in the *Jamestown Press* February 19th edition
 - a) Memorandum of Police Chief Edward A. Mello with maps

V. OPEN FORUM

Please note that, under scheduled requests to address, if the topic of the address is available to be put on the agenda, the Council may discuss the issue

- A) Scheduled to address
- B) Non-scheduled to address

**VI. COUNCIL, ADMINISTRATOR, SOLICITOR,
COMMISSION/COMMITTEE COMMENTS & REPORTS**

- A) Administrator's Report: Town Administrator Andrew E. Nota
- B) QDC Annual Report: James Rugh, QDC Representative
- C) Jamestown Philomenian Library Report: Donna Fogarty, Library Director

VII. UNFINISHED BUSINESS

- A) Ordinance Review Committee: Adoption of Authorizing Resolution with discussion of Committee membership, Committee Charge, and possible appointment of Committee members

VIII. NEW BUSINESS

- A) FY 2015-2016 Budget: submission to Town Council
- B) Harbor Budget: submission to Town Council, discussion and vote to approve
- C) Taylor Point conditions and restoration (presentation); possible creation and appointment of Taylor Point Committee
 - 1) Letter of Chair James Rugh re: Tree Preservation & Protection Committee Support for Taylor Point Steering Committee
 - 2) Memorandum of Chair Maureen Coleman re: Conservation Commission Support for Taylor Point Steering Committee
- D) Drafting of letter to Senator Paiva Weed and Speaker of the House Mattiello Objecting to the new State mooring fee: discussion and possible vote
- E) Planning Commission: Request to schedule Public Hearing for adoption of the Comprehensive Community Plan as amended and discussion of amendment of Planning and Zoning Regulations to be consistent with the Comprehensive Plan

IX. ORDINANCES AND APPOINTMENTS

- A) Appointments and Vacancies
 - 1) Tree Preservation & Protection Committee (One vacancy with a three-year term ending December 31, 2017); interview completed
 - a) Request for Appointment
 - i) Paula Shevlin
 - 2) Charter Review Committee (Seven vacancies with a term ending date unspecified)
 - a) Request for Appointment
 - i) Anthony Antine
 - ii) James Rugh

X. CONSENT AGENDA

An item on the Consent Agenda need not be removed for simple clarification or correction of typographical errors. Approval of the Consent Agenda shall be equivalent to approval of each item as if it had been acted upon separately.

- A) Adoption of Council Minutes

- 1) February 23, 2015 (interview session)
- 2) February 23, 2015 (regular meeting)
- B) Minutes from Boards, Commissions and Committees
 - 1) Tree Preservation and Protection Committee (01/20/2015)
- C) Resolutions and Proclamations from other Rhode Island cities and towns
 - 1) Resolution of the Warwick City Council endorsing passage of House Bill 5044 regarding Taxation of Development Property
 - 2) Resolution of the Middletown Town Council opposing passage of House Bill 5257 relating to Waters and Navigation – Harbors and Harbor Lines
- D) CRMC Notices
 - 1) Notice of State Assent of Town of Jamestown File No. 2014-08-089 Shoreline Protection facility at Bay View Drive public hearing on Tuesday March 10, 2015 at 6:00 p.m., Conference Room A, Administration Building, One Capitol Hill, Providence, RI
- E) Holiday License Renewals:
 - 1) Conanicut Marine Services, Inc. dba: The Conanicut Store
Location: 20 Narragansett Avenue
 - 2) The Island Scoop dba: The Island Scoop
Location: 79 North Road
- F) Holiday and Peddler License Renewal:
 - 1) Lucky Ridge Co., LLC dba: Spinnakers Café Mobile Unit
Locations: East Ferry, Fort Getty, Mackerel Cove Beach Parking Lot
- G) Awarding of Bid: Installation of Cat6 Plenum Cabling for the Jamestown Philomenian Library computer network to JM Communications for an amount not to exceed \$13,495.00 (using ICC cable) as recommended by Library Director Donna Fogarty

XI. COMMUNICATIONS AND PETITIONS

- A) Communications
 - 1) Letter of Superintendent Carol A. Blanchette re: Town Council representation on the Strategic Planning Committee

XII. EXECUTIVE SESSION

The Town Council may seek to go into Executive Session to discuss the following items:

- A) Pursuant to RIGL §42-46-5(a) Subsection (5) Real Estate (Fort Wetherill Boat Owners Association); discussion, and/or potential action and/or vote in executive session and/or open session

XIII. ADJOURNMENT

Pursuant to RIGL § 42-46-6(c) Notice of this meeting shall be posted on the Secretary of State’s website and at the Town Hall and the Jamestown Philomenian Library.

In addition to the two above-mentioned locations, notice also may be posted, from time to time, at the following location: Jamestown Police Station; and on the Internet at www.jamestownri.gov.

ALL NOTE: This meeting location is accessible to the physically challenged. If communications assistance is needed or other accommodations to ensure equal participation, please call 1-800-745-5555, or contact the Town Clerk at 401-423-9800, via facsimile to 401-423-7230, or email to cfernstrom@jamestownri.net not less than three (3) business days prior to the meeting.

Proposed FY2015-2016 Harbor Budget

REVENUE

Account Number & Description	FY12 Revenues	FY13 Revenues	FY14 Revenues	YTD Revenues 1/15/15	Proposed FY16 Revenue	Proposed FY16 Revenue
40400051 Resident Moorings	\$69,063.99	\$66,593.39	\$64,730.43	\$3,355.98	\$64,000.00	\$70,400.00
40400052 Commercial Moorings	\$107,765.20	\$99,347.98	\$103,726.91	\$50,008.96	\$100,000.00	\$110,000.00
40400053 Non-Resident Moorings	\$17,085.55	\$14,975.26	\$17,190.70	\$0.00	\$16,000.00	\$17,600.00
40400054 West Ferry Outhauls	\$10,004.00	\$4,984.50	\$4,895.00	\$0.00	\$4,800.00	\$0.00
40400055 Ft Getty Outhauls	\$13,150.00	\$11,220.00	\$11,148.00	\$500.00	\$11,000.00	\$0.00
40400056 Beach Permits	\$6,085.50	\$7,995.00	\$9,574.00	\$919.00	\$9,500.00	\$0.00
40400058 Misc. Rev. Admin/Late fee	\$11,775.35	\$7,090.25	\$4,580.00	\$3,304.85	\$4,500.00	\$4,500.00
40400059 Wait List Fees	\$3,540.00	\$3,740.00	\$3,385.00	\$395.00	\$3,800.00	\$4,180.00
40400060 Club Moorings	\$9,920.00	\$8,680.00	\$8,685.00		\$8,680.00	\$9,548.00
Retained Earnings		\$0.00	\$0.00			
40400057 Ft Getty Dock	\$1,200.00	\$4,190.00	\$1,400.00	\$625.00	\$1,400.00	\$0.00
40400101 E. Ferry CMS Lease	\$36,000.00	\$37,000.00	\$38,000.00	\$0.00	\$0.00	\$0.00
40400103 W. Ferry DHBY Lease	\$14,500.00	\$15,000.00	\$15,500.00	\$0.00	\$0.00	\$0.00
40400104 FWBOA Lease	\$26,000.00	\$26,500.00	\$27,000.00	\$0.00	\$0.00	\$0.00
Transfer from MDF		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Harbor Mgmt. Operating Revenue	\$326,089.59	\$307,316.38	\$309,815.04	\$59,108.79	\$223,680.00	\$216,228.00

EXPENDITURES

Account Number & Description		FY12 Expenses	FY13 Expenses	FY14 Expenses	YTD Revenues 1/15/15	Proposed FY16 Expenses	Proposed FY16 Expenses
70000214	Administrative Fees To Town	\$15,000.00	\$15,000.00	\$15,000.00	\$0.00	\$15,000.00	\$15,000.00
70000220	Legal Fees	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
70000252	Worker's Compensation	\$3,500.00	\$3,500.00	\$3,500.00	\$3,500.00	\$4,500.00	\$4,000.00
70000257	Boat & Liability Ins.	\$2,500.00	\$2,750.00	\$2,750.00	\$2,750.00	\$3,300.00	\$3,300.00
70002220	Office Supplies	\$1,816.76	\$1,423.16	\$1,828.22	\$625.51	\$2,000.00	\$2,000.00
70700100	Unemployment	\$6,792.00	\$7,280.00	\$7,004.00	\$0.00	\$10,000.00	\$8,000.00
70700200	Harbormaster Salary	\$28,021.00	\$28,695.33	\$30,619.26	\$20,609.36	\$33,068.00	\$33,068.00
70700201	Harbormaster Asst Salary	\$6,047.06	\$7,139.30	\$3,725.40	\$3,675.52	\$9,935.00	\$9,935.00
70700209	Harbor Clerk Salary	\$27,677.65	\$30,094.54	\$31,029.52	\$16,832.17	\$34,353.00	\$34,353.00
70700221	Office Equip Purchase	\$340.60	\$1,055.40	\$1,498.26	\$1,811.34	\$2,000.00	\$2,000.00
70700222	Gas for Harbor Car	\$2,102.22	\$1,108.52	\$656.70	\$593.24	\$1,000.00	\$1,000.00
70700250	FICA	\$4,599.58	\$4,992.05	\$4,889.37	\$3,026.89	\$5,918.00	\$5,918.00
70700251	Blue Cross/Dental	\$2,965.44	\$3,588.13	\$4,929.81	\$1,908.45	\$5,000.00	\$5,000.00
70700253	Retirement	\$8,123.00	\$8,503.82	\$9,215.68	\$3,744.58	\$9,500.00	\$9,500.00
70700263	Car Repair	\$0.00	\$694.18	\$7,380.57	\$1,145.74	\$1,000.00	\$1,000.00
70700267	Floating Docks	\$0.00	\$8,382.36	\$11,542.00	\$7,952.43	\$15,000.00	\$15,000.00
70700700	Transfer to Infrastructure	\$0.00	\$0.00	\$45,000.00	\$0.00	\$0.00	\$0.00
70702220	Boat Dockage	\$1,749.00	\$1,782.00	\$1,782.00	\$0.00	\$2,000.00	\$2,000.00
70702221	Boat Fuel	\$1,406.56	\$1,300.76	\$942.98	\$712.61	\$1,500.00	\$1,500.00
70702222	Contingency Fund	\$1,512.45	\$1,500.00	\$0.00	\$726.77	\$5,006.00	\$5,804.00
70702223	Training & Dues	\$170.00	\$310.00	\$170.00	\$75.00	\$1,000.00	\$750.00
70702225	Uniforms	\$949.67	\$156.47	\$99.45	\$120.00	\$500.00	\$500.00
70702226	Boat Maint/Repairs	\$7,932.29	\$4,000.87	\$2,157.06	\$1,476.11	\$8,000.00	\$8,000.00
70702228	Mooring Database Maintenance	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
70702227	Printing & Mailing	\$3,712.49	\$3,288.69	\$2,564.66	\$180.47	\$4,000.00	\$4,000.00
70702230	Telephone	\$1,165.94	\$968.00	\$958.96	\$484.16	\$2,000.00	\$2,000.00
70706257	Channel Markers & Buoys	\$0.00	\$4,961.97	\$10,547.93	\$0.00	\$15,000.00	\$12,500.00
70706260	Maint Docks & Harbor	\$47,736.16	\$5,034.87	\$4,043.49	\$177.87	\$10,000.00	\$8,000.00
70706269	Pumpout Maintenance/Restroom	\$1,526.28	\$1,560.00	\$1,379.87	\$37,303.88	\$4,500.00	\$4,500.00
70706271	Patrol Craft Purch./Fixtures	\$237.48	\$0.00	\$0.00	\$44.04	\$2,500.00	\$1,500.00
	Depreciation	\$9,826.09	\$11,813.13	\$11,813.13	\$0.00	\$0.00	\$0.00
	Uniform Maintenance	\$0.00	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00
70706299	Data Package	\$0.00	\$0.00	\$320.08	\$220.05	\$600.00	\$600.00
	Boat Capitalization Fund	\$0.00	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00
	EF. Seawall Replacement	\$0.00	\$38,700.00	\$0.00	\$0.00	\$0.00	\$0.00
70706262	Consultant/Engineering Fees	\$8,998.35	\$95.00	\$0.00	\$0.00	\$0.00	\$0.00
70706267	WF. Wharf Repairs	\$11,167.22	\$500.00	\$0.00	\$0.00	\$0.00	\$0.00
70706272	Ft. Getty Boat Launch	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
70706295	Outhaul Repairs	\$0.00	\$74,226.71	\$110.34	\$0.00	\$0.00	\$0.00
70706701	Ft. Getty Pier Road	\$0.00	\$2,497.65	\$15,115.00	\$0.00	\$0.00	\$0.00
	EF. Old Ferry Landing	\$0.00	\$0.00	\$4,573.89	\$0.00	\$0.00	\$0.00
	Dumpling Seawall Repair	\$0.00	\$43,881.00	\$0.00	\$0.00	\$0.00	\$0.00
Harbor Mgmt. Operating Expenditures		\$207,575.29	\$320,783.91	\$237,147.63	\$109,696.19	\$223,680.00	\$216,228.00



JAMESTOWN POLICE DEPARTMENT

250 Conanicus Avenue, Jamestown, RI 02835

Tel: (401) 423-1212 Fax: (401) 423-3710

www.jamestownri.net/police

Edward A. Mello
Chief of Police



MEMORANDUM

TO: Andy Nota, Town Administrator
FROM: Chief Edward A. Mello
DATE: February 26, 2015
SUBJECT: Ordinance Hearing-March 2 -Summary

- Stern Street- this is clean up language to include existing stops signs located at the intersection with Helm Street.
- Helm Street- four way stops-this matter was vetted and approved by the local traffic committee and establishes two (2) four-ways stops on Helm Street to be located at the intersections with Bow Street and Mast Street.
- Arnold Avenue- this is clean up language to include existing signage which limits traffic to one way traveling east only- this matter was vetted and approved by the local traffic committee.
- Reservoir Circle- this is clean up language to include existing signage which limits traffic to one way traveling counter-clockwise only- this matter was vetted and approved by the local traffic committee.
- Watson Avenue-this is clean up language which moves the road closure language from the parking ordinance to the streets closed ordinance- this matter was vetted and approved by the local traffic committee.
- Parking ban during weather emergencies-this authorizes the chief of police to order a parking ban for weather emergencies or as may be necessary for public safety i.e. parades. It further modernizes the method by which public notice is provided to include the town's public website. It allows for a fine of \$25 and/or towing- this matter was vetted and approved by the local traffic committee.
- Broad Street and North Road-this matter was vetted and approved by the local traffic committee after receiving complaints from residents. The change will prohibit parking on North Road for the first 200 feet from East Shore Road. The parking on Broad Street (Park Dock) will be reallocated to allow for seven parking spaces total-four of which will require the resident recreation parking sticker. No overnight parking already exists.
- North Road Driveway to water treatment plant- this matter was vetted and approved by the local traffic committee and codifies existing signage already in place.
- Watson Avenue-no change-language clean up only.



Nathaniel Edmunds
Principal, Lawn School

Carol A. Blanchette
Superintendent

Kenneth A. Duva
Director of Student Services

Carole L. Melucci
Principal, Melrose School

Jane Littlefield
Director of Finance

February 10, 2015

Kristine Trocki, President
Mary Meagher, Vice-President
Jamestown Town Council
93 Narragansett Avenue
Jamestown, RI 02835

Dear Ms. Trocki and Ms. Meagher,

We will soon begin the important process of developing a new Strategic Plan for the Jamestown School Department. This plan will set goals for the school district and provide a plan to realize them.

I am writing to invite you to select a Town Council member to represent your organization on the Strategic Planning Committee. This broad-based committee together with a facilitator will work to review the district's present status in a variety of areas and develop a clear road map for our future direction. Work of the committee will be accomplished between March 11 and April 8.

Members of the Strategic Planning Committee (SPC) must be willing and able to commit to:

1. Prior to March 11 – Read the packet of information that will be provided to SPC members. There may be reading material distributed for study between meetings.
2. Participate in SPC meetings from 6:00 p.m. to 8:00 p.m. at the town library on the following dates:
 - March 11 (Wednesday)
 - March 24 (Tuesday)
 - April 8 (Wednesday)

I anticipate that the SPC will complete its work during these three sessions. Therefore, it is very important that all members of the SPC agree to read materials and participate in all three sessions at the times indicated.

Please call or email Janette Warner (423-7020 x103, warner.janette@jamestownschoools.org) to provide contact information for the member chosen to represent the Town Council. If you have any questions, please do not hesitate to call my office at 423-7020 or send an email to Janette.

Thank you for your continuing interest and involvement in our schools.

Sincerely,


Carol A. Blanchette
Superintendent

Jamestown Schools: A School Community Partnership

The Jamestown School Department, in partnership with the community, provides a respectful environment that challenges each child to fulfill his/her unique potential, and to develop the knowledge and skills necessary to become active and engaged 21st century learners and citizens.



JAMESTOWN CONSERVATION COMMISSION

MEMO

To: Honorable Town Council

From: Maureen Coleman, Chair *Maureen Coleman*

Date: February 26, 2015

Subject: Taylor Point Steering Committee Concept

Please accept this letter as confirmation of the Jamestown Conservation Commission's endorsement of the plan concepts proposed by the Taylor Point Steering Committee.

The Conservation Commission voted unanimously to support the conceptual plan for Taylor Point, and we would be pleased to participate in a phased approach to restore the site in the short term, and introduce enhancements for the long term.

One commissioner described Taylor Point as “the crown jewel of Jamestown’s rights-of-way.” The Conservation Commission, in partnership with a volunteer Friends of Jamestown Rights of Way group, has prioritized an initiative to improve both public access and conservation values at rights-of-way island-wide. We are particularly eager to partner with the Taylor Point Steering Committee to enhance the aesthetics, vegetation, park features, and public access at Taylor Point. The Conservation Commission strongly encourages Town Council and town staff support for this project.

TOWN OF JAMESTOWN

Jamestown Tree Preservation and Protection Committee

93 Narragansett Avenue, Jamestown, Rhode Island 02835

*Enhancing the rural character of Jamestown through
inventorying, preserving, planting and maintaining Jamestown's trees.*

February 20, 2014

Town Council
Town of Jamestown
93 Narragansett Avenue
Jamestown, RI 02835

To the Town Council:

At the February 17, 2014 Jamestown Tree Protection and Preservation Committee meeting, Lois Migneault and Dennis Webster of the Taylor Point Steering Committee presented that Steering Committee's initial proposal to form a volunteer group to develop a comprehensive plan and budget to remove the invasive species at Taylor Point, to repair and improve paths, and to make additional improvements. If the Town approves the comprehensive plan and budget the Taylor Point Steering Committee proposes to do the work using the group's volunteers and by applying for grant money to pay for major work.

As we have reported to the Council in the past, the Jamestown Tree Protection and Preservation Committee feels Taylor Point is a resource most communities can only dream about. However, the area is over grown with invasive species and paths are rutted creating deep erosion gullies. The Committee has long felt that much could be done to improve this area and make this a focal point, not an eyesore.

After the presentation of this concept the Committee voted unanimously to support the Taylor Point Steering Committee's proposal.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jim Rugh', with a stylized flourish at the end.

James Rugh
Chairperson



State of Rhode Island and Providence Plantations

Coastal Resources Management Council
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite 116
Wakefield, RI 02879-1900

(401) 783-3370
Fax (401) 783-3767

MEETING NOTICE

February 25, 2015

Site Address: Bay View Drive Plat: 8 Lot:
Site Town: Jamestown
Proj. Desc: Shoreline protection facility

The application for State Assent of **Town of Jamestown** CRMC File Number **2014-08-089** will be reviewed at the next meeting of the Coastal Resources Management Council. If you are the applicant, it is necessary that you be present at the meeting to answer any questions that may arise. Please be advised that a copy of the CRMC staff engineer and biologist reports may be obtained from the CRMC offices in Wakefield for the applicant or his/her attorney. Interested parties may attend and present evidence for or against, or for informational purposes in accordance with CRMC rules. Parties interested in this matter are encouraged to review the latest information contained in this file and also should refer to Management Procedures 5.3(8) among others for additional information.

The meeting is to be held at **6:00 p.m.** (*please be advised that the CRMC Educational series begins at 6:00 p.m.*) on **Tuesday, March 10, 2015** in **Conference Room A, at the Administrative Building, One Capitol Hill, Providence, RI**. Evidence or testimony regarding this case may be submitted at the time of the meeting (see CRMC Management Procedures). The CRMC office policy for public review of files scheduled for review by the full Council states that they are available to the public until 12:00 p.m. on the day of the meeting. **Please confirm application's hearing status via CRMC website (www.crmc.ri.gov) or by calling 401-783-3370.**

Individuals requesting interpreter services for the hearing impaired must notify the Council office at 783-3370 at least 72 hours in advance of the hearing date.

Sincerely yours,

Lisa A. Turner, Office Manager
Coastal Resources Management Council

/lat

Proposed FY2015-2016 Harbor Budget

REVENUE

Account Number & Description		FY12 Revenues	FY13 Revenues	FY14 Revenues	YTD Revenues 1/15/15	Proposed FY16 Revenue	Proposed FY16 Revenue
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	Retained Earnings		\$0.00	\$0.00			
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Harbor Mgmt. Operating Revenue		\$326,089.59	\$307,316.38	\$309,815.04	\$59,108.79	\$223,680.00	\$216,228.00

EXPENDITURES

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70000220	Legal Fees	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
70000252	Worker's Compensation	\$3,500.00	\$3,500.00	\$3,500.00	\$3,500.00	\$4,500.00	\$4,000.00
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70700100	Unemployment	\$6,792.00	\$7,280.00	\$7,004.00	\$0.00	\$10,000.00	\$8,000.00
70700200	Harbormaster Salary	\$28,021.00	\$28,695.33	\$30,619.26	\$20,609.36	\$33,068.00	\$33,068.00
70700201	Harbormaster Asst Salary	\$6,047.06	\$7,139.30	\$3,725.40	\$3,675.52	\$9,935.00	\$9,935.00
70700209	Harbor Clerk Salary	\$27,677.65	\$30,094.54	\$31,029.52	\$16,832.17	\$34,353.00	\$34,353.00
70700221	Office Equip Purchase	\$340.60	\$1,055.40	\$1,498.26	\$1,811.34	\$2,000.00	\$2,000.00
70700222	Gas for Harbor Car	\$2,102.22	\$1,108.52	\$656.70	\$593.24	\$1,000.00	\$1,000.00
70700250	FICA	\$4,599.58	\$4,992.05	\$4,889.37	\$3,026.89	\$5,918.00	\$5,918.00
70700251	Blue Cross/Dental	\$2,965.44	\$3,588.13	\$4,929.81	\$1,908.45	\$5,000.00	\$5,000.00
70700253	Retirement	\$8,123.00	\$8,503.82	\$9,215.68	\$3,744.58	\$9,500.00	\$9,500.00
70700263	Car Repair	\$0.00	\$694.18	\$7,380.57	\$1,145.74	\$1,000.00	\$1,000.00
70700267	Floating Docks	\$0.00	\$8,382.36	\$11,542.00	\$7,952.43	\$15,000.00	\$15,000.00
70700700	Transfer to Infrastructure	\$0.00	\$0.00	\$45,000.00	\$0.00	\$0.00	\$0.00
70702220	Boat Dockage	\$1,749.00	\$1,782.00	\$1,782.00	\$0.00	\$2,000.00	\$2,000.00
70702221	Boat Fuel	\$1,406.56	\$1,300.76	\$942.98	\$712.61	\$1,500.00	\$1,500.00
70702222	Contingency Fund	\$1,512.45	\$1,500.00	\$0.00	\$726.77	\$5,006.00	\$5,804.00
70702223	Training & Dues	\$170.00	\$310.00	\$170.00	\$75.00	\$1,000.00	\$750.00
70702225	Uniforms	\$949.67	\$156.47	\$99.45	\$120.00	\$500.00	\$500.00
70702226	Boat Maint/Repairs	\$7,932.29	\$4,000.87	\$2,157.06	\$1,476.11	\$8,000.00	\$8,000.00
70702228	Mooring Database Maintenance	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
70702227	Printing & Mailing	\$3,712.49	\$3,288.69	\$2,564.66	\$180.47	\$4,000.00	\$4,000.00
70702230	Telephone	\$1,165.94	\$968.00	\$958.96	\$484.16	\$2,000.00	\$2,000.00
70706257	Channel Markers & Buoys	\$0.00	\$4,961.97	\$10,547.93	\$0.00	\$15,000.00	\$12,500.00
70706260	Maint Docks & Harbor	\$47,736.16	\$5,034.87	\$4,043.49	\$177.87	\$10,000.00	\$8,000.00
70706269	Pumpout Maintenance/Restroom	\$1,526.28	\$1,560.00	\$1,379.87	\$37,303.88	\$4,500.00	\$4,500.00
70706271	Patrol Craft Purch./Fixtures	\$237.48	\$0.00	\$0.00	\$44.04	\$2,500.00	\$1,500.00
	Depreciation	\$9,826.09	\$11,813.13	\$11,813.13	\$0.00	\$0.00	\$0.00
	Uniform Maintenance	\$0.00	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00
70706299	Data Package	\$0.00	\$0.00	\$320.08	\$220.05	\$600.00	\$600.00
	Boat Capitalization Fund	\$0.00	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00
	EF. Seawall Replacement	\$0.00	\$38,700.00	\$0.00	\$0.00	\$0.00	\$0.00
70706262	Consultant/Engineering Fees	\$8,998.35	\$95.00	\$0.00	\$0.00	\$0.00	\$0.00
70706267	WF. Wharf Repairs	\$11,167.22	\$500.00	\$0.00	\$0.00	\$0.00	\$0.00
70706272	Ft. Getty Boat Launch	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
70706295	Outhaul Repairs	\$0.00	\$74,226.71	\$110.34	\$0.00	\$0.00	\$0.00

70706701	Ft. Getty Pier Road	\$0.00	\$2,497.65	\$15,115.00	\$0.00	\$0.00	\$0.00
	EF. Old Ferry Landing	\$0.00	\$0.00	\$4,573.89	\$0.00	\$0.00	\$0.00
	Dumpling Seawall Repair	\$0.00	\$43,881.00	\$0.00	\$0.00	\$0.00	\$0.00
Harbor Mgmt. Operating Expenditures		\$207,575.29	\$320,783.91	\$237,147.63	\$109,696.19	\$223,680.00	\$216,228.00

Harbor Capital Program	Fiscal Year 2014-2015	Fiscal Year 2015-2016	Fiscal Year 2016-2017	Fiscal Year 2017-2018	Fiscal Year 2018-2019	Fiscal Year 2019-2020	Fiscal Year 2020-2021	Six Year Total
Harbor Program								
East Ferry Railing Replacement		\$20,000						\$20,000
East Ferry Boat Ramp Improvements		75,000	75,000					\$150,000
East Ferry - Steel Pile Pier Assessment				15,000				\$15,000
East Ferry Seawall Payment	60,000	60,000	60,000					\$120,000
East Ferry - Ferry Landing Rehabilitation				250,000				\$250,000
Vehicle Replacement - Harbor Patrol					20,000			\$20,000
Boat Replacement					100,000			\$100,000
Fort Getty Pier Phase I		75,000						\$75,000
Fort Getty Pier Phase II						150,000		\$150,000
Fort Getty Pier Phase III							250,000	\$250,000
Harbor - Subtotal	\$60,000	\$230,000	\$135,000	\$265,000	\$120,000	\$150,000	\$250,000	\$1,150,000

Fiscal Notes:

- A. **East Ferry Seawall:** Final two payments of \$60,000 due FY2016 & FY2017, funds to be paid from Harbor retained earnings.
- B. **East Ferry Boat Ramp:** Estimated project cost \$150,000 - \$225,000 based on recent meeting with RIDEM. Town must submit application for Boating Access Grant structured as 75% grant /25% Town match. \$75,000 in FY16 is placeholder for project match, could be deferred to FY17.
- C. **East Ferry Ferry Landing:** Project includes the restoration of the Ferry Landing structure and surfacing to allow for public use.
- D. **Fort Getty Project:** Project outlined in three phases over full 6-year period. Elements include, waterfront restoration, including the pier and peninsula approach and ADA accessibility, with the possibility of transient dock improvements at the pier and public restrooms in the park to support existing park and waterfront activity. Elements of this project are eligible for RIDEM Recreational Fishing and Transient Boating grants, structured as 75% grant / 25% Town match.

To The members of the RI Legislature, The Jamestown Town Council voted..... on March 2, to request that you reject the proposal offered in House Bill 5257 put forth by Representatives Trillo and Slater to charge mooring holders in Rhode Island fees in addition to those already charged by their local governments . These fees would be \$150 for vessels with moorings less than 500 pounds, \$250 for vessels with moorings between 500 and 1,000 pounds, and \$500 for vessels with moorings more than 1,000 pounds. It is noted that while the money for these fees would go to RIDEM, that agency did not request this bill.

These fees are exorbitant. Most boats on the water are over 1000 pounds. For those of us lucky enough to share the ownership of a boat or who may own a small boat outright, these fees represent as much as 40% of our total investment in the vessel. This is the Ocean State? Would you take all the boats out of the water? Or just the smaller ones? While we recognize the state's finances are a veritable bay of red ink, this kind of onerous tax on the leisure activities of thousands of working people in Rhode Island is not well considered.

Jamestown Philomenian Library Comments from public access technology users

August 01, 2014

 **impact survey**
Advancing libraries through community insight

The Impact Survey is an online survey tool designed specifically for public libraries that want to better understand their communities and how people use their public technology resources and services.

impactsurvey.org

Public access to the Internet improves the quality of life in our community

Public libraries are key providers of public access in our community

As using computers and the Internet has become a necessity across many facets of daily life, libraries serve as an important site for free access to computers and the Internet:

- According to Pew, 4 in 10 American adults do not have high-speed broadband at home.¹
- Library computer use is widespread: A third of Americans ages 14 and older (77 million people) use library computers and the Internet.²
- More than three-quarters of those who accessed the Internet at a public library had access elsewhere. These patrons used public access when they needed a faster connection, during gaps in access, while running errands or during lunch breaks, and to reduce isolation.³

Your library's public access at work

- At Jamestown Philomenian Library, there are 19 public access terminals and 1 wireless hotspots within the library system.
- Of the respondents, 78 (60%) used a computer in the library to access the Internet during the past 12 months, with frequencies as follows:
 - 21 (27%) did so once a week or more frequently;
 - 12 (15%) did so about 1-3 times a month;
 - 45 (58%) did so less than once a month.
- 56% (73) of respondents say that public access to computers and the Internet is important or very important to them, personally. 85% (110) say it is important or very important to have these resources available for others in our community.
- The beneficiaries of library Internet access often extend beyond the individual users; 46% (38) of users found information or performed tasks for other people using the library's computers or Internet connection.



Who uses Jamestown Philomenian Library's public access?

- 94% (77) of Jamestown Philomenian Library's public access technology users have alternative Internet access somewhere other than the library. Of those, 70% received help when they visited the library.
- Of the 54 respondents with alternative access who received help, 37% were 65 years and older.
- 13% of Jamestown Philomenian Library's public access technology users are low income (below 200% of the poverty line).
- Of public technology users with no alternative access, 83% are low income.

Major uses for library computers in our community

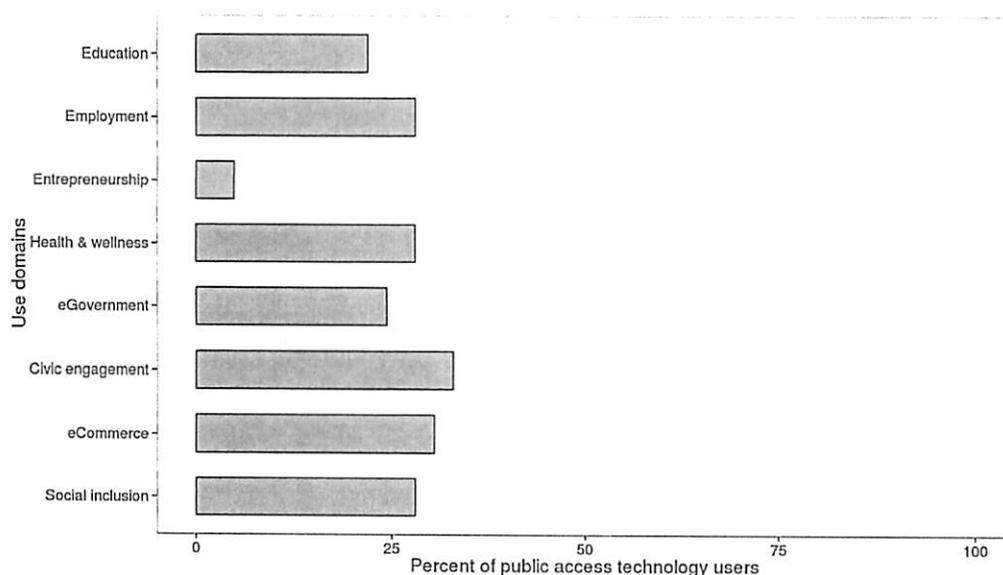
Employment

- **28% of public technology users** at Jamestown Philomenian Library used the library's public computers or wireless connection for employment purposes.
- **12%** of users used the library's technology resources to apply for a job. **10%** were granted an interview, and **6%** were hired for a new position.

Education

- Of public technology respondents, **22%** used library technology for educational purposes.
- Of those that used public technology for educational purposes, **100%** took an online class, did research or did homework for a class.

How Do Patrons Use Public Technology?



This report features results on how Jamestown Philomenian Library patrons use public access technology. The survey ran from May 11, 2014 to July 31, 2014 and 130 patrons completed the survey.

¹ Zickuhr, Kathryn, Lee Rainie, Kristen Purcell. (2013). Library services in the digital age. Pew Research Center's Internet & American Life Project. Washington, D.C. <http://libraries.pewinternet.org/2013/01/22/Library-services/>

² Becker, Samantha, Michael D. Crandall, Karen E. Fisher, Bo Kinney, Carol Landry, and Anita Rocha. (2010). Opportunity for All: How the American Public Benefits from Internet Access at U.S. Libraries. (IMLS-2010-RES-01). Institute of Museum and Library Services. Washington, D.C. <http://impact.ischool.washington.edu/us-public-library-study.html>

TOWN OF MIDDLETOWN
RESOLUTION OF THE COUNCIL

No. _____

- WHEREAS: The Town Council of the Town of Middletown has been notified that H-5257 has been introduced proposing legislation entitled "Relating to Waters and Navigation – Harbors and Harbor Lines", and
- WHEREAS: House Bill H-5257 would prevent a municipality from regulating moorings and the collection of annual mooring fees, and
- WHEREAS: House Bill H-5257 establishes an order of priority for persons applying for moorings, and would create a fee schedule for moorings to be collected by the State, and
- WHEREAS: The Town of Middletown would still be responsible for placement and maintenance of the town moorings, and
- WHEREAS: This bill would potentially have a negative fiscal impact on the Town of Middletown causing a reduction in income, which would result in a negative impact on the town budget forcing taxpayers to carry the burden.

NOW, THEREFORE BE IT

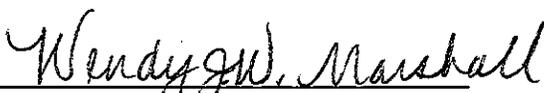
- RESOLVED: The Town Council of the Town of Middletown respectfully requests the General Assembly oppose House Bill H-5257, along with any Senate version, which may be introduced "Relating to Waters and Navigation – Harbors and Harbor Lines".

BE IT FURTHER RESOLVED:

That a copy of this resolution be forwarded to the State Senator and Representatives of Middletown and to all cities and towns in Rhode Island requesting support in opposition to the proposed legislation.

February 17, 2015

READ AND PASSED IN COUNCIL


Wendy J.W. Marshall, CMC
Town Clerk

Jamestown Tree Preservation and Protection Committee

January 20, 2015

MINUTES

The meeting was called to order at 6:50 PM. Present: Jim Rugh, Anthony Antine, John Collins, Lois Migneault, Roger Birn, Tree Warden Steve Saracino. Conservation Committee Liason George Souza and Town Engineer Mike Gray. Absent: Jim Rugh, Absent: Paula Samos. Arek Galle of Beta Engineering Group was in attendance.

The November 2014 minutes were read. Mr. Antine moved approval, Mr. Collins seconded and the minutes were approved.

The Chairman turned the meeting over to Town Engineer Mike Gray for a status report on the planting at the town reservoir. Mr. Gray introduced Arek Galle of Beta Engineering Group who presented the latest version of the plan to the committee.

This calls for a wildflower meadow extending east from the stone wall, groups of evergreen trees and plantings of native shrubs. All the shrubs would provide food for birds and small animals, as well as bloom/fruit color. Mr. Galle noted that the meadow would be mowed annually. Mr. Rugh asked Mr. Gray if this would increase or reduce work for the DPW? Mr. Gray said that currently they mow the grass in the area monthly. Going to just an annual mowing for the area to the east of the stone wall would significantly reduce the work load.

There were numerous questions and comments about the plan and about details. There were questions about rebuilding the damaged portion of the stone wall. Mr. Gray said the Town intends to do this, however it is a question of resources and he could not give a timeframe as yet.

There was discussion about the remaining pines. Mr. Collins felt they were in very poor shape and could come down. Mr. Birn suggested cleaning up the pines to see what is there before replanting. Mr. Rugh noted that the area has undergone a great deal of change and he hoped that if major culling was needed it could be put off until actual planning was underway.

The Chairman asked for the opinion of the committee on the following questions:

- (1) The "density" of shrub/tree planting proposed. The committee felt that the current plan of using groupings in the area as presented was good. There was no objection.
- (2) The idea of a wildflower meadow to be mowed annually. The committee unanimously supported the idea, especially as it reduces the workload on the DPW.
- (3) The choice of shrubs and the concept of providing food for birds and animals was also supported unanimously.
- (4) Choice of trees. The committee was uncomfortable with the choice of some of the proposed tree species. There was general support for Atlantic White Cedar and Eastern Red Cedar, but there were reservations about Douglas fir since it is a very tall growing non-native. There were also reservations about using spruce. Mr. Galle asked for suggestion. Mr. Rugh suggested native holly. Other members suggested not planting tall evergreens near the wall as they would eventually pose a fall hazard.

Mr. Sousa asked about the status of planting at the Transfer Station. Mr. Gray said that a heavy fall workload forced him to postpone planting until the spring.

The time being 7:50 PM, Mr. Collins moved to adjourn, Mr. Antine seconded and the motion to adjourn was approved.

Approved: February 17, 2015.

**PUBLIC HEARING NOTICE
TOWN OF JAMESTOWN**

Notice is hereby given that the Town Council of the Town of Jamestown will conduct a public hearing on **Monday, March 2, 2015 at 7:00 p.m.** at the Jamestown Town Hall, 93 Narragansett Avenue on the following proposed amendment to the Code of Ordinances regarding Chapter 70 – Traffic and Vehicles. Opportunity shall be given to all persons interested to be heard upon the matter at the public hearing. The following proposed ordinance amendment is under consideration and may be adopted and/or altered or amended prior to the close of the public hearing without further advertising, as a result of further study or because of the views expressed at the public hearing. Any alteration or amendment must be presented for comment in the course of the public hearing. The proposed amendment is available for review and/or purchase at the Town Clerk’s Office between the hours of 8:30 a.m. and 4:30 p.m., Monday through Friday, excluding Holidays and on the Town’s web site at www.jamestownri.gov.

Section 1. Be it hereby ordained by the Town Council of the Town of Jamestown that the Jamestown Code Of Ordinances, Chapter 70, Traffic and Vehicles, as the same may have been heretofore amended, is hereby amended by changing the text of the Chapter, as follows:

NOTE: words set as ~~strikethrough~~ are to be deleted from the ordinance; words underlined are to be added to the ordinance.

See Exhibit A, attached hereto and incorporated herein by reference.

Section 2. The Town Clerk is hereby authorized to cause said changes to be made to Chapter 70 of the Town of Jamestown’s Code of Ordinances.

Section 3. This Ordinance shall take effect upon its passage.

Ad Date(s): February 19, 2015

Publication Source: Jamestown Press

Hearing Date: March 2, 2015

Action: _____

Certified: _____

Exhibit A

Sec. 70-52. Stop intersections.

Stop signs shall be erected and traffic controlled in conformance with section 70-51 on the following streets and highways within the town:

Intersection:	Location of Sign/Street Stopped:
Helm Street and Stern Street	Stern Street <u>both directions</u>
<u>Helm Street and Mast Street</u>	<u>4 way stop</u>
Helm Street and Bow Street	Bow Street <u>4-way stop</u>
Mast Street and Helm Street	Helm Street

*Note: These changes will institute two four-way stop intersections on Helm Street, at both Stern and Mast Streets.

Sec. 70-54. - Streets closed to traffic from specific direction.

Arnold Avenue-all vehicular traffic shall be prohibited from travelling in a westerly direction on Arnold Avenue between the intersection of Westwind Drive and Melrose Avenue.

Bay View Drive-all vehicular traffic shall be prohibited from traveling in a southerly direction on Bay View Drive from that portion of said avenue bounded on the south by the Newport Bridge and a "Do Not Enter" sign shall be erected at such location.

Reservoir Circle-all traffic is prohibited from travelling clockwise on Reservoir Circle.

Watson Avenue, all vehicular traffic, excluding school buses and those persons residing on Watson Avenue between the intersections of Lawn Avenue and Washington Street, is prohibited on Watson Avenue between the intersections of Washington Street and Lawn Avenue, between 2:15 p.m. and 2:45 p.m., Monday through Friday annually from September 1 to July 1.

*Note: This change will codify the existing one-way conditions as they are already indicated by signage. It will move the language of the temporary road closure of Watson Avenue to the appropriate location within the code of ordinances.

Sec. 70-84. - Ban on parking during weather emergencies and special events.

(a) The director of public works ~~and/or~~ the town administrator and/or the chief of police is hereby authorized and empowered to declare a ban on the parking of all vehicles on the streets and highways of the town for such period as it is necessary to remove snow from such streets and highways or temporarily as may be deemed necessary for a public safety

(b) In declaring such ban on parking, the director of public works ~~and/or~~ the town administrator and/or the chief of police shall give notice by posting notice of the ban ~~at three public places in the town~~ on the town's public website and causing such other notification as is reasonable under the circumstances.

(c) Motor vehicles parked on any town street or highway one hour after the posting of the notice may be towed to a place of storage at the owner's expense and/or fined \$10.00. \$25.00.

*Note: These changes will allow the Chief of Police to declare a parking ban for snow emergencies and impose parking restrictions for special events. It also amends the notification process and increases the fine to \$25.

Sec. 70-87. - Prohibited or restricted parking on specified streets.

~~Broad Street, no parking on north side for its entire length.~~

~~Broad Street, no parking on south side from East Shore Road to Orient Street.~~

Broad Street, no parking either side, with the exception of the seven designated parking spaces of which four shall be restricted and designated as resident recreation sticker required pursuant to section 70-90.

North Road, no parking on either side from its intersection with East Shore Road westerly for a distance of 200 feet.

North Road Driveway to Water Treatment Plant, no parking either side, with the exception of the two designated parking spaces located at the northwest corner.

~~Watson Avenue, no parking on the north side from its intersection with Lawn Avenue to a point 300 feet westerly therefrom.~~

~~Watson Avenue, no parking on the South side of Watson Avenue and no parking on the North side within 30 feet of the intersection with North Road or 40 feet from the intersection with Pemberton Avenue.~~

Watson Avenue, no parking south side entire length.

Watson Avenue, no parking on the north side of Watson Avenue from the intersection of Pemberton Avenue to the intersection of Washington Street, between 6:00 a.m. and 6:00 p.m. Such prohibition shall apply to all vehicles except school buses serving the Jamestown Elementary School.

~~Watson Avenue, all vehicular traffic, excluding school buses and those persons residing on Watson Avenue between the intersections of Lawn Avenue and Washington Street, is prohibited on Watson Avenue between the intersections of Washington Street and Lawn Avenue, between 2:15 p.m. and 2:45 p.m., Monday through Friday annually from September 1 to July 1.~~

*Note: These changes create seven designated parking spaces at Park Dock-four of which will require a resident recreation sticker. It prohibits parking on North Road for 200 feet west of East Shore Road. It codifies the current parking restrictions at the entrance to the water treatment plant. It clarifies language to parking restrictions near the Lawn Avenue School.

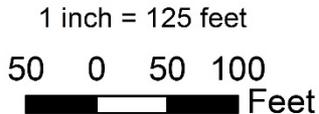


Recommendations:

- 1) Mark designated parking spaces on Broad St increasing number of total spaces to seven
- 2) Permit parking only in seven designated areas. Designate 4 as resident parking permit or resident recreation sticker required.

Park Dock Parking Restrictions

Jamestown Traffic Committee 8/19/14



Legend

-  Existing Parking
-  No Parking
-  Proposed



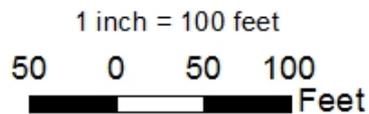


Recommendations:
 No parking North Road either side
 From East Shore Road- 200 feet west

No Parking
 Proposed

North Road Parking Restrictions

Jamestown Traffic Committee 8/19/14



Legend

- Existing Parking
- No Parking
- Proposed





Jamestown Planning Commission MEMORANDUM

TO: The Honorable Town Council
Ms. Kristine S. Trocki, Esq., President

FROM: Michael Swistak, Chair, Jamestown Planning Commission *MS*

RE: Comprehensive Community Plan – Request to Set Public Hearing

DATE: February 17, 2015

The Town Council and Planning Commission approved the Comprehensive Community Plan on June 18, 2014. This approved plan, for all intents and purposes, sets land use policy for the Town of Jamestown and our planning and zoning regulations must be consistent with those policies. The Plan was subsequently sent to the State of Rhode Island per RIGL 45-22.2, Rhode Island Comprehensive Planning and Land Use Act (the Act). The Division of Planning reviewed the plan for consistency with the goals and intent established in the chapter and in the state guide plan and provided comments. The Planning Commission addressed these comments as shown on the attached pages. The changes related to “Natural Hazards” (pages 1-13) addressed state comments required to meet the standards for compliance with Act. The remaining changes, (pages 1-11 beginning with the section entitled “Jamestown Community Farm”, although not directly related to the review requirements of the Act, addressed comments that were intended to improve the Plan’s overall accuracy, readability, and usability.

A letter dated February 3, 2015 from the Division of Planning is provided at the front of the packet. This letter indicates that with the additional changes, the State is prepared to grant State Approval subsequent to local approval by the Planning Commission and Town Council. In addition, in accordance with the time allowances provided in the Act for approval, they have extended our time frame for State approval until May 1, 2015.

The Planning Commission would request that our boards hold a joint public hearing on the Plan at which time the Town Planner would give a short presentation related to the proposed changes and public comment would be solicited. State Law requires advertising for the hearing 3 weeks prior to the hearing. The Planning Commission is available for a public hearing on their regular meeting date of April 1 as well as other dates such as March 23, 25, 30, or April 6. Please contact the Town Planner, Lisa Bryer directly at 423-7210 or lbryer@jamestownri.net should you need additional information prior to the meeting.

Attachments: as noted

C: A. Nota, Town Administrator
C. Fernstrom, Town Clerk



STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

Department of Administration
DIVISION OF PLANNING
One Capitol Hill
Providence, RI 02908-5870

February 3, 2015

Ms. Lisa W. Bryer
Town Planner
P.O. Box 377
Jamestown, RI 02835

Subject: Review of the Jamestown Comprehensive Plan

Dear Ms. Bryer: *Lisa*

On December 8, 2014, I sent you my initial comments on the Comprehensive Plan. At that time, I noted that certain additional material would be needed in order for me to grant the Plan State approval. I am now in receipt of the two documents that you sent on January 23, 2014; namely, the Natural Hazards document and the Changes Non-Mandatory document which addresses not only approvability related issues but also optional changes to the Plan to improve its overall accuracy, readability, and usability. I am very pleased that the Town has made such significant progress in responding to my comments and with the incorporation of these changes into the Comprehensive Plan, I would be prepared to grant it State approval.

You noted in your email that you would like to schedule a joint public hearing in March which will be followed by Planning Board and Town Council action. Accordingly, I will grant the Town until May 1, 2015 to submit a Town Council approved Comprehensive Plan that incorporates the proposed revisions as found in the aforementioned documents.

Please feel free to contact Kevin Nelson of my staff with any questions you may have. He can be reached via telephone at 222-2093 or via e-mail at kevin.nelson@doa.ri.gov.

Yours truly,

Kevin M. Flynn
Associate Director

cc: Jared L. Rhodes II
Kevin J. Nelson

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f. ~~Flood and~~ Natural Hazards s Risk

State law (RIGL 45-22.2-6(b)(10) requires that the Comprehensive Plan “include an identification of areas that could be vulnerable to the effects of sea-level rise, flooding, storm damage, drought, or other natural hazards. Goals, policies, and implementation actions must be identified that would help to avoid or minimize the effects that natural hazards pose to lives, infrastructure, and property.”

A natural hazard is defined as “an event or physical condition that has the potential to cause fatalities, injuries, property and infrastructure damage, agricultural loss, damage to the environment, interruption of business, or other types of harm or loss.” A natural hazard can also be exacerbated by societal behavior and practice, such as building in a floodplain, along a sea cliff or an earthquake fault. Natural disasters are inevitable, but the impacts of natural hazards can, at a minimum, be mitigated or, in some instances, prevented entirely (Rhode Island Emergency Management Agency, 2014).

The Town of Jamestown’s strategy is to prepare for, mitigate, adapt and respond to the potential loss of life and property in the event of natural disasters and the changing climate. Jamestown is a 9.7 square-mile island lying along a north-south axis at the mouth of Narragansett Bay.

As a coastal community Jamestown is particularly vulnerable to high winds and flooding issues. Jamestown has a bridge linking the island to the mainland on its western side; a second bridge

links the island to Aquidneck Island on its eastern side. The bridges as well as several connection points on the island are critical infrastructure points that require special planning both in terms of emergency response as well as Natural Hazard Mitigation Planning. In addition to the bridges, other vulnerable areas include the isthmus connecting Beavertail, the bridge at the Great Creek, and the roadways at Conanicus Avenue near Shoreby Hill and East Shore Road at the Toll Bridge. Other less, critical roadway linkages that are susceptible to flooding include Dumpling Drive, North Bay View Drive and Bay View Drive. Map 13. Projected Sea Level Rise shows the potential impacts to these critical infrastructure points at both 3 and 5 feet of sea level rise.

The Natural Hazard Mitigation Plan recommends actions and policies enabling the Town of Jamestown, R.I., to mitigate the impacts of naturally occurring emergencies or disasters. Although most of the hazards posed by such events can be anticipated, other risks are emerging as the climate changes and some hazards are expected to increase in risk and severity over the next 20 years such as intensity of storm events and flooding. Consequently, this plan, the Hazard Mitigation Plan and the Emergency Operations Plan will be updated periodically, as required, giving special planning consideration and response to climate change and other previously unexpected risks. These plans will ease the social and economic hardships arising from natural disasters, and provide Jamestown residents with the assurance that the town is thoroughly prepared for disaster response. Jamestown's Emergency Management Director is responsible for implementation and update of these plans. In addition any future RI Transportation Improvement Program applications should prioritize the most vulnerable projects as many of them are located on State roads.

The town of Jamestown identified risks, assessed the degree of vulnerability of ~~those~~ areas at risk, such as structures, population and natural resources, and examined possible impacts from natural disasters. Risk describes the characteristics of the hazard and is identified in terms of scale of the event, duration, area affected, frequency and probability. ~~With the assistance of the University of Rhode Island, Jamestown has mapped the risk areas within the town.~~ The Hazard Mitigation Plan maps ~~include~~ critical facilities in Jamestown (fire stations, police stations, schools, utilities, Red Cross ~~approved-supported~~ shelters) and potential risks in Jamestown. These maps are included in the Jamestown Hazard Mitigation Plan. Table D-2 ~~on this page below~~ identifies ~~ten-eight~~ potential risks that Jamestown faces ~~and~~, their ranking from high to low in terms of the probability of the event and the increased risk due to climate change. The high risk hazards will be discussed in further detail in the following sections.

Table D-2 - Natural Hazard Risks by Severity

<u>Hazard</u>	<u>Risk</u>	<u>Increased Risk due to Climate Change</u>
Flooding	High	<u>High Potential</u>
Hurricane/ Severe Storm	High	<u>High Potential</u>
Nor'easter/Snow/ Ice (Winter Storm)	High	<u>Medium to High Potential</u>
Drought	Medium	<u>Medium to Low Potential</u>
Lightning	Medium	<u>Low Potential</u>
Wildfire	Med/Low	<u>Low Potential</u>
Earthquake	Low	<u>Low Potential</u>
Tornado/Downspouts	Low	<u>Low Potential</u>

1) Floods (riverine flooding, coastal storm surge, erosion and sea level rise)

Floods are defined as the accumulation of large quantities of water in a short amount of time in a specific area. Extended wet periods can create saturated soil conditions, after which any additional rain runs off into streams and rivers, until river capacities are exceeded. Flash floods occur with little warning and produce rapid rises in water levels and that have devastating flow velocities. Storm-surge flooding occurs when water is pushed up onto otherwise dry land by onshore winds. Intense, low-pressure systems and hurricanes can create storm-surge flooding. Nine out of 10 hurricane fatalities are caused by the storm surge. Worst-case scenarios occur when the storm surge occurs concurrently with high tide.

Dams and levees are usually engineered to withstand a flood with a computed risk of occurrence. If the situation occurs where the dam fails or is washed out, the water behind it is released to become a flash flood. Failed dams or levees can create floods that are catastrophic to life and property because of the tremendous energy of the released water.

In March of 1936, New England experienced a flood that cost more than 150 lives and caused significant property damage.

New England has a long history of flood events. Due to the fact that New England has a large coastline, major rivers with dams and large urban areas, it is susceptible to many forms of flooding. This includes river flooding, coastal flooding from hurricanes and Nor'easters, flooding from dam failure, and urban flooding from runoff that cannot be absorbed by pavement. During 1978, flooding occurred throughout New England causing millions of dollars in damage. In 1996, flooding ravaged communities in northern New England resulting in significant damage and a Presidential Declaration of Emergency. In March of 2010 the state of RI was declared in a State of Emergency due to flooding. There was significant property damage throughout the state from this event.

Jamestown's entire coastline is subject to high tides and wave action during intense Atlantic storms. However, because the shoreline in most areas rises steeply from the Bay and is generally rocky, flood hazard zones do not extend very far inland. (refer to Map 12 - HYDROLOGICALLY SENSITIVE AREAS). Other major flood hazard areas abut Fox Hill Pond, Zeeks Creek, Conanicus Ave. Seawall, Sheffield Cove, Potter Cove, Hull Cove and Mackerel Cove. During high tides and storms, development in these areas is subject to damage or complete destruction. Development in these flood areas may also reduce water storage capacity and enlarge the extent of flood-prone areas. According to a Flood Insurance Study conducted by FEMA in 1986, flooding in Jamestown is limited to the coastal lowlands along Narragansett Bay. Most severe coastal flooding occurs during hurricanes. The hurricanes of September 1938 and August 1954 both had severe effects on portions of the coastline of Jamestown. Due to the limited drainage pattern, inland flooding has not been as much of a problem as coastal flooding on the island to date. The most serious problems have occurred where subdivisions have encroached upon flood plains and wetland areas.

Flooding is generally limited to the coastal lowlands along Narragansett Bay as the high rocky cliffs along the southern end of the Island offer natural protection. As part of the Town's Hurricane Evacuation Study, an inventory of all local streets and structures that have been constructed within the flood zone areas in Jamestown was conducted. This area is referred to as a SLOSH Zone (Sea, Lake, and Overland Surge from Hurricanes) and corresponds to the V Zones (areas of 100 year coastal flood with velocity) identified by the Federal Emergency Management Agency, February 1986. Results of this study showed that there are presently over 800 persons residing in 350 houses located in the SLOSH Zone. A small percentage of these residences are occupied seasonally.

In certain low-lying coastal areas, floodwaters may extend inland for some distance. At Round Swamp, the flood zone divides the Island in half, and at Jamestown Brook, flood waters may reach as far as the North Reservoir. Other major flood hazard areas abut Fox Hill Pond, Sheffield Cove, Potter's Cove, Hull Cove and Mackerel Cove. During high tides and storms, development in these areas is subject to damage or complete destruction. Development in these flood areas may also reduce water storage capacity and enlarge the extent of flood-prone areas.

Floods are among the most frequent and costly natural disasters in terms of human hardship and economic loss. Seventy-five percent of federal disaster declarations are related to flooding. Flooding in Rhode Island can result from a variety of situations, including spring snow melt combined with heavy rains, coastal storms or "nor'easters," tropical storms and hurricanes, and the very dangerous potential of dam breeches. In an effort to reduce the losses of life and property associated with flooding and to reduce the rising costs of disaster relief after a flood, the federal government created the National Flood Insurance Program (NFIP). Broadly speaking, the NFIP is based on three large principles: insurance, regulations and mapping.

The NFIP was created in 1968 to help cut the costs to taxpayers of federal disaster relief for flooding. In order for residents of a community to be eligible to receive flood insurance, the community must agree to abide by the NFIP's minimum requirements for floodplain management. These requirements include the adoption of a floodplain management ordinance or bylaw by

communities interested in participating. In 2010, Jamestown adopted a “Community flood plain ordinance for special flood hazard areas” as part of the Zoning Ordinance.

Jamestown participates in the NFIP through an agreement with the Federal government. Through the NFIP (<http://www.fema.gov/about/programs/nfip/index.shtm>), the Federal Emergency Management Agency (FEMA) provides maps of hazardous areas and provides federally backed flood insurance. In return, communities agree to enact and enforce floodplain regulations intended to minimize the threats to life and property. All 39 communities in Rhode Island participate in the NFIP.

Continuing in 2010, the Rhode Island Emergency Management Agency (RIEMA), FEMA, the U.S. Army Corps of Engineers and Rhode Island communities are cooperating to modernize the flood maps. New and revised flood maps are designed to view on a computer, to use in Geographic Information System (GIS), or to print as paper maps. Flood maps are composites of a photographic base map, topographic data, and flood layers. Flood layers can be used with parcel information or other data to more easily determine if a specific building or site is in a Special Flood Hazard Area or Floodway.

The State Building Code allow building in flood hazard areas (where permitted by zoning) provided the building is structurally flood-proofed and the first floor elevation is 1-foot above the base flood elevation (in accordance with ASCE 24-05). Special flood hazard insurance is available through the Federal Government to property owners who build in flood hazard areas if the builder takes these structural measures.

2) Hurricanes and Severe Rainstorms

Severe Rainstorms can be associated with flooding, lightning strikes and wind damage. Thunderstorms typically occur in New England during the spring and summer months. The most damaging type of rainstorms are hurricanes.

The damage and severity of hurricanes for Rhode Island is dependent upon where the center of the hurricane makes landfall. Considering the historical characteristics of hurricanes for Rhode Island, they can be classified into three major categories: Eastward, Westward and Rhode Island (See Table below). The eye of an Eastward hurricane passes east of the state, staying offshore to the south and east of Cape Cod, Massachusetts. These types of hurricanes are more of a threat to inland areas, such as West Greenwich, and less of a threat to coastal areas, such as Jamestown and Narragansett. It is also common for Rhode Island to experience rainfall from Eastward hurricanes several days before the actual arrival of the hurricane.

Westward hurricanes pose the greatest threat to the coastal areas of Rhode Island. The eye of these hurricanes make landfall west of Rhode Island and place the state in the right semi-circle of a hurricane. The right semi-circle of a hurricane exposes the coastal areas of the state, such as Jamestown and Narragansett, to strong storm surges and high winds. Historically, Westward hurricanes produce less average rainfall than Eastward hurricanes.

Hurricanes classified as Rhode Island hurricanes make landfall on the south coast of the state; the eye of the hurricane passing over the state. Only two hurricanes, the September Hurricane of 1944 and Hurricane Bob of 1991, have made landfall on the south coast, between Westerly and Little Compton. As a result, strong winds, coastal flooding, and heavy rainfall were reported along the coasts. Table D-3 below depicts significant hurricanes from 1935 to 1999, including the date they occurred, the name, wind speed and the monetary damages that were suffered.

Table D-3 - Significant Rhode Island Hurricanes from 1935 to 1999

Date	Name	Type	Winds (mph)	Property Damage (\$ Million)	Deaths
September 21, 1938	N/A	Westward	95	100	262
September 14, 1944	N/A	Rhode Island	82	2	0
August 31, 1954	Carol	Westward	110	90	19
September 11, 1954	Edna	Eastward	40	0.1	0
August 19, 1955	Diane	Eastward	45	170	0
September 12, 1960	Donna	Westward	58	2.4	0
September 27, 1985	Gloria	Westward	81	19.8	1
August 19, 1991	Bob	Rhode Island	63	115	0

The strong winds that accompany hurricanes can create debris problems including downed power lines, which can lead to business interruption. Wind pressure and airborne debris can cause building components (i.e., gutters, screened enclosures that are not structurally tied to the house, roof coverings, shingles, car ports, porch coverings, overhangs, siding, decking, windows, walls and gables, etc.) to fail. Wind-driven rain can enter openings in either the roof or wall envelopes. The wind hazard maps developed for today's model building code can estimate what community-wide wind speed the town can expect. A look at historical wind damage can also reveal special wind hazard risks. For instance debris, especially fallen tree limbs, was a major problem with Hurricane Bob.

3) Nor'easters, Snow and Ice (Severe Winter Storms)

A winter storm can range from moderate snow to blizzard conditions with blinding wind driven snow over 35 mph that last several days. A severe winter storm deposits four or more inches of snow during a 12-hour period or six inches of snow during a 24-hour period. Winter storms often spawn other natural hazards, such as extreme winds, coastal erosion and flooding. The weight of accumulated snow or ice can damage infrastructure and possibly cause buildings to collapse. Utility and power lines can break from the weight of snow or ice, coupled with strong winds. This could put residents at risk of losing heat, electricity and water (if using well water). Flat-roofed buildings face a more serious structural risk from heavy snowfall. Snow melting poses problems as well, such as road flooding in low-lying areas.

New England has a long history of severe winter storms and blizzards. Recently blizzards and snowstorms occurred in March 1993, February of 1996 and March of 2001. These events caused fatalities, millions of dollars in damages and left thousands of people without power for days.

Nor'easters are similar to hurricanes in that they are coastal storms that bring heavy precipitation and very powerful winds. However, nor'easters are winter storms often accompanied by dramatic temperature drops and the possibility of frozen precipitation. Southern New England is impacted by nor'easters of varying sizes and intensity once every few years.

Table D-4 - Historical Nor'easter Losses for Rhode Island

Year	Deaths	Total Losses (Actual)
1888	400+	Unknown
1978	99	\$202M
1991	33	\$200M
1992	19	\$1,000-2,000M
1993	270	\$3,000-6,000M
1996	187	\$3,000M

The area impact of large nor'easters can be dramatic, with some notable storms affecting many hundreds of miles of coastline. The property damage from storms of this size can also be greater than from hurricanes. Though there have been greater losses since then, one of the most memorable winter storms of the past century was in 1978. The Blizzard of 1978 had extreme impacts on Rhode Island with 3-4 feet of snowfall and winds blowing up to 60 miles per hour. Abandoned cars caused the interstate highways to shut down and more than 10,000 people to be stranded from their homes. The figures on the following page depict the severity of the storm that hit Rhode Island.

4) Natural Hazard Risk Assessment

On September 21, 2001, Jamestown community officials formed the Jamestown Hazard Mitigation Committee. Committee members included the Jamestown Emergency **Defense Management** Director, Chief of Jamestown Police, Chief of Jamestown Fire and Rescue, Town Administrator, Building Official, Director of Public Works and the Town Planner. The committee discussed the town's vulnerability to natural disasters and steps necessary to complete a hazard mitigation plan. Evident during this meeting was that natural hazards are a serious risk to Jamestown that poses a threat to loss of life and destruction of property. The committee realized that while a mitigation plan for Jamestown would be similar to others that have been completed, it would be unique because of the distinct geography of the town.

With mapping assistance from RI Sea Grant, URI Environmental Data Center and Statewide Planning, Map 13 – PROJECTED SEA LEVEL RISE was created and depicts the expected 3 to 5 foot rise in sea level that the RICRMC is predicting by 2100. Additionally, the map shows the 1938 Hurricane surge level which is, in all cases, landward of the projected “mean higher high water 5 foot sea level rise” line. Jamestown’s rocky shoreline minimizes the

impact of sea level rise to some degree and therefore there are relatively few structures in harm's way within the projected time period. The majority of vulnerable structures are residential and will be the focus of Jamestown's future mitigation and resiliency efforts.

The commercial area of Jamestown most vulnerable to a natural disaster is the downtown area. Any disruption to this area would have serious ramifications for town residents. Due to Jamestown's geography, this becomes a concern when a storm event occurs. The bridges are closed when wind speed reaches approximately 68 miles per hour. When the bridges close, people are dependent upon those services provided within the town, including McQuade's Market, Baker's Pharmacy, Bank Newport, Cumberland Farms Gas and Convenience mart and Jamestown Family Practice Center. Damage to these businesses and other goods and services could cause major economic and social hardship to residents.

The damage to and destruction of the built environment, particularly in the critical lifeline sectors (Communications, Emergency Services, Energy, Healthcare and Public Health, Transportation, Water) represents enormous economic, social, and general functional costs to a community, while also impeding emergency response and recovery activities. Since Jamestown is a coastal community, it has increased vulnerability to extreme weather events like hurricanes.

Jamestown's local government is dependent on its existing structures to carry out its municipal functions. Without these existing structures, the town would face a limited capacity in fulfilling its administrative and departmental responsibilities.

Vulnerable areas were determined by considering past and potential natural hazards that pose a threat to the population, property, and economic resources of the town. For example, the town's population, residential/commercial properties, schools, bridges and historical buildings were identified as vulnerable areas to natural hazardous events.

Evaluating the number of times that the natural hazard has impacted Jamestown or a region within Rhode Island in the past provides a measure of the likelihood of the event occurring again in the future. This rating is derived from an investigation of trends in the long-term (30 years at least) data. Examination of past events helps to determine the probability of similar events occurring in the future.

The Natural Hazard Mitigation committee also determined the objective or benefit that would be realized by implementing an appropriate mitigation action. Objectives or benefits included protection of the public, economic stability, historical preservation, and areas were identified and assigned: a natural hazard, primary problem, and mitigation benefit. A Risk Assessment Matrix was constructed that ranked the vulnerable areas and can be found in the Natural Hazard Mitigation Plan.

A second criteria used in evaluating the risk of Jamestown to natural hazards is to determine the area of impact. Some hazard events impact only a small region, while others can affect the entire area. The area of impact determination indicates how much of the immediate area is impounded by a single event. Again, historical data is used to investigate damage and loss records

of previous hazard events to develop an estimate of the amount of property damage that may occur from future events.

Like most Rhode Island coastal communities, the greatest risks in the Jamestown community are related to flooding and storm surge. The risk matrix rates flood as the natural event with the highest score. Natural events that spur flooding, such as nor'easters and winter storms also received high rankings.

~~State law [RIGL 45-22.2-6(b)(10)] requires that a local Comprehensive Plan “include an identification of areas that could be vulnerable to the effects of sea-level rise, flooding, storm damage, drought, or other natural hazards.~~

5) Population at Risk

Children and the elderly may require additional assistance during an emergency. It is important to know the number of people that are considered to be at a higher risk in a natural hazard event. The total population of Jamestown is 5,405. In 2010, there were around 1000 children under the age of 15 and around 900 people who were 65 or older.

Currently, Melrose Avenue School serves as the emergency shelter in the Town. Currently, the Town is capable of providing public shelter for 1,100 individuals in the event of a natural disaster. The shelter located at the Melrose Avenue School is American Red Cross ~~Approved~~supported.

Table D-5 - Emergency Shelters for Jamestown

Name	Location	Occupancy
Melrose Avenue School	76 Melrose Avenue	600-1,000
Jamestown Fire Station	50 Narragansett Avenue	100

a) Elderly/Disabled

Jamestown is home to a number group homes throughout the island that service the needs of the town’s disabled population. According to 2000 census data Jamestown was home to 826 residents with a disability, of the total 4,999 residents. Residents with disabilities may need assistance in the case of an evacuation and each group home will be identified and evaluated in terms of access to evacuation routes and capacity of the home itself, to ensure that any residents within those facilities can be provided for in the case of a natural disaster or evacuation.

Jamestown’s elderly population raises similar issues in terms of evacuation and natural disaster survival assistance. According to the 2000 census, Jamestown has an elderly population of 828. The elderly population may also require assistance in an evacuation or natural disaster

event. Pemberton Apartments is the only elderly housing community on the island; it is located in the downtown area.

b) Lives and Property at Risk from Hurricanes, Flooding and Nor'easters

A 100-year flood has a one-percent chance of occurring in any given year. The National Flood Insurance Program (NFIP) for Jamestown currently insures a total of 214 policies and 46 have made claims concerning flood damage since 1978.

Table D-6 below represents National Flood Insurance information for the town of Jamestown. It can be seen from the table that although Jamestown has 214 policies few claims are made and they are for minor damages and no repetitive losses have been filed. As increased

Table D-6 - National Flood Insurance Information for Jamestown

Total Flood Insurance Policies	Value of Property Covered	Number of Claims since 1978	Payments since 1978	Number of Repetitive Loss
214	\$59,667,600.00	46	\$179,060.00	1

Natural and Cultural Resources Action Plan

WATER RESOURCES

- ☀ **Goal #1:** Have clean Marine, Freshwater and Groundwater Resources.
- ☀ **Goal #2:** Preserve and Protect unique, fragile, and scenic coastal areas.
- ☀ **Goal #3:** Protect public accessibility to the shoreline.

Coastal Resources:

- ☀ **Policy #1:** Encourage acquisition of unique, fragile and scenic coastal areas.
- ☀ **Policy #2:** Encourage land management that provides opportunities for public waterfront access.
- ☀ **Policy #3:** Protect water quality in salt marshes and coastal waters of Jamestown.
- ☀ **Policy #4:** Proactively plan for natural hazard vulnerability including those hazards which may increase due to climate change.

	Policy	Action	Time Frame in Years					Initiation Responsibility	Resources	STATUS
			1	2	3	4	5			
Coastal Resources	Policy #1: <i>Encourage acquisition of unique, fragile and scenic coastal areas</i>	a. Continue to update the Jamestown Recreation, Conservation and Open Space Plan every five years to include a priority list for shoreline acquisition and protection. b. Actively seek outside funding for shoreline acquisition and protection. c. Continue to aggressively purchase unique, fragile and scenic coastal areas.	»»»»»»»»»»»»»»»»»»»» Ongoing	»»»»»»»»»»»»»»»»»»»» Ongoing	»»»»»»»»»»»»»»»»»»»» Ongoing	»»»»»»»»»»»»»»»»»»»» Ongoing	Conservation Commission, Recreation Department, Planning Commission, CRMC	Tax Records, Town Mapping	Not Initiated to Date	
			»»»»»»»»»»»»»»»»»»»» Ongoing	»»»»»»»»»»»»»»»»»»»» Ongoing	»»»»»»»»»»»»»»»»»»»» Ongoing	»»»»»»»»»»»»»»»»»»»» Ongoing	Conservation Commission, Planning Commission	RI Dept. of Env. Mgmt., Town Planner, Conanicut Island Land Trust	Ongoing as opportunities arise	
			»»»»»»»»»»»»»»»»»»»» Ongoing	»»»»»»»»»»»»»»»»»»»» Ongoing	»»»»»»»»»»»»»»»»»»»» Ongoing	»»»»»»»»»»»»»»»»»»»» Ongoing	Town Council	Conservation Comm. Town Planner	Ongoing as opportunities arise	

Coastal Resources (con't.)	Policy	Action	Time Frame in Years					Initiation Responsibility	Resources	STATUS
			1	2	3	4	5			
	Policy #4: <i>Proactively plan for natural hazard vulnerability including those hazards which may increase due to climate change.</i>	a. Develop natural hazard vulnerability mapping in coordination with RI SeaGrant. b. Complete and adopt a RIEMA and FEMA approved Hazard Mitigation Plan.	»»»»»				Planning Department	Jamestown GIS, RIGIS	New Action	
			»»»»»				Planning Department	Jamestown Police Dept., Fire Dept., Public Works, Building Official	New Action	

Response to Comment #3:

To be Inserted after page 135 – in section: Inventory of Conservation and Open Space Land

43) Jamestown Community Farm



The Jamestown Community Farm is a 17 acre farm that is located on unprotected, private property through the generosity of the property owner. The farm began planting in 2000 and incorporated in 2009. The community farm is a non-profit 501c (3) organization. The organization was created years ago in response to an idea that there is both individual and community value in helping those in need and that one of the most fundamental needs is good food. Growing fresh produce and distributing it to those less fortunate meets a fundamental human need and is also a valued project defining our Island community.

To that end, during the last twelve years the farm has grown more than 160,000 pounds of fresh produce and distributed this produce at no cost to food pantries and soup kitchens throughout the State. The farm grows and produces crops without the use of commercial fertilizers, pesticides and herbicides and utilizes sustainable farming practices that systematically improves the value of the agricultural soil even as it produces crops. The Farm is committed to methods of farming that recognize and minimize the impact on the natural environment and the native populations of the Island's flora, fauna and natural resources, including water. The Community Farm relies entirely on volunteer labor. The governing board and the Farm manager are volunteers. The farms produces many standard garden vegetables on 4 acres in addition to eggs, honey, and hay on the remaining property. In 2001 the farm produced 21,000 pounds of vegetables, 54 gallons of honey, 40 tons of hay and 1400 dozen eggs.



Response to Comment #5: Add the following language beginning on page 265. see next page.

Response to Comment #7: add the following language on page 57

e. Hydrology

The glacial till that composes the surface geology of Conanicut Island is composed of unevenly sized materials with various pore spaces and sizes that create an irregular flow of water. This composition makes it a poor source of groundwater. Most rural residences in Jamestown use wells drilled down to the rock beneath the till which has higher yields of water.

The urban area of Jamestown relies on surface water reservoirs for its public water supply. Uneven topography divides the Island into twenty small watersheds. Precipitation into these watersheds is absorbed into the ground, or drains into wetlands, ponds, streams or Narragansett Bay. The central watershed is one square mile, of which approximately one-third drains into North Pond, the primary public water supply. The rest of the watershed drains into Jamestown Brook and South Pond, a secondary public water supply.

It is extremely important to have an understanding of surface and ground water patterns as they aid in establishing appropriate land uses that will not degrade the purity of surface water or groundwater supplies. Potential sources of both point and non-point pollution threats to these water supplies include pesticides, ~~and~~ herbicides and nutrients used in agriculture and lawn care, road runoff from automobiles and de-icing, chemicals used in commercial and manufacturing operations, and septic systems. Refer to Map 12 - HYDROLOGICALLY SENSITIVE AREAS.

A further discussion of the Town's water resources is included in the Natural Resources Element, Water Resources Section.

Response to Comment #8: add the noted language on page 84

The Town has been pro-active in implementing the recommendations of this study as well as numerous other management strategies for protection of groundwater in the Jamestown Shores area. The Town has developed a Wastewater Management Plan along with a Wastewater Management Ordinance that mandates inspection and maintenance of all OWTS. In addition, to protect existing and future developments from future water quality issues, the Town developed a High Groundwater and Impervious Layer Overlay District with associated development regulations for the Jamestown Shores and Conanicut Park area of the North End and ~~is currently organizing~~ has completed a second round of well testing for residents of the Jamestown Shores in 2011 with the assistance of URI, the RI Department of Health and the RI Department of Environmental Management. Analysis of that testing, concluded last year, was consistent with the first round of testing which showed elevated levels of nitrates in the groundwater in more densely populated areas of northern Jamestown. Over the past decade the town acquired almost 100 lots in the Jamestown Shores where the taxes were delinquent in order to reduce density and protect groundwater resources. These lots were acquired through budget funds allocated for protection of water resources.

Response to Comment #9: add the noted language on page 87

d) Rhode Island Department of Health

The Rhode Island Department of Health is responsible for regulating public water systems, including the Jamestown Water Department, to ensure safe drinking water. In partnership with local government, the Rhode Island Department of Health is the primary State department responsible for regulating private well water quality. In 2008, rules and regulations pertaining to private drinking water systems were promulgated requiring the testing of all new private wells and private wells involved in real estate transactions. These required tests must be conducted prior to the issuance of building permits and certificates of occupancy, which are permits and certificates issued by the local building official. Additionally, the Contractors Registration Board recently required the registration and licensing of all well drillers and pump installers. The implementation of these regulations may require building permits for any work on new or existing wells.

Response to Comment #10: add the noted language on page 244

In addition to wind power, ~~Jamestown's support of alternative energy and~~the protection of Jamestown's resources has been a theme in Jamestown for several decades. The Town has consistently supported land preservation and has preserved 31% open space and farmland in perpetuity. In 1987, 89% of voters approved a local referendum to authorize bond funding not to exceed \$5 million dollars for the purpose of purchasing and developing open space and recreational land with no specific preservation project in discussion. The bond funding authorized by this action has been used on one occasion to date, protecting 32 acres of land from development; the Conanicut Island Sanctuary. This funding has not been used since that purchase. The Town Council voted to purchase 50% of our energy from renewable sources. The Town is in the process of conducting a municipal energy audit through a federal grant, with the intent of discovering additional energy and cost savings in government.

Response to Comment #11: add the noted language change on page 294 on next page

CERTIFICATE OF RECOGNITION

This certificate is awarded to

JAMESTOWN TREE PRESERVATION AND PROTECTION COMMITTEE

James Rugh-Chair, Anthony Antine- Vice Chair, Lydia Thomas-Secretary, David Frank, Dick Lynn, Lois Migneault, John Collins, Paula Samos

for an exceptional committee whose work provides innovative leadership in advancing sustainable community forestry efforts for the Town of Jamestown.

RHODE ISLAND TREE COUNCIL



Doris Alberg
Doris Alberg, Chairwomen

Robin Enos
Robin Enos, Community Outreach Coordinator

10/25/14
Date

10/25/14
Date



Town of Jamestown

Town Clerk's Office
Town Hall, 93 Narragansett Avenue
Jamestown, Rhode Island 02835-1199
401-423-7200 • Fax 423-7230
email: cfernstrom@jamestownri.net

Cheryl A. Fernstrom, CMC
Town Clerk
Probate Clerk

Holiday and Peddler License Renewal Application

Please provide the following:

- Holiday Application Fee: \$20.00
- Peddler Application Fee: \$25.00
- Certificate of Health (Mobile Unit)
- Retail Sales Tax Permit
- \$1,000,000.00 Insurance Policy

RECEIVED
TOWN OF JAMESTOWN, R.I.
15 JAN 29 AM 10:14

License Holder:

Permit for the Period of: March 1, 2015 to February 28, 2016

Corporate Name: Lucky Ridge Co. LLC

Doing Business As: (dba) Spinnakers Café Mobile Unit

Location(s) of Business: East Ferry, Ft. Getty, Mackerel Cove Beach Parking Lot

Business Phone: 423-3077 RI Retail Tax ID #: 75303401800

Hours of Operation: 10:00 am to dusk

Business Address/Mailing Address & Phone Number (if different from above):

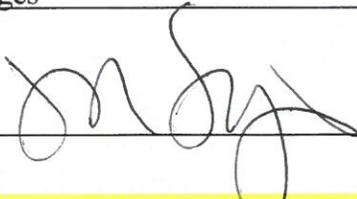
3 Ferry Wharf, Jamestown, RI 02835

Partnerships & Corporations: Please list names, addresses & dates of birth for all partners and principal officers/stockholders:

<u>Name</u>	<u>Address</u>	<u>Date of Birth</u>
Michael Ridge	74 Larch St., Providence, RI 02906	401.361.0135 401-351-0135

Type of Sales: (Ice Cream, Beverages, Packaged Foods, etc.)

Ice Cream and bottled beverages

Signature of Applicant: 

Tax & Water Assessments must be paid to date prior to any Town Council Action.

All licenses are subject to the resolution of debts, taxes and appropriate signatures.

TOWN OF JAMESTOWN

Town Clerk's Office
93 Narragansett Avenue
Jamestown, RI 02835
423-7200 ~ Fax: 423-7230
jamestownri.net

For Office Use Only

Application Fee: \$20.00

Paid/Date: _____

Insurance Policy: _____

Approval: Please Sign & Date

Chief of Police: [Signature] 1-30-15

Fire Chief: [Signature] 1-30-15

Zoning Official: [Signature] 1-29-15

Water & Sewer Clerk: [Signature] 2/4/15

Tax Collector: [Signature] 2/4/15

Public Works Director: [Signature] 2-25-15

Director of Parks & Recreation: [Signature] 2/26/15



This application has been **GRANTED/DENIED** by the Jamestown Town Council at a meeting held on the _____ day of _____, 2014 for the period of **March 1, 2015 to February 28, 2016**. This license restricts sales to only the following areas of Jamestown: East Ferry, Ft. Getty and Mackerel Cove Beach Parking Lot.

Issued: _____

**Town of
Jamestown, Rhode Island**

PO Box 377
Jamestown, RI 02835- 1509
Phone: (401) 423-7220
Fax: (401) 423-7229



Date: February 27, 2015

To: Andrew Nota
Town Administrator

From: Donna Fogarty
Library Director

RE: Bid Award
Cat6 Cable Installation
Jamestown Philomenian Library

The request for bids for the installation of Cat6 cabling for the library network were advertised and received on December 15, 2014, when they were opened and read in public.

There were a total of four bids: ATG Group, JM Communications, Rossi Electric, and Synet Inc. Site visits and interviews were held.

It is my recommendation that installation of Cat6 Plenum cabling be awarded to **JM Communications** for the amount of \$13,495.00 as the lowest bidder.

Summary:

ATG: Lowest bid withdrew due to their inability to meet the project time frame for completion. \$12,380.00

JM Communications: Owner/Sole Employee – insurance and completion issues - \$19,100.00 or \$13,495.00 using ICC cable.

Rossi Electric: Did not appear to understand the scope of the project – did not have an add/drop line bid. \$17,800.00

Synet, Inc.: Price was not the lowest qualified bidder proposed at \$15,781.00.

January 22, 2015

Mr. Nota and the Honorable Town Council,

As you may remember, the library capital fund expenditures for the 2013-2014 budget were reallocated to upgrade the technology backbone of the library's intranet and internet components including the Integrated Library System the library participates in with the Ocean State Library Consortia.

Most recently, OSHEAN, Inc. (Ocean State Higher Education Economic Development and Administrative Network) installed a fiber optic connection as part of a Federal Grant "Library Ring" in the basement of the Jamestown Library. To date, the library has not been able to take full advantage of this technology. The installation and upgrade to "standards" cabling is required to connect to the "Ring" and to maintain the quality of services expected by Jamestown residents.

The core backbone of library services today depends on technology standards. The installation of Cat6 Plenum cable will ensure that the library will be able to meet demands for various devices for reading, viewing, listening and participating in an online global environment. The move from the current Cat5 and Cat5e will also enable the library to participate fully in future OSL Consortia-wide grants and advances in the Integrated Library System.

In addition, the Cat6 Plenum cable will enhance and meet requirements of the many library and *Friends of the Library's* programs, including Travel presentations, international films, guest speakers and workshops.

Site visits and interviews were held for this project with: Ken Corsetti, OSL Network Engineer; Jack Evans, Technology Engineer Newport Architects LLC.; Deborah Homer, Technology Librarian; and Donna Fogarty, Library Director.



Town of Jamestown

Resolution of the Town Council

No. 2015-04

Resolution Relative To The Establishment Of An Ordinance Committee

WHEREAS, the Town Council of the Town of Jamestown has several ordinance amendments presented to them for consideration during each calendar year; and

WHEREAS, the Town Council has experienced the existing process does not provide adequate time for the Town Council members or the public to understand and digest the reasons, usefulness, or effectiveness of proposed ordinance amendments; and

WHEREAS, the Town Council desires the establishment of an Ordinance Committee to assist and advise the Town Council of legislative actions deemed necessary to preserve, improve and ensure the public health, safety, welfare through a process which allows for a collaborative and contributive method to propose, discuss and draft ordinance amendments for submission to the Town Council for consideration.

NOW, THEREFORE, BE IT RESOLVED that we, the Town Council of the Town of Jamestown, hereby establish an Ordinance Committee and vest them with the authority to investigate, research, consult, deliberate and recommend legislative actions to the Town Council from time-to-time and as warranted to preserve and improve the public's health, safety and welfare; and

BE IT FURTHER RESOLVED that the Ordinance Committee shall be composed of two members of the Town Council, appointed by the Town Council. The Town Administrator is hereby authorized and directed to organize and provide appropriate technical staff assistance to the Ordinance Committee to assist them in the effective conduct of their duties and obligations. Meetings of the Ordinance Committee shall comply with all requirements of public meetings, including but not limited to the Open Meetings Act.

By Order of the Jamestown Town Council

Kristine S. Trocki, President

Mary E. Meagher, Vice President

Blake A. Dickinson

Michael G. White

Thomas P. Tighe

IN WITNESS WHEREOF, I hereby attach my hand and the official seal
of the Town of Jamestown this 2nd day of March, 2015.

Cheryl A. Fernstrom, CMC, Town Clerk