Town of Jamestown
Comprehensive Harbor Management Plan

Jamestown Comprehensive Harbor Management Plan

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JAMESTOWN COMPREHENSIVE HARBOR MANAGEMENT PLAN

I. INTRODUCTION

A. THE PURPOSE OF THE PLAN

The broad goal of the Comprehensive Harbor Management Plan is to help achieve--consistent with the requirements of the appropriate state and federal regulatory agencies--the most desirable use of the waters surrounding Jamestown for recreational, environmental, commercial, aesthetic, and other purposes. More particularly the plan is intended to serve as a guide for managing Jamestown's harbors and waters; for providing the maximum benefit for the public use of the water and the waterfront; for protecting the coastal environment; for resolving user conflicts; and for ensuring public access to the shoreline. Creating such a guide involves evaluating harbor resources, activities, issues and problems; establishing clear objectives; and recommending specific policies for the use, development and preservation of Jamestown's harbors and waters.

The plan is designed to be consistent with the goals of the Jamestown Comprehensive Community Plan and the relevant state and federal authorities. Its preparation has included the active participation of the public in an effort to insure that all interested parties have been represented in the planning process.

B. THE HISTORY OF THE PLANNING PROCESS

Title 46, Section 4 of the Rhode Island General Laws, 1956, Amended, provided the authority for Rhode Island communities to enact harbor ordinances and to develop regulations governing the tidal areas within their communities.

In 1964 the Rhode Island General Assembly approved legislation creating the Jamestown Waterfront Authority. It directed that authority to make a comprehensive study of the existing waterfront facilities, including their management and their physical condition; to estimate the cost of repairing or replacing inadequate facilities, or of constructing new ones; to study the economic potential of the Jamestown waterfront for commercial and recreational purposes; and to make recommendations to the General Assembly and the town for the optimal use and maintenance of the waterfront.

The establishment of the Rhode Island Coastal Resources Management Council (CRMC) in 1971 brought further impetus and direction to Jamestown's waterfront planning. By 1976 the town had published regulations governing the use of marine activities under its jurisdiction, which at that time extended over the East Ferry, West Ferry, and Dumplings areas.

Various attempts were made in the 1980s to draft an ordinance that would supersede the regulations of the 1970s. Regulatory requirements had increased in complexity over the years, and it was widely perceived throughout the state that they

would be even more demanding in the future. In 1988 the state directed each coastal community to prepare a harbor management ordinance and a harbor management plan.

The Jamestown town council adopted a harbor management ordinance in August, 1988, that was conditionally approved by the CRMC in 1990, subject to the completion of a suitable comprehensive harbor management plan. In 1995 the town council approved the plan; and in 1996 the CRMC approved both the plan and the ordinance for a period of five years.

C. FEDERAL AND STATE AUTHORITIES

Many higher levels of government have authority over various aspects of local harbor management. The three authorities most directly involved are:

1. The United States Army Corps of Engineers (ACE)

The Army Corps of Engineers is responsible for the regulation of the navigable waters of the United States and for the maintenance of navigable channels. In this role the ACE may require permits for any work seaward of the mean high water line--for structures or obstructions, for dredging and filling projects, and for certain private and municipal improvements such as public boat ramps, docks, or commercial moorings.

The ACE is concerned with the environmental impact of projects it may undertake or permit. It also seeks to maintain unobstructed access to harbor channels and requires harbors dredged or maintained with federal funds by the ACE ("federal navigation projects") to be "open to all on a fair and equitable basis." Should Jamestown ever have any such projects, they would be subject to this requirement.

2. The Rhode Island Coastal Resources Management Council (CRMC)

The CRMC is the State of Rhode Island's primary agency for planning and managing coastal resources and the uses made of tidal waters. Its purpose is to protect the rights of the public with respect to the state's submerged lands, coastal resources, and tidal waters, and to produce the maximum benefit for society. Its jurisdiction extends over all activities taking place in the tidal waters of the state and along the coastline--generally extending 200 feet inland from the inland border of designated shoreline features. The various regulations, procedures, and policies of the CRMC are contained in its Coastal Resources Management Program (also known as the "Red Book") which is kept up-to-date by revisions. *A copy of the "Red Book" is available for public inspection at the Jamestown Harbor Office, or online at: www.crmc.ri.gov.*

The CRMC establishes goals, policies and regulatory standards for the different categories of water use it has defined throughout the state. It also provides assistance to local governments making or revising harbor management plans or ordinances. It reviews and either rejects or approves (or conditionally approves) those plans or ordinances.

3. Rhode Island Department of Environmental Management (DEM)

The DEM has the primary responsibility, delegated to it by the U. S. Environmental Protection Agency, for implementing the Federal Clean Water Act within the state, for managing the living resources of the state's waters, and for overseeing the federal and state open space and land acquisition programs. More specifically, under the Federal Clean Water Act DEM issues Water Quality Certifications for most water-related development projects. The DEM has several regulatory divisions that are responsible for different aspects of environmental management. Its Division of Water Resources regulates activities that affect the water quality of the state, including salt water, groundwater, and freshwater wetlands. Its Division of Fish and Wildlife, among other responsibilities, manages the state-owned land on Dutch and Gould Islands as Wildlife Management Areas and, in conjunction with the Marine Fisheries Council, the finfish and shellfish fisheries, and also reviews and comments on all Water Quality Certification applications for possible impact on fish and wildlife resources.

The DEM has established a number of regulations to further its purposes, including an "anti-degradation" clause stating that there can be no degradation of classified waters due to a proposed activity. It issues permits for various coastal and deep water activities; and it coordinates with the CRMC to advance their overlapping objectives. *A copy of the DEM's Water Quality Regulations is available for public inspection at: www.dem.ri.gov.*

D. LOCAL AUTHORITIES

1. The Jamestown Planning Commission

The Jamestown Planning Commission, established under the town charter, advises the town administrator and the town council on all matters of planning that affect the general health, safety, and well-being of the town's inhabitants. One of its major responsibilities is to revise, on a regular basis, Jamestown's long-range comprehensive community plan. The town council approved the latest revision of this plan in June 2002.

The text of the 2002 revision makes several recommendations relating to harbor management: for example, that in East Harbor the "currently established ceiling for moorings and slips be maintained" by both the town and the CRMC; that the harbor commission "manage the harbor to that number"; and that future expansion be allowed "only if adequate additional landside support, parking, public access, sanitary facilities, etc., are provided" (p. 156). More generally the plan recommends that "mushrooming" of neighborhood mooring fields should be curtailed and that "expansion of mooring fields should be limited to areas where there are adequate landside facilities" (p. 135).

In its implementation section, the plan assigns various specific responsibilities to the harbor commission. In three areas the commission is to "initiate" action: 1) to "continue [the] effort to encourage transient boaters to visit and spend time on the island"; 2) to "ensure that the number of moorings, slips, both private and commercial, are supported by adequate landside facilities;" and 3) to "investigate methods for maintaining the commercial fishing industry in the community" (pp. 266-68). In other areas, where to

avoid administrative redundancy the planning commission has deemed it appropriate to assign initiation action to other agencies (conservation commission, parking committee, recreation department, etc.), the harbor commission is a cooperating partner. These areas include public access, parking, aquaculture, improvements at Fort Getty, development and management plans for the harbor waterfronts, and matters affecting Narragansett Bay as a whole (pp. 246, 261, 264, 266-70).

2. The Jamestown Harbor Commission

Authority: The General Laws of Rhode Island R.I.G.L. 46-4-6.9 delegate to coastal municipalities responsibility for three main categories of activities in municipal waters: managing vessel operation; managing moorings and anchorages; and managing activities such as water-skiing, skin-diving, marine parades and regattas. The coastal municipalities have the authority to enact ordinances to regulate these activities and to impose penalties for violations.

The Jamestown Harbor Commission, established in 1989 as the Jamestown Harbor Management Commission, has the primary responsibility under the authority of the town council and the Jamestown harbor management ordinance for regulating and managing the waters of the town of Jamestown--which includes Dutch, Gould, and Conanicut Islands. (It should be noted that while the ownership of all the land on both Dutch and Gould Islands is at present divided between the federal and the state governments, the jurisdiction of the Jamestown harbor commission extends to those two islands as it does to state or federal land on Conanicut Island itself. Because the landside responsibilities of the commission are effectively curtailed for those two islands, however, *in this document the terms "Jamestown" , "town", and "island" will refer to Conanicut Island alone, except when specifically stated otherwise*.)

Background: Throughout the 1990s the harbor commission exercised unusually wide-ranging responsibility. Most notably, it had, effectively, direct responsibility for overseeing the maintenance and repair of town-owned waterfront structures and facilities. From its general income it created a substantial development fund to be used for these purposes. The arrangement was apparently successful and faced little objection so long as maintenance and other costs were low.

In the late 1990's, however, it became clear not only that a rapidly increasing burden of long-deferred maintenance was going to require extraordinary financial and administrative measures, but also that the commission faced severe constraints on its ability to increase its income. The commission's mooring fees were fixed by the 1988/90 ordinance; its proposals to apply for significant federal funds were turned down for policy reasons by two successive town councils; and lease agreements for its waterfront facilities had been signed in 1995 and 1997 for ten-year periods. After extensive commission, town-council, and public debate, the town council--as an ad hoc solution to the immediate infrastructure crisis--amended the ordinance to permit the annual fluctuation of mooring fees and, in addition, contributed to the harbor commission budget a substantial sum of money from the general funds.

During 2000 and 2001 the town and the commission looked for a permanent resolution to the commission's administrative, jurisdictional, and financial uncertainty. In 2000 the commission asked the town to take more direct administrative responsibility. The town council decided, with the commission's agreement, that the chief of police, rather than a volunteer chair, should oversee and execute commission policy. The commission decided to give up its direct management oversight of infrastructure maintenance and repair with the intention of becoming advisory with respect to those matters. In 2002 it established an internal budgeting process that now clearly divides both income and expenditure between harbor management and infrastructure development. These broad changes have laid a solid basis for the commission's activities in the future.

Administration: An executive director may be appointed by the town council to supervise the harbor staff and reports both to the commission and to the town administrator. The harbor staff consists of a harbormaster, a harbor clerk, and additional personnel as needed. The executive director is nominated by the town administrator and appointed by the town council. The harbormaster is nominated by the town administrator and appointed by the Town Council. The harbormaster reports to the executive director and under the executive director's supervision, enforces the policy guidance of the harbor management ordinance and of the commission. The harbor clerk also reports to the executive director.

Responsibilities: Under the harbor management ordinance adopted in 2011, the harbor commission, in addition to its responsibilities under GLRI Sec. 46-4-6.9, shall be advisory and assist in the planning for the maintenance and repair of town-owned harbor facilities, such as docks, bulkheads, and boat ramps. It is responsible for monitoring the condition of harbor infrastructure generally; for bringing necessary repair, maintenance, and improvement projects to the attention of the town administrator; and for working with the town authorities in developing multi-year plans and cost estimates for the repair and maintenance of harbor facilities.

Funding: Funding for the harbor commission operating budget is currently provided by: 1) private and commercial mooring fees, town-owned dockage, and outhaul fees; 2) beach permits; 3) leases of town-owned waterfront property; 4) investment income; 5) fines; 6) occasional specific or non-specific grants or subsidies from the town and from other public and private funding sources. Presently the commission develops and submits its budget recommendations to the town council for council approval. Under the 2011 ordinance the executive director, with input from the commission, develops the harbor commission budget and submits it to the town administrator for approval by the town council.

There are no public, commercial, not-for-profit, or other entities that exercise management authority over any mooring areas in Jamestown.

3. Conservation Commission

The charge of the Jamestown Conservation Commission is to promote and develop the natural resources, to protect the watershed resources and preserve natural esthetic areas within the town. From time to time its activities overlap those of the harbor commission and the Conservation Commission normally delegates one of its members to attend the harbor commission's monthly meeting and liaise between the two.

E. GOALS FOR THE FUTURE

Jamestown recognizes the economic, recreational, and aesthetic importance of the coastal resources under its jurisdiction. Its 1988/90 harbor management ordinance served as a model for many other waterfront municipalities throughout the state. Policies of the Jamestown comprehensive community plan relating to coastal resources include encouraging town acquisition of unique, fragile and scenic coastal areas; encouraging land management that provides opportunities for public waterfront access; and protecting water quality in the salt marshes and coastal waters of Jamestown (p.245).

The goals of the Harbor Commission are:

1. To regulate uses and activities within the waters of the town, as described herein; to protect the coastal environment; to minimize user conflicts; to maximize the efficient use of both the water space and town-owned waterfront consistent with the other goals expressed herein; and to maintain and improve public access to the waters of the town for the benefit of all user groups, including residents and non-residents with or without boats, who seek to use town waters for passive and active recreation.

2. To distribute equitably the burdens and benefits of harbor management and development among commercial mooring operators, private mooring owners, other groups or individuals with special interests in the water and the waterfront, and the town.

3. To remain consistent with the authorities granted the town under Sec. 46-4-6.9 of the General Laws of Rhode Island and with the goals, policies, and regulations of the Jamestown Comprehensive Community Plan, the Jamestown Comprehensive Harbor Management Plan, the Rhode Island Coastal Resources Management Council, the Rhode Island Department of Environmental Management, and the United States Army Corps of Engineers.

II. JAMESTOWN (CONANICUT ISLAND) DESCRIPTION

A. HISTORICAL BACKGROUND

The Narragansett Indians were early inhabitants of Conanicut Island, and the English colonists named the island for Canonicus, an important seventeenth-century Narragansett sachem. In 1966 archaeological excavations in the West Ferry area

uncovered graves from the 1600s as well as cremation burials from 3,000 years earlier. Additional excavations in 1988 revealed the largest documented Native American burial ground in New England, consisting of more than 200 separate graves.

In 1524 the Italian explorer Giovanni Verrazzano sailed into what was probably Narragansett Bay. He recorded seeing many people, villages, and cultivated farms along the coasts. Europeans were soon trading in the area. After Roger Williams settled in Rhode Island in 1636, he helped other settlers purchase Aquidneck Island (in 1637) and Conanicut, Dutch, and Gould Islands (in 1657) from the Narragansett Indians. The Town of Jamestown, incorporated in1678, embraced all of Conanicut, Dutch, and Gould Islands.

Over the next two centuries Jamestown experienced economic prosperity followed by economic decline. Island residents in the colonial period were mainly commercial farmers and graziers. They were linked by sailboat ferries both to Newport (where they sold the bulk of their produce) and to the mainland. This period of relative prosperity came to an end with the Revolutionary War and its aftermath. The destructive British occupation of Newport (which also resulted in significant population loss in Jamestown) was followed by a general post-war movement of regional trade and economic prosperity up the bay. Both Newport and Jamestown suffered a long period of economic stagnation as the mills and other industries in the northern part of the state, later easily served by rail, became the driving forces of the regional economy. Jamestown remained relatively isolated economically for almost a century. Its population declined further, and those families remaining turned largely to self-sufficient farming.

In 1873 regular steam ferryboat service began between Jamestown and Newport and, in 1888, between Jamestown and Saunderstown. At last the small population of 500 residents had a reliable means of transportation to Newport and the mainland. With this accessibility a summer resort business quickly grew--at first as an offshoot of the older and larger summer colony in Newport. Families, many from Philadelphia and St. Louis, began coming to Jamestown for the entire summer, finding its relative quiet and unpretentiousness preferable to Newport's increasingly hectic and expensive scene. They reached Jamestown via the Fall River Line from New York to Newport, or by other ship lines, and by train. Although the small year-round resident population grew slowly, by the early 1900s there were available for long-term summer visitors over 1,000 rooms in large residential hotels, small boarding houses, and private summer homes.

At the beginning of the twentieth century the Navy and War Departments also developed a significant presence in the area. The Navy Department expanded its facilities and sent a substantial part of its Atlantic fleet to spend summers stationed in Narragansett Bay. To help protect the East and West Passages in case of wartime attack the War Department built Forts Wetherill and Getty on Conanicut Island as part of a chain of forts built for that purpose. The combined military presence was to last until well after World War II.

The period between the two World Wars brought significant changes to Jamestown's economy. The decade of the 1920s saw the decline of the hotel era and long-term summer visitors as automobiles began to replace steamboats and trains for family travel and the greater flexibility provided by automobiles encouraged shorter vacation visits to more places. In the 1930s the severe economic conditions of the great depression limited summer vacation travel of any type for most families. With such changes taking place, the possibility of having a bridge over the West Passage became a serious consideration. Easier automobile access to the island might attract more visitors and year-round residents, and thereby increase land values and contribute to prosperity.

The precipitating event for the construction of a bridge--and by far the most important maritime event of the 1930s--was the great 1938 hurricane. Coming after many years of quiet that engendered careless boating practices and overextended waterfront facilities, and catching Rhode Island (indeed, all of New England) almost totally by surprise, the hurricane caused enormous destruction and loss of life. In Jamestown it destroyed and damaged piers, waterfront homes, and commercial buildings; it sank boats or hurled them on the shore; it led to the deaths of seven schoolchildren at the head of Mackerel Cove; and, by severely damaging the ferries and both ferry docks, it isolated Jamestown for two weeks from the mainland and from Newport.

Construction of a bridge over the West Passage began in December, 1938, only three months after the disaster of the hurricane, and concluded about eighteen months later, in July, 1940. Ferry service from Saunderstown to Jamestown immediately ended. By 1988, the original prediction of 177,000 bridge crossings annually occurred every 11 days.

After World War II began in Europe, the Army, in 1940, modernized Forts Getty and Wetherill and developed a new fort, Fort Burnside, at Beavertail to help protect the growing naval installations in the area. It stretched submarine nets across both the East and the West Passages, established underwater mines that could be detonated from shore, and constructed sites for radar and various underwater detection devices. While the military presence dominated Jamestown's activities during the War, and the coastal forts remained in government hands for many years thereafter, ultimately the forts were to become waterfront parks of great value to the Jamestown community and to the state.

Talk of a bridge between Jamestown and Newport began almost immediately after the Jamestown Bridge opened in 1940, but plans were held up for many years--due in part to military concern that the bridge's possible destruction in wartime might impede naval passage on the Bay. Eventually the four-lane Newport Bridge opened in June, 1969, and regular ferry service to Newport ended. Soon thereafter the Route 4 connector to Route 95 opened, greatly reducing driving time to Providence. As a result of these developments Jamestown's population grew rapidly--doubling between 1970 and 1990 to almost 5000 people. In a short period of time the old, two-lane roadbed of the Jamestown Bridge became functionally obsolete. Motorists, residents, and town officials were increasingly concerned about traffic safety and delays. These concerns resulted in plans

to replace the bridge with a four-lane span and to build a cross-island four-lane highway connecting the two bridges.

Construction of the new Jamestown-Verrazzano Bridge over the West Passage began in 1985. The four-lane 7,350 foot concrete span opened in October 1992; the John Eldred Parkway connecting it to the Newport Bridge opened in 1994. The state let the original Jamestown Bridge of 1940 stay in place pending plans for the most efficient way to remove it. The result was both a potential future asset and a jurisdictional and maintenance problem: the old bridge was attractive to fishermen but as of 2002 was not adequately maintained or managed either for fishermen or for the adjacent community. The old bridge was finally demolished and removed in 2006, apart from a short section extending from the Saunderstown shore; the remaining section was removed in 2010.

Jamestown's population not only grew rapidly after 1969 but changed in character. Over the decades the island became effectively a suburban community, with residents typically employed on the mainland or in Newport. It also became a popular retirement community. There were many new private homes and upscale housing developments, and the "downtown" commercial area prospered. The farmland familiar a century before was increasingly diminished in area even as residents tried to maintain the island's rural character.

Easily reached in a period of unusual national prosperity, the coastal waters surrounding Jamestown saw a marked increase in recreational use. Boaters were attracted both by the island's intrinsic natural appeal and by its easy access to southern Narragansett Bay and Rhode Island Sound. The once tranquil harbors became increasingly crowded, and they bustled with new (and occasionally excessive) activity. By 2002, marinas, boatyards, yacht clubs, and private moorings provided services for more than 1200 private and commercial vessels moored or berthed around the island--more vessels than Jamestown had residents a century before.

B. ADMINISTRATIVE DIVISIONS: WATERS OF JAMESTOWN

The waters of Jamestown are divided administratively into three major categories: harbor waters, coastal waters, and mooring areas.

1. Harbor waters/boundaries

Harbor waters are divided into three "categories": a) **mooring areas** (designated primarily for the placement of moorings or for transient anchorage if space is available); b) **transient anchorage areas** (designated exclusively for the short-term use of commercial and recreational vessels); and c**) conservation zones** (specifically designated for the protection of water quality, wildlife, and plant habitat values). For details refer to Appendix A-5.

Following are the designated boundaries of Jamestown's three separate harbor areas: *For specific detail on the following boundary points see the map and the table of Rhode Island State Plane Coordinates and latitudes and longitudes in Appendix A-1*.

East Harbor waters (375 acres): The northern boundary shall be a line extending easterly one thousand (1,000) feet seaward from the eastern extension of Weeden Lane. The eastern boundary shall be a line extending one thousand (1,000) feet seaward of the shoreline. The southern boundary shall be a line extending easterly from the southern point of the Fort Wetherill boat basin to government marker G "9" (Fort Wetherill Gong) thence to government marker G "11" (Bull Point Bell). East Harbor waters are classified as follows:

Mooring zone (230 acres). All harbor waters from the Newport Bridge to a line extending from Bull Point to government marker G "11" less a 50-foot setback from the mean low water mark;

Transient anchorage zone (95 acres). All harbor waters from the northern boundary to the Newport Bridge in the band of water five hundred (500) to one thousand (1,000) feet from shore; and all harbor waters south of a line extending from Bull Point to government marker G "11" less a 50-foot setback from the mean low water mark;

Conservation zone (50 acres). All harbor waters from the northern boundary to the Newport Bridge in the band of water from the shore to five hundred (500) feet seaward.

West (Dutch) Harbor Waters (495 acres): The northern boundary shall be a line extending westerly one thousand (1,000) feet seaward from the western extension of Orchard Avenue (Weeden Lane). The western boundary shall be a line extending from the westernmost end of the northern boundary to the pier at Fort Getty. West (Dutch) Harbor waters are classified as follows:

Mooring zone (95 acres). All harbor waters from a point on shore due east of the Dutch Island pier to the Fort Getty pier thence to a point at the southern terminus of Maple Avenue less a 50-foot setback band extending seaward from the mean low water mark;

Transient anchorage zone (145 acres). All harbor waters from the Dutch Island pier ruins to a point due east on shore thence to the pier at Fort Getty less a 50-foot setback band extending seaward from the mean low water mark;

North conservation zone (120 acres).

All waters shoreward of a line extending from the western extension of Orchard (Weeden) Lane to point R on the map provided as appendix A of the Jamestown Harbor Management Ordinance, thence to point Q on that map;

South (Sheffield Cove) conservation zone (100 acres). All harbor waters south of a line from the pier at Fort Getty to a point at the southern terminus of Maple Avenue.

South (Mackerel Cove) Harbor Waters (35 acres): From the swimming beach to a straight line one thousand (1,000) feet seaward from the southernmost extremities of the Mackerel Cove swimming beach. South (Mackerel Cove) Harbor waters are classified as a conservation zone.

2. Coastal waters/boundaries

Coastal waters consist of all waters bordering the town from the shore to a distance of five hundred (500) feet seaward that are not included in the designation "harbor waters", excluding mooring areas as defined below.

3. Mooring areas

Mooring areas are areas located within the water otherwise classed as coastal waters, in which a group of private non-riparian moorings are permitted. Three areas, known as Head's Beach, Park Dock, and Cranston Cove, were identified by the CRMC in 2006 as non-conforming mooring areas, that is, as having a sufficiently dense group of moorings that formal recognition as mooring areas is required.

Mooring area siting standards. All designated mooring areas sited within the coastal waters and harbor areas of the town shall be setback as follows:

(1) From riparian moorings and shoreline rights of ways, a distance sufficient to allow ingress and egress and to prevent interference with the exercise of private and public rights.

(2) Fifty (50) feet from all residential or commercial docks, piers, floats and public launching ramps.

(3) Public mooring areas shall be setback from Federal Navigation projects at least three times the U.S. Army Corps of Engineers authorized project depth from federal navigational projects.

(4) All moorings shall be prohibited in Federal Navigation Projects.

(5) All new and significantly expanded mooring areas shall be sited to ensure that tides and currents aid in flushing the mooring area.

(6) All new and significantly expanded mooring areas shall be sited to avoid adverse effects on water quality

(7) Mooring areas shall be sited so as to not substantially interfere with designated shellfish management areas, traditional fishing grounds, public recreational areas and conservation areas.

(8) Mooring areas shall be sited so as to not significantly affect finfish and or shellfish resources, wetlands, submerged aquatic vegetation and aquatic habitat.

(9) No less than one pumpout shall be in operating condition on the west side of the island at any time. Mooring and marina areas shall be adequately serviced with the number of pump out facilities as stipulated in the Harbor Management Plan. Any long-term reduction in pump out facilities (i.e. greater than 6 months) shall require an amendment to the Harbor Management Plan.

(10) The Army Corps of Engineers (ACOE) "open to all" policy supersedes any Town or State regulation, policy, ordinance, or statute.

(11) All moorings and boats shall be located within the mooring areas, except for riparian moorings. (See Appendix A-5.)

4. Federal Exclusion Zone

In August 2008, the Town became aware that by Federal regulation (33 CFR §334.80, originally dated March 13, 1968), the US Navy has established an exclusion zone within which all activities such as anchoring and fishing are prohibited. This exclusion zone includes a portion of the coastal waters of the northeast Jamestown shoreline, including the Park Dock area mentioned above. Historically, Jamestown has permitted not only these activities but also mooring in this zone, and there are also a number of docks attached to riparian properties in this zone. Navy representatives have assured Jamestown representatives that the existing uses may continue.

C. PHYSICAL SETTING AND NATURAL RESOURCES

1. Physical Setting

Geography; Geology: Conanicut Island is at the entrance to Narragansett Bay, dividing the Bay into East and West Passages. The island, running north and south, is about 9 miles long and 1.5 miles wide at its widest point. It has about 23 miles of shoreline and a land area of 9.2 square miles. (Dutch and Gould Islands add another 0.2 square miles.) Despite its small size, the island is divided into two almost separate sections: the smaller Beavertail section in the south is connected to the rest of the island only by a strip of beach at the head of Mackerel Cove. (The main part of the island itself is less clearly divided by the "Great Creek" complex that runs almost across the island just east of the Pell [Newport] Bridge toll plaza).

The underlying geography of Conanicut Island's shoreline--and of the island as a whole--results largely from the action of the last period of glaciers. It consists of granite and shale bedrock, sometimes exposed, but for the most part overlaid with decomposing glacial till. While the shoreline contains areas of rocky cliffs, sandy beaches, and a small amount of estuarine emergent wetland, it is made up primarily of rocky unconsolidated material that, at the water's edge, now forms shallow beaches of mixed pebbles and sand backed by low banks and vegetation. Rocky cliffs predominate along the southern coastline. From the scattered islets (known as the "Dumplings") in the southern part of East Harbor, and around Fort Wetherill to the mouth of Mackerel Cove, there are granite cliffs with bold promontories up to fifty feet high. On the west side of Mackerel Cove, and extending around Beavertail Point to Austin Hollow, there are somewhat lower cliffs of shale and slate, interspersed by occasional small beaches. The only extensive sandy beach is at the head of Mackerel Cove, although there are smaller ones, public and private, at various points around the island.

Winds; Flood Zones: The summer months have prevailing south/southwesterly winds. Winds are more variable in the winter. Storms come usually either from the northeast or the southeast. The combination of wind, velocity, direction, fetch, and duration creates wave action on both sides of the island, with the west side generally being more active.

Parts of the island are particularly subject to storm surge, flooding, and/or velocity waves during coastal storms. Along the south coast the high cliffs reduce the risk of flood damage; but the island has a generally low elevation--its highest point is about 140 feet above sea level and most of it is well under 100 feet. Both the East and West Harbor areas have the possibility of flood zones of class A (flood elevation 10.2 feet above mean sea level) and V (areas subject to velocity waves that reach 15 feet above sea level). Beavertail is occasionally shut off from the rest of the island temporarily as storm damage blocks the road across the head of Mackerel Cove; and the Great Creek and Sheffield Cove areas are especially susceptible to coastal flooding. The specific location of the island's flood zones are noted on the Federal Emergency Management Agency's flood insurance maps. (Appendix A-2)

Water Depths; Navigational Hazards: Conanicut Island is surrounded by water of considerable depth, especially along the southern part of its eastern coast, where readings of more than forty, and occasionally sixty, feet may be found within 500 feet of the shore. Water near the shoreline is shallower in Mackerel Cove and to the north (especially in Dutch Harbor and north of the Jamestown-Verrazzano Bridge). Specific water depths of various locations around the island are indicated on NOAA charts #13223 and #13221.

Navigation to, from, and around the island is generally straightforward. Some unmarked dangers to navigation do exist. There are occasional submerged or semi-submerged boulders situated around the island very near the shore. There are a few submerged ledges in deeper water, notably near Kettle Bottom Rock and in the Dumplings area. Otherwise, as the charts indicate, navigation around the island and into the harbors from any direction is well-marked and direct.

Federal Dredging and Navigation Channels: At present Jamestown has no federal dredging or navigation project and no federally maintained navigation channels, turning basins, anchorages, or special anchorage areas.

2. Natural Resources

Finfish and Shellfish: With its diversity of coastal habitats, location within Narragansett Bay and its proximity to the Atlantic Ocean, Conanicut Island is provided with a rich diversity of marine life. Both finfish and shellfish can be found in abundance in the marine and estuarine waters around the island. Recreational and commercial fisherman catch striped bass, bluefish, tautog, scup, fluke, squeteague, winter flounder, mackerel, bonito and squid. Lobster, hard clams (quahogs) and mussels are also harvested around the island. There are ongoing efforts to re-establish the once abundant oyster and bay scallop populations.

Eelgrass: Probably the most important habitat found around the island are the lush eelgrass beds. These areas provide spawning and nursery habitat for many marine species. Recent mapping of eelgrass show the waters around Conanicut Island have the most extensive eelgrass beds in Narragansett Bay. Of the 466 acres mapped in 2007, approximately 163 acres were found around Conanicut Island. Most are found on the east side of the island. Every effort should be made to protect this important habitat.

Coastal Wetlands: Conanicut Island has extensive salt marshes. The Round Marsh located in the center of the island is the most extensive totaling over 100 acres. This is followed by the Fox Hill Marsh just east of Ft. Getty at around 25 acres, Sheffield Cove marsh at approximately 15 acres, Hull Swamp Marsh at 2.8 acres and Racquet Road marsh at .7 acres and South Pond Marsh at 2.6 acres. As in the case of eelgrass, these marshes are an important spawning and nursery habitat for many estuarine and marine species. Every effort should be made to protect these marshes.

Intertidal Flats: In spite of Conanicut Island's 3-5 ft. tidal range there are few areas around the island that may be considered true tidal flats (areas that become dry during low tide on a regular basis). Only Sheffield Cove has tidal flats exposed on a regular basis. However, during extreme spring low tides and when strong winds coincide with an outgoing moon tide there are additional areas around the island where large tidal flats are exposed. The primary areas are Sheffield Cove, East Ferry and Potters Cove. All of these areas have good shellfish populations with Sheffield Cove and Potters Cove harvested on a regular basis.

3. Conservation Areas

Jamestown is committed to the conservation of its natural resources. The Town Council, Planning Commission, Conservation Commission and Harbor Commission have all contributed to this effort with the overwhelming support of Town residents. The Rhode Island Department of Environmental Management and non-profits including the

Conanicut Island Land Trust, Nature Conservancy and Audubon Society of Rhode Island have also contributed to this effort. Approximately one third of the Island's 6380 acres is under some form of protection with approximately 1,200 acres permanently protected and 800 to 900 acres temporarily protected under the State of Rhode Island "Farm, Forest, and Open Space Program".

In the coastal areas the efforts on behalf of conservation are manifested in a variety of ways: The large parks (described later in this text), while actively used for recreation, nonetheless have significant areas available for wildlife. The Conanicut Island Land Trust has acquired, through gift and purchase, a number of coastal properties or conservation easements. In addition, about two miles of formerly developable, privately-owned coastline are now permanently protected by conservation easements or by the donation or sale of the development rights to the land trust, Nature Conservancy or Audubon. *For a map of the town's conservation areas see the Jamestown Comprehensive Community Plan (2002), p. 109.*

The most important coastal areas devoted primarily or exclusively to the conservation and protection of fish, wildlife and habitat are:

Great Creek complex: A wildlife conservation complex of about 95 acres in the center of the island that includes the 21 acre Marsh Meadows site owned by the Audubon Society of Rhode Island and the adjacent 33 acre Conanicut Island Sanctuary owned by the Town of Jamestown, as well as other smaller parcels owned by the town or under privately-held conservation easements.

Hodgkiss Farm: A 150 acre site, of which five acres are developed, with over one mile of shoreline, managed as a farm and for conservation purposes. The town and the state own 90 acres of the site; the rest is protected by conservation easements.

Fox Hill Audubon Site: A 32 acre salt marsh area located just east of Fort Getty; owned by the Audubon Society of Rhode Island. The town has recently opened a wildlife observation trail on this site. (The adjacent Fox Hill Farm has 61 acres of privately-owned land under a conservation easement.)

Sheffield Cove Audubon Site: A 13 acre salt marsh located on Beavertail Road, across from Mackerel Cove, owned by the Audubon Society of Rhode Island.

Racquet Road Audubon Thicket Site: A 19 acre wildlife site in the Dumplings area with two acres of salt marsh, owned by the Audubon Society of Rhode Island.

Hull Cove and Franklin (Austin) Hollow Sites: A ten acre conservation site on either side of Beavertail Road stretching from Hull's cove to Franklin (Austin) Hollow, owned by the Conanicut Island Land Trust.

Lippincott Easement: A privately-owned 20 acre site, with 800 feet of coastline, just north of the east side of Beavertail Park.

Dutra and Neale Farms: In 2008 the Town of Jamestown purchased the development rights to 80.8 acres of the Dutra Farm and 39.8 acres of the Neale Farm.

Watson Farm: Although not permanently protected, this 259-acre working farm located on the west side of the island and owned by Historic New England (formally Society for the Preservation of New England Antiquities) is protected under a deed of gift from Thomas Carr Watson as land held with conservation intent.

Ft. Wetherill Marine Laboratory: This facility is located on the eastern end of Ft. Wetherill State Park (see II-F-3 below). It is owned by the State of Rhode Island and is operated by the RI Department of Environmental Management's Marine Fisheries Section. The facility consists of three recently restored military buildings housing office space, a research laboratory, aquarium facility and dockage for six research vessels ranging in size from 21 to 50 feet. Fisheries and habitat monitoring and management is conducted at this facility.

More detailed information on the town's physical setting and natural resources may be found in the 2002 Jamestown Comprehensive Community Plan, pp. 43-91, 107-22.

D. WATER QUALITY/WATER TYPE

Because of its lack of industrial pollution, its tidal currents and deep water close to shore, and its location near the mouth of Narragansett Bay, Jamestown has waters that are comparatively clean. Despite its good fortune in that respect, however, there is clearly room for improvement. There are, for example, occasional sewer overflows after heavy rain and occasional septic system malfunctions--problems that the town has addressed by completing the construction of the new wastewater treatment plant in 2009, and a new wastewater management ordinance provides for better inspection and control of septic systems.

In 1999 the DEM declared all of Rhode Island's waters to be a "no discharge" zone--a regulation that not only requires all vessels with marine sanitation devices (MSDs) to have holding tanks but that prohibits the discharge of waste overboard. No sewage, refuse or waste of any kind shall be discharged into the waters of the State from activities associated with boating and/or managing the harbors. The Town owns and operates one pump out station on the west side of the island and three on the east side of the island. The commercial marina operator on the east operates one additional pump out station and a pump out boat.

The DEM and the CRMC each have water classification systems by which they set standards for appropriate uses of Narragansett Bay's waters. While these standards are set for somewhat different purposes and therefore do not always coincide, the DEM and the CRMC cooperate to solve problems that may result where their jurisdictions overlap. The harbor commission works with these two agencies where matters of either water quality or water use are concerned.

1. DEM Water Quality Designations

The DEM establishes surface water quality standards for the waters of the Bay, along with uses appropriate to them. It divides the bay waters into four classes, each defined by the most sensitive designated uses. It then regulates these uses for the purposes of water quality protection and enhancement.

The DEM considers some use designations to be suitable for all four DEM classes: aquaculture uses, navigation, and industrial cooling (and all "shall have good aesthetic value"). It also considers some to be not suitable for any class: waste assimilation and waste transport.

The DEM distinguishing water quality standards, as described by DEM and as applied to Jamestown, are as follows:

Class SA [the most ecologically sensitive designation]: "These waters are designated for shellfish harvesting for direct human consumption, primary and secondary contact recreational activities, and fish and wildlife habitat." (In the DEM descriptions "primary contact recreational activities" include swimming, diving, water-skiing, and surfing; secondary ones include boating and fishing.) Jamestown's SA waters include almost all the waters surrounding Conanicut Island, as well as the waters surrounding Dutch Island and all but the northern tip of Gould Island.

"SA{b}" refers to SA waters that have "a partial use designation due to impacts from a concentration of vessels." Jamestown's designated SA{b} waters are: a) in East Harbor, west of a line running 1000 feet from shore that extends south from the Pell (Newport) Bridge to a line running from Bull Point to buoy G "11", excluding those areas designated "SB" below; and b) in West Harbor, inside the lines drawn from a point on Jamestown due east of the Dutch Island pier, to the Fort Getty pier, and then to a point at the southern end of Maple Avenue.

Class SB: "These waters are designated for primary and secondary contact recreational activities; shellfish harvesting for controlled relay and depuration [i.e., purification]; and fish and wildlife habitat." Jamestown's SB designated waters are: a) a 1000-foot wide band that runs south along the coast from the northernmost point of Taylor's Point to a line running due east from a point 1000 feet south of the Pell (Newport) Bridge; b) in the East Ferry area of East Harbor--west of a line from Bryer Point to Lincoln Street; c) in the area of the Dumplings around the Jamestown and Clark~~e's~~ Boat Yards; d) in Fort Cove (i.e., the Fort Wetherill boat basin); and e) around the northern tip of Gould island.

Class SB1: "These waters are designated for primary and secondary recreational activities and fish and wildlife habitat....Primary contact recreational activities may be impacted due to pathogens from approved wastewater discharges." Jamestown has only

one SB1 designation: within a 300 foot radius of the marine sewer outfall off Taylor Point.

Class SC: This classification involves industrial processes. Jamestown has no waters classified SC.

2. CRMC Water Use Designations

The Rhode Island Coastal Resources Management Plan (CRMP) classifies all waters of the State into six categories. This classification is based on characteristics of the adjacent shoreline uses and does not take into consideration the characteristics of the intertidal and sub-tidal habitats adjacent to these shorelines. As a result some critical habitats (eg. eelgrass) are not fully protected under the CRMP. A complete description of these water types and the policies associated with each can be found in the CRMP or online at http://www.crmc.state.ri.us/regulations/RICRMP.pdf.

Type 1--Conservation Areas that "abut shorelines in a natural undisturbed condition, where alterations, including the construction of docks and any dredging, are considered by the Council as unsuitable." Jamestown's Type 1 waters extend: a) southwestward from Fort Cove (the Fort Wetherill boat basin) along the entire shoreline around Beavertail (including all of Mackerel Cove), then north along the west side of the island to Fort Getty, and around it to a line running from the end of the Fort Getty pier to the southern end of Maple Avenue; b) south from a straight line extension of Weeden Lane (i.e., just north of the Pell (Newport) Bridge toll plaza) to the southern side of that bridge; and c) around Dutch Island.

The intended uses of Type 1 waters are minimal impact only, in order to preserve the natural habitat. Where significant shallow water habitat is identified, boating activities shall be restricted as necessary to decrease turbidity and physical destruction of such habitat.

Type 2--Low-Intensity Boating: "adjacent to predominantly residential areas, where docks are acceptable, but more intense forms of development . . . would change the area's character and alter the established balance among uses." Jamestown's Type 2 waters extend: a) north from the southern end of Maple Avenue along the entire shoreline around the north end of the island, then south to a straight line extension of Weeden Lane; and b) around Gould Island.

The intended use for Type 2 waters is to provide access to the water for residential areas. Riparian moorings are present in Type 2 waters, as well as some small residential mooring areas off neighborhood beaches that are private, through deeded right access. Note: West Ferry Harbor and Dutch Harbor Boat Yard are located within Type 2 waters. Records indicate CRMC approved the marina perimeter of Dutch Harbor Boat Yard in 1993 or 1994.

Type 3--High Intensity Boating: areas "dominated by commercial facilities that support recreational boating. Here, marinas, boatyards, and associated businesses take priority over other uses, and dredging and other shoreline alterations are to be expected." Jamestown's Type 3 waters extend south from the southern side of the Pell (Newport) Bridge to Fort Cove (the Fort Wetherill boat basin).

The intended use for Type 3 waters is recreational boating. In Jamestown there are three commercial boating facilities shoreside to the only Type 3 water around the island. Additionally, there are two yacht clubs and a boat owner's association marina located in the Type 3 water. There is a high demand for boating facilities and access to the water in Jamestown.

Type 4--Multipurpose Waters: "include the open waters of the Bay and the Sounds, where a balance must be maintained among fishing, recreational boating, and commercial traffic." Type 4 waters near Jamestown include those waters surrounding Conanicut, Dutch, and Gould Islands not given other water-type designations. The Type 4 waters are out of the jurisdiction of the Town of Jamestown.

Type 5--Commercial and Recreational Harbors: "ports, [where] a mix of commercial and recreational activities must co-exist." Jamestown has no Type 5 waters.

Type 6 Industrial Waterfronts and Commercial Navigation Channels: waters where "water-dependent industrial and commercial activities take precedence over all other activities." Jamestown has no Type 6 waters.

See Map A-1 ~~4~~ for CRMC's water use designations in Jamestown's waters. More detail on the CRMC designations may be found in the Council's Coastal Resources Management Program as Amended (the "Red Book"), 1996 and ongoing, section 200.

E. FACILITIES, USES, AND ACTIVITIES

Jamestown's waters are widely used: shellfishing and finfishing (both commercial and recreational, from shore and on boats), recreational sailing and motor-boating, swimming, waterskiing, jetskiing, windsurfing, and the like are all popular.

With its excellent summer climate, ample winds, proximity to Newport, and easy accessibility both to lower Narragansett Bay and the open ocean, Jamestown is a natural, almost an inevitable, center for boating. Its appeal in this respect brings boaters to the island both to visit and to reside. Indeed, over the past few decades boating's growth in scope and intensity has been one of the most striking aspects of Jamestown's economic and recreational life. Appendix A-3 includes a Zoning Map.

Recreational boating activity in Jamestown consists largely of day boating, sailboat racing, recreational fishing, or cruising (transients visiting, residents going elsewhere). Commercial activity is concentrated in the East and West Harbor areas. Current town zoning restrictions limit to some extent the possibilities of further water-

based commercial development in those areas, especially as most of the harbor waterfront is already committed to residential use, public recreation, or conservation. The Town has established municipal shoreline zoning districts, as detailed in the Jamestown Zoning Ordinance.

No uses of coastal or harbor waters will be restricted due to the expansion of existing or siting of new mooring areas.

The Town provides trash collection services at public waterfront facilities.

1. Commercial Boating Facilities

Marinas/Boat Yards: There are four commercial marinas/boat yards available to the general public in Jamestown: three in East Harbor (Conanicut Marine Services, Clark Boat Yard, Jamestown Boat Yard), and one in West Harbor (Dutch Harbor Boat Yard). These businesses make a considerable contribution to the local economy. They also provide access to the water for any members of the public--resident or non-resident--who wish to take advantage of their services.

Clark Boat Yard, a little less than a mile south of East Ferry (also known as Round House) has 45 rental moorings; a service dock; launch service; two railway lifts; a boat ramp; and a repair shop. It has on-site winter storage and on-site summer parking.

Conanicut Marine Services (CMS), at East Ferry, has its own pier and leases two others from the town. It has 160 rental moorings; over 100 rental slips with electricity and water; the only marine fuel (diesel and gasoline) pump on the island; a launch service; a ship's store; showers and heads; a pumpout facility and pumpount boat; and a repair shop. It has off-site winter storage and off-site summer parking. The Jamestown and Newport Ferry, operated by CMS, which is based at East Ferry, provides summer transportation between Jamestown, Newport, and other nearby points.

Dutch Harbor Boat Yard (DHBY), at the west end of Narragansett Avenue, has its own service dock and leases part of the old West Ferry landing from the town. DHBY has 108 rental moorings, a launch service, showers and heads, a pumpout facility, a railway lift, and a full repair shop on site. It has on-site winter storage and on-site summer parking.

Jamestown Boat Yard (JBY), south of the Clark Boat Yard, in the center of the Dumplings residential area (and the oldest boatyard on the island) has a railway lift; a service dock; ample shop facilities; and is able to do extensive repairs on site. JBY also has 57 rental moorings; 13 outhauls; and launch service. It provides on-site winter storage and on-site summer parking.

2. Yacht Clubs and Other Private Associations

Yacht Clubs: There are two yacht clubs on the island, both centered in East Harbor. The Conanicut Yacht Club, located in the northern part of the harbor, has 19 moorings (17 designated commercial) and its own club building and pier. It runs a children's sailing program for members that is also open, if space is available, to the public. The Jamestown Yacht Club has no building or moorings of its own and uses the marina facilities or general public access at East Ferry.

Private Associations: A private boating association located at the Fort Wetherill boat basin, the Fort Wetherill Boat Owners Association, has 40 slips that it rents to Jamestown residents. Two private beach associations at the southern end of East Harbor, the Cottrell Pier Association and the Dumplings Association, have one mooring as of 201~~1~~3 and have swimming piers and beaches that some of their members use for access to their boats.

3. Town-Owned Waterfront Structures

Jamestown owns a number of waterfront properties and structures. Those that the harbor commission has been involved with one way or another are described briefly below.

East Ferry: Beach and Concrete Ramp: Jamestown issues beach permits each year that enable holders to store their small boats on the East Ferry Beach. In 2013 the 27 permits raised $2331.00 for the harbor commission. At the same time, the boats interfere to some extent with the public's free movement about the beach.

The concrete ramp is used free of charge by resident and non-resident private boat owners and by commercial operators to launch small boats, usually from trailers. General parking congestion in the East Ferry area, along with specific limits on trailer parking, often make the ramp inconvenient both for the users and for passing traffic. The ramp is poor condition and is under further assessment for repair or replacement.

East Ferry: "Steel" Pier: Jamestown constructed this pier in the 1970's to encourage marina development. Some sections of the pier are currently under lease to Conanicut Marine Services until 2015. CMS uses the pier to launch boats by crane, to provide access to the floating docks, and to provide fueling services. By a recent agreement the north side of the pier is now open to free public use for loading and unloading on a short-term basis.

The combined basic lease for both this pier and for the adjacent wood pile pier is $14,000 with an escalation clause based on rises in CMS's slip and dockage fees that made the lease worth $37,000 to the town in 2013. As part of its lease CMS pays taxes, insurance, etc., allows free pedestrian access to the piers, and is responsible for regular maintenance of both piers as well as for all repairs that cost under $2,500 (also with an escalation clause) for each single repair.

East Ferry: Wood Pile Pier: The shore side portion of this pier was constructed using Federal funds, and was added to by the town in the 1970's. The pier is now partially leased to Conanicut Marine Services as part of the lease described above, and the remainder is for public use. The pier is in good condition. The harbor commission sets the rates for CMS's seasonal dockage fees: in 2017 these were $40.00 per foot for commercial vessels and $80.00 per foot for pleasure vessels. At present the eight-foot wide pier has a multi-purpose use: CMS leases space to commercial fishermen and other marine businesses on a yearly basis; pedestrians and recreational fishermen, both resident and non-resident, use it freely; and there are three of the town's pumpout stations. In total there are three touch and go floating docks for the boaters.

East Ferry: Veterans Memorial Square, Town Square, Riparian Boat Basin: Memorial Square and the adjacent town square provide the riparian rights that allow the town to lease the water area east of it to CMS for use as CMS's "north basin" marina. Memorial Square leads to the steel pier and CMS's floating docks (the fuel tanks for the steel pier pumps are buried under it). The town square leads to the wood pile pier. Much of Memorial Square was repaired in 2000 and the north face of the stone bulkhead was rebuilt in 2005-06. This area is the center of the town's major demand for parking; and parking space dedicated to one purpose inevitably reduces parking space for others--reserved areas for loading and unloading vs. general parking, shorter time limits for shop owners vs. longer limits for boaters, etc. Improving parking at East Ferry is one of the town planning commission's ongoing concerns. In 2013 the seawall between the north side of the steel pier and the south side of the boat ramp was reconstructed.

Fort Wetherill: Boat Basin (Fort Cove) and Highway Barn Area: The Fort Wetherill boat basin has been leased by the Fort Wetherill Boat Owners Association (FWBOA) since 1979. The FWBOA is a private association that has constructed, and owns, its piers and floating docks. With town permission it is able to use public facilities for parking and float storage. It maintains a waiting list for vacancies that is open to all Jamestown residents. In 2008 Jamestown and the FWBOA negotiated a seven-year lease with a first year payment of $22,000 and a second year payment of $25,000 with a yearly $500 increase. The lease expires in 2018.

The state-owned area around the southern side of the basin has been developed by the DEM into a state marine research laboratory; subject to a memorandum of understanding entered into between the town and DEM. The town owns 3.5 acres of land, including the old highway barn, located within 30 feet of the water's edge. The new highway barn was constructed at Taylor Point in 2009.

Fort Getty: Pier, Launch Ramp: Jamestown acquired Fort Getty and its pier from the U.S. Army in the 1950's. Since the 1970's the town's recreation department has managed the area primarily as a seasonal trailer park and campground. The park is open to the public: Residents pay $15 for an annual parking sticker; non-residents pay $20 daily for motor vehicle admission ($30 with a boat trailer). Pedestrians and bicyclists may enter free of charge.

At the north end of the park there is a boat ramp, an adjacent causeway, and, at the end of the causeway, a wood pile pier. On the eastern side of the causeway the harbor commission has installed 22 outhauls that it leases seasonally at $430 for boaters with commercial fishing licenses and $500 for boaters who are purely recreational**.** The pier itself is in only fair condition and will need some significant repair work within the next five years. It has no floating dock and is too high off the water to serve small boats conveniently without one. The commission installed electricity in 2000 to provide leasing capacity for one or more vessels, particularly the commercial vessels no longer allowed at the state-owned pier in the Fort Wetherill boat basin (Fort Cove). A kayak rack has recently been constructed at Fort Getty and the same user rates apply to the Ft. Getty rack as for beach permits.

In 2011 the harbor commission and the town made necessary repairs to the Ft. Getty boat ramp. In 2013 the Ft. Getty outhauls were replaced.

West Ferry: Wharf: The West Ferry wharf (the old West Ferry landing area) is a long, wide, paved and clamshell-graded facility extending into Dutch Harbor. The town has CRMC permission for 20 outhauls on the south side of the wharf. The outhauls were replaced in 2013. The town also owns and maintains a dinghy dock at the west end, for which in 2013 it charged, on a space available basis, $450 a season for tie-up privileges (usually ten to twenty dinghies are involved). The town has two pumpout stations West Ferry, and not less than one pumpout shall be operational at West Ferry at any time. The town provides touch and go dockage limited to 30 minutes. During the summer months the wharf surface is used for parking by the public and by the customers of the Dutch Harbor Boat Yard, which is located just north of the wharf. The harbor commission spent almost $200,000 in 2001 on repairs both to the surface of the wharf and to its north side and west end. (The town made repairs to the south side of the wharf in the early 1990's and it is in good condition.)

The Dutch Harbor Boat Yard leases part of the wharf from the town for boat storage from after Labor Day through June 14 each year. Its lease is set at a base of $10,000 annually, with an escalation clause that brought the town a total of $15,000 in 2013. As part of the lease, the boat yard commissions and decommissions the town's docks and gangways each year without charge (perhaps a $4000 value), shares the cost of summer trash removal, and manages both the town's outhaul rentals (for which Dutch Harbor Boat Yard receives one-half the income) and the town's dinghy dock (for which Dutch Harbor Boat Yard receives all the income). The ten-year renewable lease runs to 2015. All repairs are the responsibility of the town. Some concern has been expressed that the yard's boat storage and parking may limit effective public access; and the boat yard and the town have been working together to resolve the issue.

Jamestown Shores (Head's) Beach; Broad Street/Park Dock: Head’s Beach was acquired by the Town of Jamestown in 1996 with funding from the Rhode Island Open Space and Recreational Area Bonds Act. Head's Beach has three rough stone jetties made of large, unsurfaced boulders and a natural launch ramp. In 2013 the town issued nine beach permits for boats at this site, for which it received a total of $954. In recent

years the harbor commission has issued mooring permits adjacent to the waters of Head's Beach. Park Dock has the remains of an old stone jetty. RIDEM Shoreline Access Grant provided for improved public access at this site. Moorings have been permitted in waters adjacent to Park Dock Public funding and DEM recreational easements have contributed to an increase of use and associated user conflicts. (*For further information on these two facilities see section II-F-3, below).* CRMC as of 2007 is requiring that the Head's Beach and Park Dock mooring fields be formalized as mooring areas, along with another area used for non-riparian moorings at Cranston Cove.

Maple Avenue: The town makes available beach storage of small boats by permits as issued by the Jamestown harbor office. In 2013 the town issued fifty permits for kayaks and dinghies at this site, for which it received $3880.

Boardwalks: There are no boardwalks in Jamestown.

4. Waterfront Parking

Parking, particularly at East Ferry and West Ferry, has been a perennial problem during summers in Jamestown. It was that way when the ferries were running fifty years ago; it is that way now. Business owners maintain there is not enough parking for their customers; boaters maintain they have too far to walk to get to their boats; nearby residents maintain they are hemmed in by visitors parking on local streets. At the same time, for well over half the year, the boating season is over, the tourists and the summer residents have gone, and the parking problem seems to vanish. In a 1998 planning commission community survey 28% of the respondents said there was a general parking problem in the downtown area; 53% said there was a problem, but only in the summer season.

The town's planning commission and its parking committee have been working on ways to address the issue of parking for a number of years. They have found it difficult to obtain useful statistics to analyze effectively the source of the congestion. While the harbor commission, for example, asks private mooring owners where they access their boats and (if they drive) where they park, its questions do not always elicit helpful answers. Some private mooring holders park in different places depending on the time of day or week--on whether races, weekends, holidays, or special events bring more cars to the center of town. Some drive when they have heavy loads to carry and walk or bicycle when they do not. Some provide ambiguous, incomplete, or confusing answers to the commission's questionnaire. And, of course, the questionnaire is concerned only with boaters who have private moorings: it does not deal with the larger number of boaters in harbor waters who use the services of the commercial operators, or who launch their primary boats from the beaches--let alone with people who have driven to the harbor waterfronts in summer to fish, look around, eat, shop, or otherwise enjoy themselves.

Parking is a matter of particular concern to many boaters. To meet these concerns the harbor commission will work with the planning commission, to which the comprehensive community plan has assigned initial responsibility for addressing matters

related to parking in the town. In doing so, the harbor commission will pay particular attention to the needs of boaters.

5. Moorings

A mooring permit is required for all moorings located in the waters of Town of Jamestown. Jamestown has over 1000 private and commercial moorings at different locations around the island. In 2012 it issued a total of 1077 mooring permits--a figure slightly up from the 1072 recorded twenty- one years earlier in 1991.

Private moorings fall into the following classes:

Class 1(a) riparian: owners of riparian property are entitled to apply, with priority over other mooring permit classes, for up to two moorings per property parcel directly adjacent to the shorefront property parcel. Only owners of riparian property may have guest moorings. Only one of the two moorings permitted Class 1a permit holders may be a guest mooring.

Class 1(b) riparian on coastal waters: property owners holding a freehold estate of record with a deeded right of access to riparian property are entitled to apply for a single mooring permit per property directly adjacent to that riparian property. The Town shall provide delineation of each such mooring area. Each such mooring area is available to members of the general public. This does not imply any right to trespass on private property.

Class 2 (a) private easement: a non-riparian property owner holding a freehold estate of record with a deeded private right-of-way or easement to coastal waters granted in an original property subdivision are entitled to apply, per property, for a single mooring permit directly adjacent to that right-of-way or easement. The Town shall provide delineation of each such mooring area. Each such mooring area is available to members of the general public. This does not imply any right to trespass on private property.

Class 2(b) right-of-way: a non-riparian property owner holding a freehold estate of record within one thousand (1,000) feet of a public right-of-way to coastal waters is entitled to apply, per property, for a single mooring permit per property directly adjacent to that right-of-way. The Town shall provide delineation of each such mooring area. Each such mooring area is available to members of the general public. This does not imply any right to trespass on private property.

Class 3 is the general class of mooring permit holders, under which anyone can apply for a mooring permit. Applications for moorings, resident and non-resident, will be considered in the order in which they are received.

In 2013 there were 388 commercial mooring permits issued: 280 in East Harbor and 108 in West Harbor. (The commercial mooring operators reserve some of their moorings for transient boaters, the exact number each year depending to some extent on the number of seasonal rentals.)

In East Harbor there are three commercial boating facilities which manage town issued mooring permits:

Clark's Boatyard is issued 65 mooring permits annually, to be rented out seasonally or as transient moorings. Clark's Boatyard is a private entity that leases no land from the town. The business is self-sufficient and manages itself, other than the mooring fees and reports due to the town.

Conanicut Marina is issued 160 town mooring permits annually, and conducts its business from a combination of private land and land leased to Conanicut Marina from the town. There is collaboration between the town and the commercial business to manage and maintain the facilities.

Jamestown Boat Yard is issued 79 town mooring permits. Jamestown Boatyard is a private entity that leases no land from the town. The business is self-sufficient and manages itself, other than the mooring fees and reports due to the town.

In West Harbor, there is one commercial boating facility:

Dutch Harbor Boat Yard. This boatyard is issued 118 town mooring permits annually, and conducts its business from a combination of private land and land leased to Dutch Harbor Boat Yard from the town. There is collaboration between the town and the commercial business to manage and maintain the facilities.

All commercial operators are required to show proof of mooring inspections every three years, and are required to provide reports to the Harbor Office regarding the number of seasonally rented moorings, transient moorings, boat lengths, etc. A fee is also charged for each permit, based on the length of boat moored. For transient moorings, the average length of all of the vessels moored seasonally is averaged, and the average is used to calculate transient mooring fees due to the town.

The remainder of the mooring permits are private permits issued by the Harbor Office. The permits are managed by the Harbor Office, and information regarding the vessel and vessel owner is kept on file and up to date. Mooring inspections must be completed every three years, by a certified mooring service provider, and the report must be submitted to the Harbor Office before the permit will be renewed.

In 2012 there were 696 private mooring permits, of which 314 were Class 1a (riparian); 127 of the 314 were guest moorings. 17 Class 1b (deeded rights to riparian land) permits were issued. Over half of the private mooring permits (that is, 400) were for the two harbor areas: 237 (54 of them Class 1) for East Harbor and 163 (38 of them

Class 1) for West Harbor. In coastal waters 222 of the 296 private mooring permits 90 of them guest moorings were Class 1a. There were 38 private mooring permits for south of the harbor areas 34 of them in Mackerel Cove and 297 for the long coastline around both sides of the island to the north. In 2012 there were 112 vessels on private moorings over 25 feet in length moored in East Harbor and 94 moored in West Harbor.

In 2012 the total number of non-resident private moorings in Jamestown was 65, or 9.34 % of the total 696 private mooring permits granted. Exclusion of the 314 Class 1a mooring permits would change this figure to 65 of the 382 private mooring permits (17%).

There are three mooring areas on the north end of the island – Park Dock (5 moorings), Cranston Cove (12 moorings) and Head's beach (13 moorings). All three areas have only private mooring permits located within, and there are no commercial operations within at least 2 miles of each mooring area. The water Type is 2 for all three areas, and the town believes this form of low intensity boating, mainly by residents of the north end of the island, is consistent with the CRMC Type 2 water. The permit holders are responsible for maintaining the mooring tackle, as with all private mooring permits. The town maintains the ROW's to the water, where applicable, and in the case of deeded rights to riparian lots, the private associations maintain and manage the private riparian lot access.

There is always extreme pressure for additional private moorings. At the end of 2012, the harbor commission had a waiting list for mooring permits totaling 342 names: 122 for the West Harbor, 183 for East Harbor, and 37 elsewhere. Non-residents constitute 69 of the 342 places on the waiting lists. This is approximately 20 % of this list. The pressure for new moorings has always been particularly severe on the East Harbor mooring field. Some East Harbor applicants have been on the list over eight years, and at the present rate of turnover the most recent applicants will be waiting over ten years.

Moorings in Jamestown have traditionally included a heavy concrete block or other heavy anchor, a length of heavy chain that normally lies on the seabed, and a length of lighter chain that is supported by a mooring ball, to which is affixed a rope bridle. Standards for these traditional moorings are written into the harbor ordinance. The harbor commission believes that modern mooring tackle, involving a resilient member between the anchor and the mooring ball in lieu of both lengths of chain, are a distinct improvement, in that they appear to result in less stress on the boat's cleats and other hardware, because less scope is required, so that moorings can be placed closer together, and because the habitat-destructive scrubbing action of the heavy chain on the seabed as the boat and mooring are moved by wind, waves, and current is eliminated. As of spring 2009, the harbormaster has been encouraging the use of such resilient tackle where possible for the past several years. The accompanying amended ordinance specifically encourages the use of such resilient tackle.

6. Fishing

Fishing has always been, and will continue to be, an integral part of Jamestown life. There is a richness of fishing opportunities around the island that attracts both commercial and recreational fishermen.

Shellfishing takes place in the tidal wetlands along inlets, on intertidal flats, and in concentrated areas in near-shore waters. Although the island waters contain an abundance of shellfish, some shellfish areas are closed either permanently or seasonally when the waters are not certified.

Note: The DEM has permanently closed to shellfishing "the waters on the east shore of Jamestown, in the vicinity of East Ferry and Taylor Point, west of a line from the House on the Rocks located in the Dumplings to buoy C13, west of a line from buoy C13 to buoy M15, and south of a line from buoy M15 to the northernmost tip of Taylor Point." The DEM has seasonally closed to shellfishing "the waters on the west shore of Jamestown, in the vicinity of West Ferry, which are south and east of a line from the landward side of the northeast corner of the Fort Getty pier to the south side of the mouth of Great Creek." (See DEM, Shellfish Closure Areas, May, 2000-May, 2001.) Seasonal closure extends from the Saturday before Memorial Day to the Tuesday after Columbus Day.

Aquaculture, which is supervised and administered ~~primarily~~ by the CRMC, is a small but increasingly significant aspect of marine activity in Narragansett Bay. In 2002 there were three aquaculture projects underway locally, all of them either in, or near, West Harbor: West of the Hodgkiss Farm there was a 4.5 acre commercial project involving oyster, clam, and scallop. East of that project, nearer shore, were two small experimental research projects--oyster for one; oyster, clam, and mussel for the other--each with a 1000 square foot short-term lease.

As of 2012, there were two additional CRMC applications for aquaculture projects in the vicinity of Jamestown. It is expected, due to recent trends, that the occurrence of aquaculture projects will increase in the coming years.

Jamestown's waters have both advantages and disadvantages for aquaculture. Its waters are relatively pure, but relatively high in salinity and low in nutrients. Despite its mixed appeal for aquaculture, the town may reasonably expect further interest from aquaculturists in future years. One of the policies of the 2002 comprehensive community plan is for the town council to "support Aquaculture in and around Jamestown while minimizing detrimental impacts of such operations" (p. 261), with the harbor commission as a cooperating partner.

It is possible that to the current inconspicuous "bottom" aquaculture may be added, from time-to-time, research projects in the Bay that are suspended from rafts or constructed with floating or fixed netting. If this occurs in Jamestown's waters it may result in some physical obstruction or other inconvenience for local boaters. The state

agencies involved have the final authority over aquaculture projects in bay waters, no matter how close the projects may be to the shoreline. However, CRMC policy is to notify towns and individuals likely to be affected by an aquaculture project before any decision is made about it, so that they may express their views at a preliminary determination ("PD"): the CRMC is interested of course not only in aquaculture but in the aesthetic and recreational qualities of the bay.

Commercial fishermen based in Jamestown have access to Narragansett Bay's finfish, lobster, and shellfish resources. While Jamestown is not itself a large center for commercial fishing, the business has always been part of the fabric of the community. Commercial fishermen include lobstermen, quahoggers, draggers, hook-and-liners, aquaculturists, and those who fish in diving gear and from the shore. Many, both full-time and part-time, target multiple species of finfish and shellfish. In 2002 there were not only a number of commercial fishing vessels berthed or moored at Jamestown, but many others trailered in and launched from various points on the shore.

Recreational fishing in Jamestown is a popular activity for residents and non-residents alike. At one time the world record for the largest striped bass caught from the surf was held in Jamestown. Almost all the published guides to New England saltwater fishing recommend Jamestown as a site for excellent striped bass. Newspapers in Providence and Newport report on the fishing in and around Jamestown in seasonal weekly columns, as does the *Jamestown Press*. At present the activity helps support one seasonal bait and seafood shop.

Sites for shore fishing may be found all around the island--from the big state parks at Beavertail and Fort Wetherill to small access points such as Head's Beach and Park Dock. The most popular shore sites are probably Beavertail, East Ferry, Fort Wetherill, Fort Getty, and Taylor Point. East Ferry, because of its central location, relatively limited access, and competing activities, almost always has intense problems with space and parking. Similar problems exist in other areas, such as Head's Beach.

Fishing from boats--moored, docked, and trailered--is also a popular activity around Jamestown. Residents and non-residents launch boats at the East Ferry, Fort Wetherill, and Fort Getty ramps. The only designated parking area for boat trailers is at Fort Getty.

There are no anadromous fish runs that affect Jamestown.

7. Other Water-Based Activities

Swimming: In addition to the designated and regulated Mackerel Cove Beach, described below, there are a number of unnamed and unregulated publicly-owned beaches and rocky coves around the island where people swim at their own risk, such as at Beavertail, Fort Getty, Fort Wetherill, Head's Beach, Cranston Cove, Park Dock, and other accessible public waterfronts. There are also private associations, such as the

Cottrell Pier Association and the Dumplings Association, both in the southern section of East Harbor.

Scuba Diving: Scuba diving is a popular sport around the island, both shore-based and from boats, particularly because of the deep and clear water close to shore. Fort Wetherill, recognized as one of the premier scuba diving sites on the east coast, attracts large numbers of divers throughout the warmer months. Many of the weekend divers are students in scuba classes in Rhode Island and the adjacent states who are brought to Fort Wetherill for their first open water dives.

Windsurfing; Water Skis and Jet Skis: The most popular public areas for launching windsurfers are probably at Fort Getty, East Ferry, at Head's Beach, and at Taylor Point. There is a five mile per hour, no-wake speed limit for all vessels in harbor waters. But in harbor waters the speed limits are not always adhered to; and in coastal waters there have been complaints from around the island about the noise and disturbance created by jet-skiing, water-skiing, and other kinds of powerboating.

F. RECREATION AREAS AND PUBLIC ACCESS

The CRMC and the Town of Jamestown are committed to providing and maintaining public access to the shoreline. Under Rhode Island law the public has (and has had since the seventeenth century) the right to use the coasts of the state between mean high water and mean low water for the purposes of fishing, swimming, gathering seaweed, and passing along the shore. To realize this public right the CRMC and the town work together to maximize the potential of existing town-owned parks and other areas on the waterfront; to maintain and mark existing rights-of-way (ROWs); and to identify, survey, and open potential ROWs that can best serve the public interest. (The town, for example, believes that all the existing shoreline easements on public property for water outflow and underground cables already provide public access to the shoreline. It is currently updating its inventory of those easements.) As part of its program supporting public access, the CRMC requires all harbor management plans to include significant public access provisions. This section of the plan discusses where the town stands at present in that respect. *Also see map in Appendix A-4.*

1. Recent Developments

In 1998 the town's parking committee appointed a subcommittee to report on the town's ROWs and to make recommendations for their future utilization in terms of parking and of renovation or expansion. The subcommittee (which included as members the town planner and the then chair of the harbor commission) reported in April, 1999, in a report entitled: The Parking Committee's Report on Public Shoreline Access and Rights-of-Way in Jamestown. Building on prior work, most notably the planning department's Shoreline Access and Improvement Plan of July 1992, the report discussed 39 sites. For each site it provided a locating map, a description, at least two photographs, and recommendations for the future. The parking committee submitted the report to the town council, which approved it with minor changes.

The 2002 comprehensive community plan (p. 246) takes up the parking committee report under its section entitled "Water Resources (Coastal Resources)" policy #2: to "encourage land management that provides opportunities for public waterfront access." The draft lists four "actions" to be taken: 1) to implement the recommendations outlined in the parking committee report [*Initiator:* parking committee; *Resources*: recreation department; conservation commission, harbor commission, tax assessor, 1999 parking committee report]; 2) to maintain a current ROW inventory [*Initiator:* planning department; Resources: CRMC, 1999 parking committee report]; 3) to actively seek outside funding for enhancement of selected right-of-ways [*Initiator:* recreation department; *Resources*: planning department; harbor commission]; 4) to create requirements for easements to the waterfront in subdivisions where appropriate [*Initiator:* planning commission; *Resources*: subdivision regulations].

2. <u>The 1999 Parking Committee Report</u>

The parking committee report provided a rating (of 1, 2, or 3) for each site it discussed to provide a priority recommendation for future action, as follows:

1. "Should be fully supported and maintained with existing parking and facilities." Number 1 priority sites are those of the "greatest importance and priority for public access": they can "support the most people, have facilities already in place, need little if any improvement, and should be fully maintained." (The report also points out that they already make up 15% of Jamestown's shoreline.)

2. "If all number 1 sites are fully functioning and there is further need to provide public shoreline access, these sites could be improved to provide (more) parking and access. Funds for construction, possibly CRMC or DEM approvals and maintenance would need to be committed to improve these sites." Number 2 priority sites "could also support larger numbers of people with parking but do not currently have the necessary facilities." They should have a high priority for maintenance, but development of "additional parking or facilities should be considered only if the primary sites do not adequately fill the community need and budget allows."

3. "Should be maintained as pedestrian access only sites." Number 3 priority sites "are largely neighborhood ROWs which in most cases were first established for neighborhood, pedestrian access. Most are in dense neighborhoods and are currently maintained by abutting neighbors. . . .These sites are of the lowest priority because they would require planning, public workshops, clearing, stair construction, boundary markers, posting and possible parking arrangements in order for them to be safe and fully accessible. This would be at a considerable cost to the town and would not provide access for a substantial number of people. Where there are or have been encroachments, it is advised that the town mark the boundaries.

3. <u>Checklist of Public Access Sites</u>

The following checklist has only brief descriptions of sites that provide, or that might in future provide, public access to the shore. There are fuller descriptions of most

of these properties and sites, along with discussion of the issues relevant to them, in the 1992 planning department study and the 1999 parking committee report. (Indeed, much of the following list is based on--and paraphrases--material in one or both of those two reports.) The checklist takes up in order: a) federal and state-owned properties; b) town-owned properties developed for public use; c) properties of whatever ownership that have CRMC designation as ROWs; d) sites that may be considered potential ROWs for possible future CRMC designation; and e) coastal conservation areas that permit at least some public access. In the list below the parking committee's priority numbers are given in parentheses just after the name of the site.

Federal and State-owned Parks

Beavertail State Park (1): a state and federally-owned park on Beavertail Point managed by the DEM Division of Parks. The park consists of 183 acres and has over 1.25 miles of accessible coastline (rocky cliffs interspersed with, on its west side, occasional small beaches). There are spectacular ocean views to the south, east, and west. The Beavertail lighthouse, with a small museum, is at the end of the point. The park has parking lots for over 120 vehicles, portable toilets, ocean overlooks, and a number of walking trails. Fully accessible as a public ROW.

Fort Wetherill State Park (1): a state-owned park in the Dumplings area, managed by the DEM Division of Parks. The park consists of 58 acres and has almost a mile of coastline (high granite cliffs with one pebbly beach). There are spectacular views east to the East Passage and south to Rhode Island Sound. The park has a picnic area, walking trails, World War II gun emplacements that may be visited, and a boat ramp on the beach much used by scuba divers. Fully accessible as a public ROW.

Fort Wetherill State Park Extension (3): a state and town-owned site of 10.5 acres, of which the state owns 7 acres and the town 3.5. The park consists of rocky cliffs, adjacent to Fort Wetherill State Park, extending south and west of the Fort Wetherill boat basin (Fort Cove). The DEM has recently renovated three old military buildings on the site to serve as the Fort Wetherill marine laboratory, housing the marine fisheries section of the DEM Division of Fish and Wildlife. *(There are more details in the Fort Wetherill boat basin section of II-E-3, above.)*

Dutch Island, Gould Island: Accessible only by water, these two islands, of 75 and 41 acres respectively, deserve mention with respect to public access even though they lie outside the scope of the parking committee's report. While the two islands are within Jamestown's jurisdiction, they are at present each owned jointly by the state and the federal government. The state has designated its portion of each island to be part of the state's bay island park system in the future.

Town-Owned Properties Developed for Public Access

Conanicut Battery/DAR Memorial (unrated [under development]): a park of 22 acres on the west side of Beavertail surrounding the site of a Revolutionary War battery

(on the National Register of Historic Places) and several early-20th century military installations. The park has about 100 feet of waterfront, but virtually no access to it because of high and steep cliffs. When the parking committee report was written the park was undergoing renovation to preserve the ruins of the fort, to provide nature walks and appropriate signage, and to open the excellent views of the West Passage. The renovation was completed and the park formally dedicated, in June 2002, as the Conanicut Battery on Prospect Hill.

East Ferry (1): a .75 acre complex at the foot of Narragansett Avenue consisting of a marina, two town piers, a town square, a memorial square, a beach extending about one-quarter mile to the north, and a short, non-adjacent, shoreline nearby to the south. *(See the fuller descriptions in the East Ferry sections of II-E-3, above.)* The site has parking--which is likely to be crowded in the summer months--and is fully accessible.

Fort Getty Park (1): a 41 acre site, largely surrounded by water, at the northwest corner of Beavertail, with a trailer park, camping area, restrooms, and other recreational facilities. The Jamestown recreation department maintains Fort Getty, and the town is improving its recreational potential on the basis of a master plan developed in 1994. *(For more details see the Fort Getty section of II-E-3, above.)* The park has an admission fee for automobiles. There is ample parking and waterfront access.

Hull's Cove (1): a 50 foot wide ROW with a narrow path running about a hundred yards from Beavertail Road to Hull's Cove beach. The parking area for four to six cars at the road's edge has little room for expansion. There is trash pick-up at the roadside. The path is level but uneven, the pebbly beach has excellent ocean views. A boardwalk is in the planning stage.

Jamestown Shores (or "Head's") Beach (1): a 1.7 acre site on the west side of the island north of the Jamestown-Verrazzano Bridge. The site has a gently-sloping grassy area with a pebbly beach. There are three stone jetties, a natural boat ramp, a picnic area, trash pick-up, boats moored directly off shore, boats landing on the beach, and a parking area for perhaps 20 cars. In the summer the area is often overcrowded.

Mackerel Cove Beach (1): a wide and sandy public beach at the head of Mackerel Cove, with lifeguards, restroom, shower, and trash pick-up in the summer months. Parking is available, for a $15 daily fee (or a $15 annual sticker for residents), for over 50 cars. Fully accessible to the water.

Maple Avenue (2): a rough, potholed town road, with some still unresolved ROW legal aspects, that terminates in a muddy, grassy area abutting an Audubon Society restricted wildlife refuge and CRMC-designated conservation waters. The area is not much used at present, although there are a number of dinghies. A dinghy rack under town control was provided in 2002 in order to help protect the adjacent conservation areas.

Potter's Cove/Taylor's Point (1): a 25 acre site just east of the Pell (Newport) Bridge toll plaza, consisting of a long sandy and pebbly beach extending south toward Taylor Point, which has rocky cliffs and informal trails. Parking is available in both parts of the site. There are paths to the cliffs. A new set of wooden steps leads to the beach. The site is accessible to the water.

West Ferry (1): the old town ferry wharf at the western end of Narragansett Avenue--*more fully described in the West Ferry section of II-E-3, above*. There is usually adequate parking and the site is fully accessible to the water.

CRMC-designated ROWs

The Town maintains a list of Shoreline Access and Right of Way Inventory as presented to the Town Council May 20, 2013.

The following paper streets may have the potential to undergo a CRMC designation process for ROWs: Fairview Street, Middle Street, Easterly Street, Maple Avenue, Arnold Street, and Hull Cove Street. These paper streets are not CRMC designated ROWs and are not in the aforementioned inventory.

Coastal Conservation Areas with Some Public Access

Some of the coastal conservation areas *(identified in II-C-4, above)* provide limited access for pedestrians: the Marsh Meadows and the Conanicut Island Sanctuary sites at Great Creek; the state and town-owned portions of the Hodgkiss Farm; the Fox Hill Audubon Site; the Sheffield Cove Audubon Site; the Racquet Road Audubon Thicket Site.

G. EMERGENCIES: STORM PREPAREDNESS

Inevitably emergencies will occur on and in the waters surrounding Jamestown, from minor ones to major ones such as hurricanes and oil spills. Inevitably the Harbormaster will play a role in responding to these events.

The town's procedures for responding to emergencies are based on its "Emergency Operations Plan 2012, developed under the authority of the Rhode Island Civil Defense Preparedness Act of 1973**,** and updated in 1994. The 2012 plan established a "Jamestown Emergency Management Agency" to develop plans, and to be responsible, for any kind of emergency the town might have to confront. Response to specific emergencies as they arise is the responsibility of the "Council of Emergency", which reports to the town council and town administrator (who together constitute the "Council of Defense"). In this command structure the harbormaster reports to all three organizations and is a member of the "Council of Emergency" along with the chief of police, the fire chief, the town engineer, etc. The harbor commission has no role to play.

Hurricanes and other severe storms are almost certain to do more damage than any other emergency in the harbor commission's area of concern. Over the years hurricanes have caused extensive damage to Conanicut Island and to the boats in its waters: high winds, flood waters, and storm surges have taken lives and destroyed both boats and waterfront facilities. The town's current response to hurricanes may be found in its 18-page document "Hurricane Defense" (approved by the town council in 2012, which spells out precisely the steps to be taken by the appropriate town authorities in the progressing stages from hurricane watch, to hurricane warning, to any post-hurricane crises that may arise. The harbormaster's assigned responsibilities are almost exclusively dedicated to the safety of boaters, of boats, and--in conjunction with others--of waterfront property.

The best possible defense against hurricanes is preparedness. Improperly located or maintained moorings, poorly secured boats, and an uninformed and unprepared public can result in serious risk to life and property. Preparation for hurricanes has been an ongoing concern of the harbor commission. In 2000 the Commission produced a two-page flier, "HURRICANE READY? Tips for Preparing for a Hurricane Strike", which it sent to each mooring permit holder and distributed further through marinas, yacht clubs, and other appropriate locations.

H. REFERENCES

Jamestown, Town of

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- Emergency Management Agency
  - Emergency Operations Plan, January 2012
  - Hurricane Defense, Jamestown, Rhode Island, August, 1992
- Fort Getty Reuse Committee
  - Fort Getty Park Master Plan, December 1994.
- Harbor Management Commission
  - Comprehensive Harbor Management Plan, 1995
  - Harbor Management Ordinance, 1990
  - "Team A" informal reports on future Harbor Management Commission responsibilities, etc., dated August 31, October 6 and 11, 2000
  - Wright, H.M., position paper on Harbor Management Commission responsibilities, etc., dated December 10, 2000
  - Harbor Commission, DEM Water Certification Map, December 6, 2014
  - Harbor Commission, DEM Water Certification Map, February 27, 2015
- Parking Committee
  - The Parking Committee's Report on Public Shoreline Access and Rights-of-Way in Jamestown, April 1999
- Planning Commission
  - Jamestown Comprehensive Community Plan, 2002
  - Shoreline Access and Improvement Plan, prepared by Rebecca J Carlisle,

July 1992 Rhode Island, State of: Coastal Resources Management Council

Coastal Resources Management Program ("Red Book"), 1996 and ongoing

Guidelines for the Development of Municipal Harbor Management Plans, June 1998

Public Access to the Rhode Island Coast, written by Pamela Pogue and Virginia Lee, February 1993

Public Works Department

Harbor Commission's Asset Inventory List (Approved by the Commission on 02.12. 2014 and the Town Council on 04.07.2014)

Shoreline Access and Right of Way Inventory, May 20, 2013

Rhode Island, State of: Department of Environmental Management

Water Quality Regulations, August 1997 and ongoing

Shellfish Closure Areas, May, 2000-May, 2001, Narragansett Bay, May 2000

III. ISSUES AND IMPLEMENTATION

A. MOORINGS

One of the most serious and urgent issues presently confronting the town with respect to harbor management lies in the number and placement of its current moorings, both private and commercial: the placement of moorings in the waters around Jamestown may be in violation of DEM or CRMC regulations, or both. Since it is important that the town be in compliance with all CRMC and DEM regulations, the issues these moorings raise probably represent the most immediate problems for the harbor commission to address.

Another issue is that there are a number of moorings that are not used as required by the ordinance, and there are also a number of "ghost moorings", that is, floating mooring balls that are not being used and constitute obstructions. Both preclude issue of new mooring permits.

Issue: East Harbor:

The 1988/90 harbor management ordinance (and repeated in the 1995 comprehensive harbor management plan) stated that the eastern boundary of East Harbor "shall be a line extending 1000 feet seaward of the shoreline." Even as the ordinance was being written, however, there may have been moorings east of that line. Whatever the exact situation at that time, the harbor commission received approval for the East Harbor mooring field from the town council, the CRMC, and the DEM. Since recognition of this nonconformity a significant percentage of the moorings outside the harbor boundary have been eliminated. As of 2007 DEM and CRMC have advised the harbor commission that the remaining private moorings outside the 1000 foot line may continue to be permitted but are to be reduced by attrition. However, it is to be noted that a number of the

moorings outside the 1000 foot line are commercial moorings permitted by the Army Corps of Engineers and not subject to town or state jurisdiction.

Goal: To continue the process of reducing the number of non-conforming moorings, to eliminate moorings that are not being used as intended, and to eliminate ghost moorings.

Policy: To provide as many mooring spaces for resident and non-resident boaters as is appropriately feasible while, at the same time, conforming to the requirements of the CRMC and the DEM and wherever possible eliminating non-conforming moorings by attrition, eliminate unused moorings by enforcement of the ordinance, and remove ghost moorings and other unauthorized anchored objects.

Implementation:

Action: Continue the program, begun in 2001, of reducing, through attrition, the private, non-Army Corps of Engineers-permitted moorings outside the 1000 foot line until such time as the town and the DEM and CRMC reach a mutually satisfactory solution**.** Employ resilient tackle where possible to allow closer spacing of moorings. Enforce the ordinance to eliminate unused moorings and remove ghost moorings and other unauthorized anchored objects.

Reference: See sections II-D on water quality and II-B and II-E-5 on administrative divisions and moorings, above.

Responsibility: Initiator: Harbor commission; *Resources*: Harbormaster

Timing: The rate of attrition being unpredictable, timing is uncertain; but the commission will report regularly to both the DEM and the CRMC and will work with the two agencies to develop other plans should they find progress unsatisfactory in the future. In any case, the program will be thoroughly reviewed at the end of five years. In recent years numerous unused and ghost moorings have been eliminated through the efforts of the harbormaster.

Costs: There should be no appreciable costs at this stage.

Issue: Coastal Waters/Mooring Areas

Despite Rhode Island's recent "no discharge" policy the U.S. Food and Drug Administration still in part determines water purity (and therefore whether or not shellfish can be shipped out of state) by counting the number of boats with marine sanitation devices that are moored in a given area. The maximum number of boats with marine sanitation devices permitted in a given area without risk of water quality degradation is nine. In addition, the CRMC considers: a) that "any designated area managed by a commercial enterprise, a club, city, or town where five or more recreational craft are kept at moorings" constitutes a "recreational mooring area," and, b)

that "any dock, pier, wharf, float, floating business, or combination of such facilities that accommodate five or more recreational boats" constitutes a "marina" (see Redbook, 300.4). The DEM also uses a five recreational boat limit.

In 2001 the DEM suggested to the harbor commission that several stretches of Jamestown's coastal waters--particularly Cranston Cove and Head's Beach--might be in jeopardy of triggering either DEM or CRMC action in this respect. This situation exists even though the exact size of the area in which moorings are counted is not specifically quantified (or quantifiable) and therefore has to be a matter of judgment on the part of the DEM, the CRMC, and, by extension, the town.

In late 2006 CRMC officials performed an on-the-water survey and identified three areas that in their view constituted non-conforming mooring areas, known as Park Dock, Head's Beach and Cranston Cove.

Goal: To insure that the various stretches of Jamestown's coastal waters are properly administered.

Policy: To optimize the efficient use of coastal waters while, at the same time, conforming to the requirements of the CRMC and the DEM

Recommendations:

a) That the areas identified by CRMC as non-conforming mooring areas be established as conforming mooring areas under the Ordinance.

b) That the harbor commission clearly identify, for discussion--both by the local residents and by town residents generally--the alternative future choices for those areas, and draft regulations setting forth the organizational structure whereby additional mooring areas may be established as needed.

c) That no new moorings be permitted in any mooring area without provision of adequate shoreside facilities, namely parking, restrooms, and trash disposal.

d) That the commission work with both the CRMC and the DEM to achieve a satisfactory resolution for all parties.

Implementation:

Action: Resolve any issues between the Town and the CRMC and DEM respecting the possibility of excessive numbers of moorings in Jamestown's coastal waters**,** and formally recognize the three mooring areas identified by CRMC as such. Revise the Ordinance accordingly. Remove moorings from the Park Dock and Cranston Cove areas by attrition, removal of unpermitted moorings, and relocation of moorings as feasible, so that these areas can revert to coastal water status.

Reference: See sections II-D on water quality and II-B and II-E-5 on administrative divisions and moorings, above.

Responsibility: Initiator: Harbor commission; *Resources*: Harbormaster; residents of relevant areas.

Timing: Begin immediately to find a satisfactory resolution within six months of when CRMC approves this plan.

Costs: There should be no appreciable costs at this stage.

Issue: All Waters

The town council upon the recommendation of the harbor commission may establish a shared mooring program in town waters.

B. WATER QUALITY

Water quality as it relates to moorings in Jamestown waters (see "Issue A: Moorings", just above) is the harbor commission's most immediate and urgent water quality issue. In addition, the town must always be on guard to protect and enhance its water quality in general.

Issue: Toxic and Pathogenic Substances

Although Rhode Island has declared its waters to be a sewage "no discharge" zone, there is continual need to eliminate the discharge of toxic and pathogenic substances. While the town's present harbor management ordinance has a list of prohibited substances, it must bring the ordinance up-to-date with respect to the recent state "no discharge" regulation and with respect to limiting activities that might lead to accidental discharges.

Goal: To maintain and improve Narragansett Bay's water quality by prohibiting activities that would degrade it and by eliminating activities that threaten or impair existing water quality in accordance with DEM water quality regulations.

Policy: To comply with present and future water quality standards for vessels on moorings as well as in all other respects. To encourage marinas and shipyards to adopt, where they have not already done so, operation and maintenance measures to protect the coastal waters. To continue to monitor and protect, as necessary, areas where significant shallow-water habitat is identified.

Recommendation: That the Harbormaster ensure that those individuals issuing moorings~~s,~~ permits, etc. are familiar with the state standards, regulations, and guidelines and that they adhere to those standards.

Implementation:

Action: Amend the harbor management ordinance regularly and as necessary to bring it into accordance with state regulations and to prohibit in-water servicing activities such as antifreeze discharges, painting, and paint scraping.

Reference: See section II-D, above, and the1988/90 harbor management ordinance, Section 7 ("Regulated Activities").

Responsibility: Initiator: Harbor commission; *Resources*: Town council.

Timing: These changes should be undertaken as soon as the new ordinance is approved.

Costs: There should be no costs involved.

C. PUBLIC ACCESS

1. Land Access

In its 1998 Guidelines for the Development of Municipal Harbor Management Plans (p. 24), the CRMC requires that "Harbor Management Plans shall include public access provisions that: a) Inventory and catalogue the condition of all existing CRMC designated rights-of-way in the community, and identify potential rights-of-way for designation by the CRMC; b) Establish goals, policies, and recommended actions designed to preserve, protect, and enhance the existing public rights-of-way to the tidal waters of the town; c) Design a maintenance program to be implemented by the community to improve and maintain all municipally owned rights-of-way; and d) Develop a prioritized list of CRMC-designated rights-of-way that are municipally owned which could be improved by either public or private entities and identify appropriate site improvements required."

The town parking committee (in its 1999 report) and the town planning commission (in its 2002 revised comprehensive community plan) have already undertaken studies concerned with the identification, prioritization, and maintenance of existing and potential public access sites and rights-of-way. The comprehensive community plan (p.246) has assigned the harbor commission to be a resource in the implementation of two matters pertaining to public access: to implement the recommendations outlined in the parking committee report and to seek outside funding for enhancement of selected rights-of-way. It seems most efficient for the harbor commission, rather than try to develop a separate program, to work with the planning commission to implement the planning commission's recommendations.

Issue: Enhancement of Public Access

Goal: To provide, maintain, and enhance public access to the shoreline.

Policy: To support the policies and actions of the current comprehensive community plan.

Recommendation: That the harbor commission work with the relevant town authorities and the local marinas to implement the comprehensive community plan.

Implementation:

Action: Establish a subcommittee to work with the planning commission in the matter of public access.

Reference: See sections I-D-1 on the planning commission and II-F on recreation areas and public access, above.

Responsibility: Initiator: Recreation department; planning department; *Resources*: Parking committee, planning commission, harbor commission, conservation commission, public works department.

Timing: There should be planning commission liaison reports provided to the harbor commission at six-month intervals on the status of this issue.

2. Water Access. (See also: D. TOWN-OWNED WATERFRONT STRUCTURES)

On many occasions the sentiment has been voiced that Jamestown lacks adequate public facilities for both local and visiting boaters. In general, there is inadequate so-called "touch and go" dock space where boaters can tie up for a short time (residence time is limited to 30 minutes) to load and unload crew, supplies, gear, trash, and so forth. For example, there are many documented incidents of conflicts between boaters attempting to use the touch-and-go dock at the east end of the Wood Pile Pier (WPP) and persons fishing. There is also very limited free dinghy dock space for transients, and no free dock for boaters desiring to tie up for a few hours (as above, time on the touch-and-go docks is limited to thirty minutes)

Issue: Enhancement of Public Access, Resolve Boater/Fisherman Conflicts

Goal/Policy To provide better touch-and-go dockage, reduce or eliminate conflicts between the boating and fishing communities, and provide better access to the shore for visiting boaters or mooring holders .

Recommendation: That the harbor commission work with the relevant town authorities and the local marinas to improve public dock facilities.

Implementation:

Action: In early 2008, the Town Council directed the JHC to set aside a portion of the WPP for fishing and provide an additional short-stay touch-and-go dock to the north side of the WPP. If implemented these could be expected to alleviate the conflicts noted and provide better touch and go dockage. A new touch-and-go dock was added to the WPP over the in winter of 2009-2010.

If a new floating dock is constructed, possibly a free transient dinghy dock space could be incorporated into in a space not suitable for full-size boats.

No proposals are currently on the table for providing town-owned dockage for visiting boaters, and it is difficult to see how this could be accommodated without very significant construction; perhaps this need can be best left to the commercial operators, as at present.

Timing: As above, these matters are currently on the JHC's active docket.

Costs: Each of the above options will involve some cost, at this point undetermined, although the JHC has obtained a detailed design and estimate for a new touch-and-go dock to be added to the WPP, and has sent it out for bids. Whether this and other improvements can be funded through the JHC budget or will require Town contribution is likewise not yet apparent.

D. TOWN-OWNED WATERFRONT STRUCTURES

Jamestown has a number of waterfront structures (and adjacent properties) that support water-based activities. With varying degrees of urgency, the harbor commission needs to consider the possible future uses of these structures and properties for the years ahead as they pertain to its own particular goals.

As the commission considers the best possible long-term use for these structures and adjacent properties--the beach, launch ramp, concrete pier, wood pile pier with two attached touch and go docks, and public bulkheads at East Ferry; the barn area and waterfront at the Fort Wetherill boat basin; the pier, launch ramp, and outhauls at Fort Getty; the wharf at West Ferry, etc.--a number of questions come to mind: Should the town continue the current uses of these structures or find other ones? Should it choose the uses that maximize boater support, public access, or town revenue? Should it sell any of the structures to private interests? Where leases are coming due should the town renew the current leases on roughly the same terms; should it limit or eliminate certain uses; should it seek the highest market offer; should it operate the facilities itself?

Many of the issues the harbor commission needs to discuss with respect to future uses result from differing groups having desirable and reasonable goals and interests that

compete with each other: the convenient location of the East Ferry boat ramp for boaters competes with a free flow of vehicular traffic in the area; the use of, and income from, East Ferry beach permits competes with free pedestrian movement on the beach; on the congested wood pile pier at East Ferry a variable mix of commercial and recreational fishers, recreational boaters, and tourists compete for room on small spaces above the water; and so on. Some of the issues have priority for discussion over others: properties with upcoming lease renewals to consider; structures in a bad state of repair; properties--such as Fort Getty and the Fort Wetherill boat basin--already the subject of evaluation by other departments of the town.

It is self-apparent as well that the existing waterfront structures are in various degrees of disrepair, and that further action is needed to resolve conflicts between user groups. The Wood Pile Pier underwent significant repair and improvements as the result of storm damage in 2013. Repairs have been made to the steel pier, and the utility installation there has been finished off properly. East Ferry boat ramp~~s~~ should be repaired and/or upgraded. The Ft. Getty Boat ramp was replaced in 2009. The dock at Ft. Getty needs some repair. The outhauls at Ft. Getty and West Ferry were completely reconstructed in 2013.

The principal user group conflict at East Ferry is between recreational (and, in the spring, subsistence) fishermen and boaters who both desire to use the outer floating touch and go dock. A floating dock is not a suitable place for fishing; nonetheless, if fishing is to be permitted on the wood pile pier at all, the seaward end will always be the preferred spot. To address this issue, the JHC has constructed a new touch-and-go dock for the WPP; fishing is not allowed on this dock, so fishermen are now restricted to the pre-existing touch-and-go dock. To an extent, this has displaced commercial fishing dock space, at present (2010) commercial fishing is in decline and the space seems to be available. Nonetheless, it is to be hoped that commercial fishing will recover, and then the space will be again required. Given that the Town's policy is to encourage commercial fishing, we should not hasten to permanently eliminate the town-constructed portion of the wood pile pier as a commercial fishing dock.

Finally, the old ferry dock at East Ferry is an eyesore and hazardous, with rusty rebar protruding through gaping holes in the sagging, concrete deck. This should be repaired or removed entirely. Properly repaired, the space might serve as a sort of scenic lookout, perhaps with picnic tables and the like. Proposals for improvements here are being investigated as of late 2011.

The commission cannot resolve these issues on the town's behalf. It must work with the planning commission, the recreation department, other appropriate town departments, and tenants before making recommendations to the town council. But as the town body most immediately involved in the management of waterfront structures, it should initiate discussion of the issues pertaining to them.

<u>Issue</u>: The Long-term Future of the Town's Waterfront Structures (and Adjacent

Properties) As described in the Harbor Commission's Asset Inventory List (as approved by the Commission on 02. 12. 2014 and the Town Council on 04.07.2014).

Goal: To make timely recommendations to the Town Council on this subject over the next five years. More specifically, resolve the conflicts between user groups, especially at the wood pile pier. Further, survey the condition of the town-owned structures and make repairs and upgrades as needed.

Policy: To find the best possible long-term use for the town's waterfront structures and associated properties and make repairs and improvements so as to achieve those uses.

Recommendation: That the commission immediately determine the order in which it believes the various structures should be discussed and that it then work with the planning commission, the recreation department, other appropriate town agencies, and tenants to make recommendations to the town council on the future of these structures.

Implementation:

Action: Determine the future of town-owned waterfront facilities.

Reference: See II-E-3 on town-owned waterfront structures, above.

Responsibility: Initiator: Harbor commission; *Resources*: Planning commission, planning department, recreation department, tenants of leased properties.

Timing: As of 2010, the JHC has had a survey of the WPP carried out, has constructed an additional touch-and-go dock to be added to the WPP, has obtained an estimate of. The curbs and rails on the north side of the East Ferry area and the repairs to the steel pier are complete.

Costs: Significant costs will be incurred in obtaining properly engineered, reliably budgeted proposals to address the foregoing issues (although the harbor commission has already had some of the planning and engineering work done), and quite substantial cost would be involved in carrying some of these out.

E. COMMERCIAL FISHING

Jamestown's commercial fisheries help to maintain the island's quality of life. They have historical, social, and economic significance. Like the island's farms and areas of natural open space they reflect the past and contribute to the traditional rural and maritime atmosphere that islander's prize so much. They add richness and variety to what might otherwise be an increasingly monotonous community. And with other commercial fisheries they provide, through the marketplace, the means by which most residents exercise their right to benefit from the "free and common fisheries" guaranteed by the state constitution.

To be successful, commercial fisheries need reasonable support and opportunity. Rhode Island (and other states) supports commercial fisheries in a variety of ways. Jamestown supports them through reduced dockage fees (just as, for similar reasons, it subsidizes open space and farms through lower taxes). Yet to succeed, commercial fisheries must also have adequate waterfront working space; access to vessels, docks, and shore; and well-maintained fish habitats--all within the context of waters and a waterfront serving many different purposes.

Issue: The Appropriate Support for Commercial Fishing

Commercial fishermen at present have no guarantee of adequate waterfront working space in Jamestown. They have occasional difficulty, especially during congested times, finding places to park and both from the water and the shore approaching docks to load and unload cargo. Like recreational fishermen, they are particularly concerned that non-point sources of pollution and activities in sensitive areas may threaten the food web and water quality and thus the viability of marine resources. Their distinctive character is that they are businessmen providing food for the general public and that they are dealing with a perishable product.

Goal: To ensure that, with appropriate regard for the needs of others interested in the water and the waterfront, commercial fishermen are adequately supported in their activities.

Policy: To make a commitment to provide priority space for fishing vessels at all appropriate town-owned waterfront facilities and to support the leasing of dock space at other facilities at equitable rates. To work with the state to preserve and, where possible, to upgrade the water quality and marine habitat of the near-shore waters.

Recommendations:

a) That the town gives first priority to the town-constructed portion of the wood pile pier at East Ferry to any commercial fishermen requesting dock space.

b) That the town attempt to provide ample dock and outhaul space for commercial fishermen at other town-owned locations on the island and to provide and ensure access to docks from shoreside and from the water to facilitate commercial fishing operations.

c) That the town consider commercial fishing business needs along with other businesses when considering parking designation and road access, and that it consider parking options for commercial fishermen at other access points when it formulates plans for those sites.

d)That the town work with the state to balance the interests of commercial fishing with the size of mooring fields and other boating activities in relation to maintaining open waters accessible for marine resources.

Implementation:

Action: Work with the planning department, the recreation department, the parking committee, and the DEM to achieve this goal.

Reference: See section II-C on natural resources, especially subsections 1-2 above; Section II-D on uses and activities, especially subsections 3-6, above; and Section III-D on town-owned waterfront structures, above. Also see the 2002 comprehensive community plan, p. 268.

Responsibility: Initiator: Harbor commission; *Resources*: Planning commission, town council, tenants of town-owned waterfront properties.

Timing: This will be an ongoing project tied to the town consideration of what to do with its waterfront structures and adjacent properties.

Costs: There should be no costs attached to this project until the town has decided the future of its waterfront facilities.

F. EMERGENCIES: STORM PREPAREDNESS

Storm preparedness is vital for everyone on or near the waterfront. While the town's responsible organization, the emergency management agency, has developed, and is continuing to develop, detailed emergency procedures for storms (as well as for other potential disasters) there is still work for the harbor commission to do.

Issue: To contribute in the most effective way possible to the town's emergency procedures for storm preparedness.

Policy: To assist the emergency management agency in improving emergency procedures so as to provide the greatest safety possible for people and property on the island and on adjacent waters.

Recommendation: That the harbor commission assist the emergency management agency in whatever way the agency may find useful to improve and publicize hazard mitigation plans for storms and for other emergencies that fall within the commission's area of concern.

Implementation:

Action: Work with the harbormaster to find ways the commission may be useful to the emergency management agency.

Reference: See Section II-G on storm preparedness, above, and the CRMC 1998 Guidelines, pp. 31-38, 71-82. Also see the Jamestown Emergency Operations Plan (2012)

Responsibility: Initiator: Emergency management agency; *Resources*: Harbor commission, other relevant town authorities, etc.

Timing: Require an annual report from the harbormaster on this issue.

Costs: There should be no costs involved.

G. OUTHAULS

Concern about outhauls has increased over the past several years not only in Jamestown but also in other waterfront communities throughout Narragansett Bay--particularly in the bay's southern sections. The issues involved include various competing rights or desirable goals, such as free passage along the shore below mean high water, free passage on the water, riparian owners making optimum use of their shorefront property, abutting riparian owners making optimum use of the adjacent waters, the comparative ecological impact of outhauls vis-a-vis piers, and so on. There are policy issues, such as whether outhauls attached to piers should be treated differently from those attached to the shore, and so on. And there are the usual harbor management issues of jurisdiction, administration, expenses, and fees.

In May, 2000, as a way of beginning to address the issues, the harbor commission approved a motion to notify owners of outhauls that in future they must file a yearly application for each outhaul they own. It also announced that a fee would be charged for outhauls in 2001. (The Commission referred only to outhauls attached to in-water moorings, assuming that dock-to-piling and dock-to-shore outhauls fall under the jurisdiction of the CRMC.) There was little response to the Commission's notice, and it was not possible to follow up on the matter in 2000.

At about the same time, the CRMC began independently to address some of the complicated legal and policy issues involved. As a consequence of CRMC's involvement, in 2001 the role of the Commission with respect to outhauls was largely one of assisting the CRMC: of participating in CRMC discussions when invited and of providing whatever information the CRMC or the town might find useful.

As of 2007, the CRMC had proposed regulations pertaining to outhauls, such that municipalities may permit up to two (2) outhauls to the contiguous waterfront property owner. The accompanying revised ordinance allows the harbor commission to regulate outhauls on riparian property, set a fee to be charged, and so forth, and will set a policy whereby permit-holders for the outhauls on town property at Fort Getty and West Ferry will lose their permits if the outhaul is not used, as in the case of moorings.

Goal: To resolve, in conjunction with the appropriate town agencies, the various issues pertaining to outhauls in Jamestown waters.

Policy: To develop a fair and equitable method of managing outhauls in Jamestown waters that is consistent with our fundamental goals: minimizing user conflicts, maximizing the efficient use of the water, protecting the coastal environment, and maintaining and enhancing public access to the shore; and remaining consistent with the goals, policies, and regulations of the CRMC.

Recommendations:

a) That the Commission make a census of all existing outhauls that includes, for each outhaul, the exact location of the outhaul, specifications of the mooring tackle attached to the outhaul, the length of the outhaul line, the kind of boat kept on the outhaul (primary? dinghy? motorboat? sailboat?), to what extent the outhaul impedes the right of passage along the shore, and any other information that seems pertinent to developing suitable policy. As of 2014, no private outhauls exist.

b) That the Commission work with the relevant town agencies to develop a policy appropriate to Jamestown's particular circumstances.

Implementation:

Action: See "Recommendations", above.

Reference: See section II-E-5 on moorings, above.

Responsibility: Initiator: Harbor commission; Resources: recreation department, planning commission, CRMC.

Timing: Policy should be developed, so that, if necessary, appropriate consultation with the CRMC may be undertaken, and so that public hearings and any amendments to the harbor management ordinance may be completed before the deadlines for the budget and for application forms are due in early 200[4]9.

Costs: There should be only minor administrative costs in developing this policy.

H. HARBOR BOUNDARIES

In an effort to resolve issues related to the town's harbor boundaries, the harbor commission should direct its attention to developing, for presentation to the DEM and CRMC, a plan to correct the anomalies in harbor boundaries that now exist. Some of the problems with the current harbor boundaries that have been raised by various members of the commission are as follows:

East Harbor: Mooring zone: The waiting list time for moorings in the East Harbor mooring zone is now well over ten years, and yet there are areas in that zone that,

realistically, cannot be utilized for moorings, where boats are exposed both to strong winds and to strong tides, and where access is extremely difficult for individuals who do not belong to a nearby yacht club or a commercial mooring launch service. There has been, also, a reduction in the size of the mooring zone (and an increase in the size of the transient zone) through the recent movement of government marker G"11" to the north. An additional complication is that the U.S. Army Corps of Engineers granted commercial mooring permits for areas outside the harbor's 1000' line that pre-date the 1988/90 ordinance. Finally, the town currently has no 50-foot setback from the shore for its mooring areas in either harbor and it allows swimming in those areas (except from town-owned property)--an arrangement that has worked well in the past but that the CRMC may require to be changed if it cannot be grandfathered. It would be greatly advantageous, even if no increase in size is possible, to be able to reconfigure the mooring zone in a way that could make its use more efficient. Transient zones: Perhaps most obviously in need of harbor boundary change are the zones for transient boaters trying to find a public mooring or a place to anchor. The two transient zones in the 1990 ordinance are 1) **north** of the Newport (Pell) Bridge, in open water, and over 500 feet from the nearest shoreline--which is itself largely in private hands and more than a mile from town; or 2) **south** of a line extending from Bull Point to government marker G"11", in what is effectively the main channel, exposed to the weather, in water that is up to 100 feet deep, and with the nearest landing place more than two miles from town. Surely it should be possible to find some location nearer the East Ferry for transient boaters. (G"11" is now also placed well beyond the 1000' harbor boundary.) **Conservation zone:** The only town conservation zone in East Harbor is north of the Newport (Pell) Bridge within 500 feet of the shore, an area near the town's marine sewer outfall off Taylor Point that the CRMC designates Type 1 waters.

West Harbor: **Mooring Zone:** Given the number of boats that use West Harbor, and given the harbor's safety and attractiveness, it would be desirable to expand the mooring zone somewhat if that is possible. The absence of a 50-foot setback (described under the East Harbor mooring zone) must also be addressed. **Transient zone:** The transient zone, which is considerably larger than the mooring zone and which directly interferes with free passage of vessels on the east side of Dutch Island, needs to be appropriately reduced in size, while kept still convenient for visiting boaters. **Conservation zones**: The south conservation zone simply replicates a CRMC Type 1 Conservation Area. The north conservation zone, which is larger than the transient and mooring zones combined and which has an unmarked turning point 1000 feet off the coast, is in CRMC Type 2, Type 4 waters and is classified as SA waters under DEM regulations, and except for a small area around the mouth of the Great Creek, may be reviewed for conservation purposes.

The JHC has also considered reconfiguration of the West Ferry waters to enlarge the mooring zone, by reducing the area of the transient zone, which is not extensively used at present. However, as of 2011 the harbormaster advises that there is still space for additional moorings in the existing mooring zone, so this initiative has been deferred. Shoreside access is apparently more of a problem, in that there is insufficient parking space in the West Ferry area to accommodate more boaters. Possibly more shoreside

access could be provided at Ft. Getty, but this would require dinghy docks and other infrastructure, which has not yet been addressed in detail.

South (Mackerel Cove) Harbor: **Conservation zone:** The town designates all of this area as a conservation zone. It is in any case largely taken up by the swimming area for the public beach that stretches across its north end. It is part of a CRMC Type 1 Conservation Area.

Goal: To reconfigure the town's harbor boundaries so that they more effectively serve the purposes for which they were intended.

Policy: To work--consistent with town, DEM, and CRMC guidelines--to provide more mooring spaces for residents and non-residents, to provide more convenient public moorings and anchorages for visiting boaters, to provide more productive approaches to conservation, and to reduce total harbor areas where that is possible.

Recommendations: The town shall review its existing harbor lines and propose amendments as deemed necessary and with consideration to CRMC and DEM regulations.

Implementation:

Action: Establish an ad hoc subcommittee to study the issue and report to the full Commission. Establish an appropriate liaison with both the CRMC and the DEM.

Reference: See sections II-B, on current harbor boundaries, and II-D, on CRMC and DEM water classifications, above; the CRMC's Coastal Resources Management Program ("Red Book"), 1996 and ongoing; and the DEM's Water Quality Regulations, August 1997 and ongoing.

Responsibility: Initiator: Harbor commission; Resources: planning commission, conservation commission, CRMC, DEM.

Timing: The most urgent task for the Commission is to resolve issues relating to East Harbor moorings. It should undertake the harbor boundary issue either after or in conjunction with that Issue.

Costs: There should be only minor administrative costs in resolving this issue.

Town of Jamestown
Comprehensive Harbor Management Plan

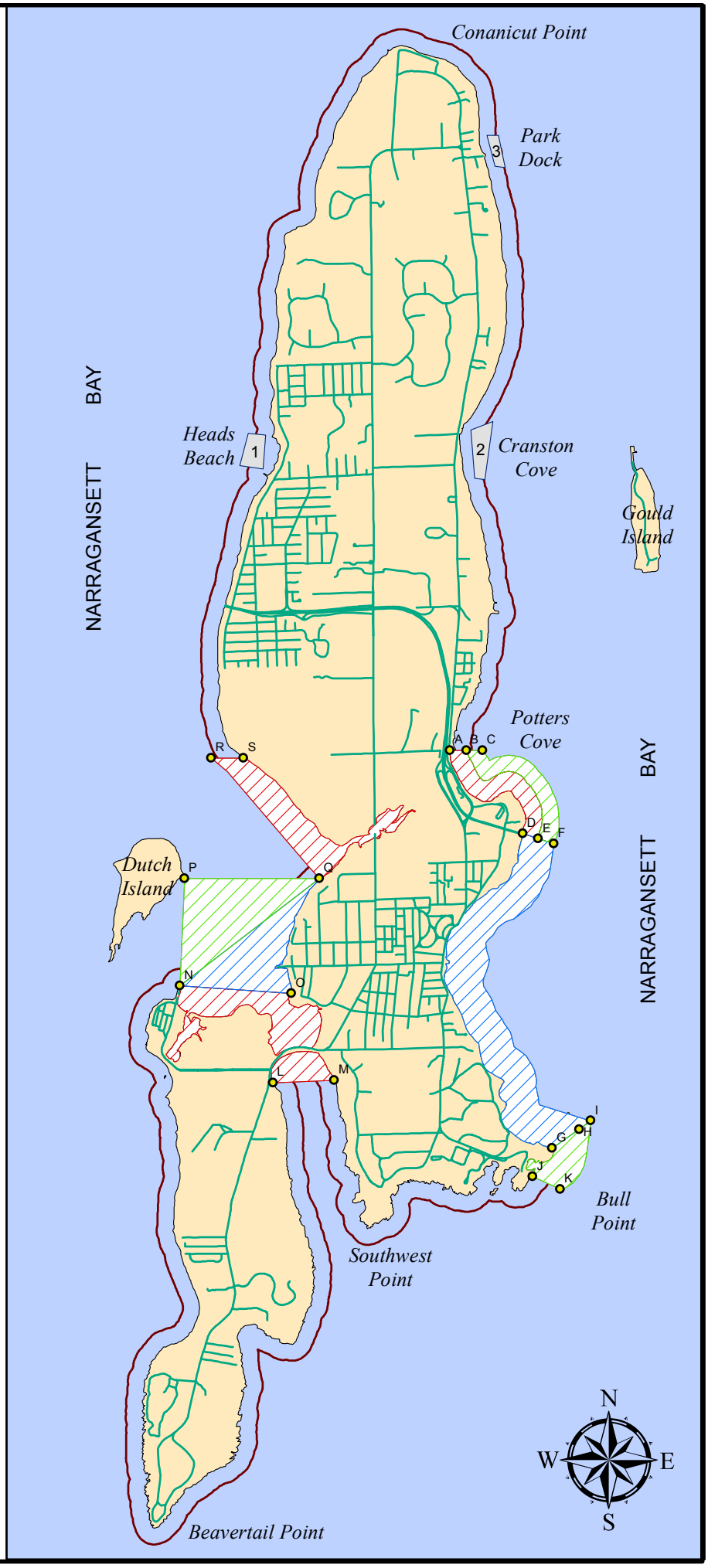
Appendix A-1

Waters Under the Jurisdiction of the Town of Jamestown

THE TOWN OF JAMESTOWN, RI

HARBOR COMMISSION

APPENDIX A-1:
Waters Under the Jurisdiction of The Town of Jamestown



Legend

- Jamestown Harbor Boundaries
- Proposed Mooring Areas
- Transient Zone
- Mooring Zone
- Conservation Zone
- Coastal Waters

0 1 2 Miles

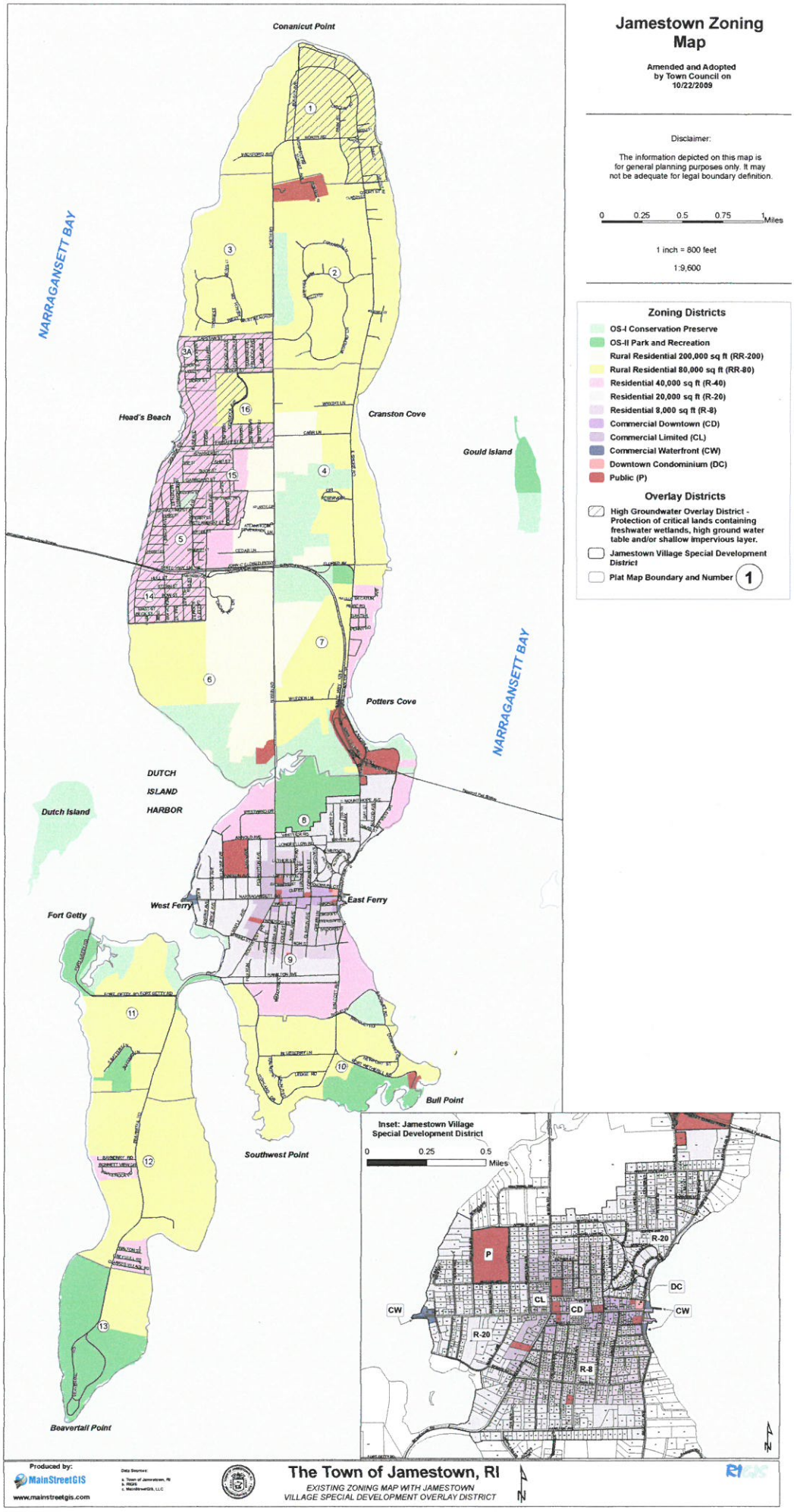
The information depicted on this map is for illustrative purposes only. For legal boundary definition or regulatory interpretation please consult the Harbor Management Ordinance.

Jamestown GIS Department
J. Jobin -Revised May 9th 2011

Town of Jamestown
Comprehensive Harbor Management Plan

Appendix A-2

Jamestown Zoning Map


Jamestown Zoning Map
Amended and Adopted by Town Council on 10/22/2009
Disclaimer:
The information depicted on this map is for general planning purposes only. It may not be adequate for legal boundary definition.
0 0.25 0.5 0.75 1 Miles
1 inch = 800 feet
1:9,600
Zoning Districts
OS-I Conservation Preserve
OS-II Park and Recreation
Rural Residential 200,000 sq ft (RR-200)
Rural Residential 80,000 sq ft (RR-80)
Residential 40,000 sq ft (R-40)
Residential 20,000 sq ft (R-20)
Residential 8,000 sq ft (R-8)
Commercial Downtown (CD)
Commercial Limited (CL)
Commercial Waterfront (CW)
Downtown Condominium (DC)
Public (P)
Overlay Districts
High Groundwater Overlay District - Protection of critical lands containing freshwater wetlands, high ground water table and/or shallow impervious layer.
Jamestown Village Special Development District
Plat Map Boundary and Number 1
Conanicut Point
NARRAGANSETT BAY
Head's Beach
Cranston Cove
Gould Island
Potters Cove
DUTCH ISLAND HARBOR
Dutch Island
West Ferry
East Ferry
Fort Getty
Bull Point
Southwest Point
Beavertail Point
Inset: Jamestown Village Special Development District
0 0.25 0.5 Miles
P
R-20
DC
CL
CD
CW
R-8
Produced by:
MainStreetGIS
www.mainstreetgis.com
The Town of Jamestown, RI
EXISTING ZONING MAP WITH JAMESTOWN VILLAGE SPECIAL DEVELOPMENT OVERLAY DISTRICT

Town of Jamestown
Comprehensive Harbor Management Plan

Appendix A-3

Jamestown FEMA Map

MAP 12

Hydrologically Sensitive Areas

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

- Roads
- Highways
- Streams
- Waterbodies
- A & AE Zone*
- V - Zone**
- Town Water Supply Watershed
- Wetlands

*A & AE Zone: Area within a Special Flood Hazard Area, landward of a V Zone or landward of an open coast without mapped V Zones.

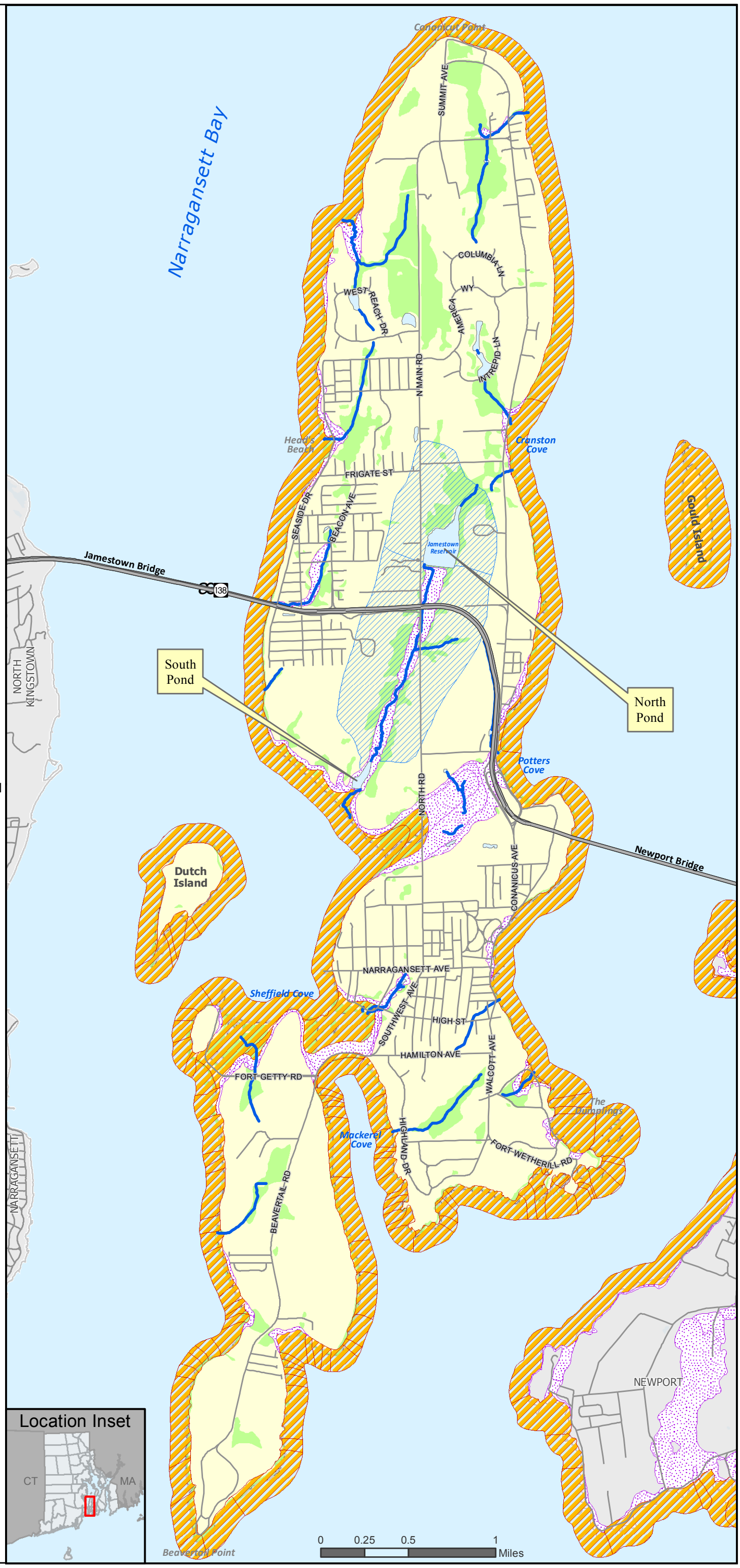
**V - Zone: An area of special flood hazard extending from offshore to the inland limit of a primary frontal dune along an open coast and any other area subject to high velocity wave action from storms or seismic sources.

Source:
RIGIS
The Town of Jamestown
FEMA FIRM Hazard Data for 2010

This map is not the product of a Professional Land Survey. It was created by Jamestown GIS Department for general reference, informational, planning or guidance use, and is not a legally authoritative source as to location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Jamestown makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.

N

Justin Jobin
Jamestown GIS Dept.
May 2014



Town of Jamestown
Comprehensive Harbor Management Plan

Appendix A-4

Jamestown Rights-of-Way Map

2013 SHORELINE ACCESS: Existing and Potential Rights-of-Way

TOWN OF JAMESTOWN RHODE ISLAND

Map Legend

Features

- Highways
- Roads

Boundaries

- Jamestown
- RI Municipal
- Other States

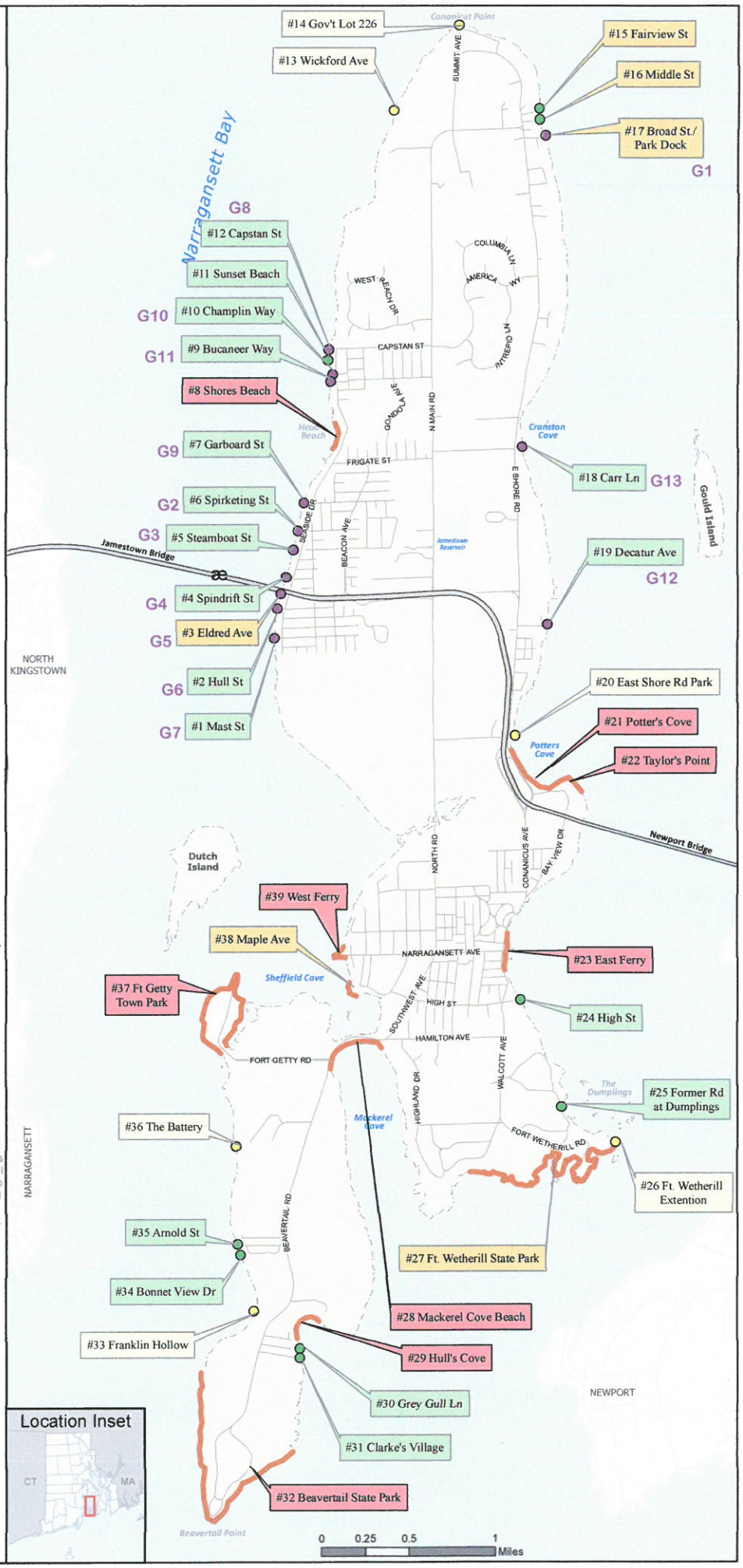
Rights-of-Way

- No 1 Priority Sites
- No 2 Priority Sites
- No 3 Priority Sites
- No reccomendation until further review
- G CRMC ROW Designation

This map is not the product of a Professional Land Survey. It was created by Jamestown GIS Dept. for general reference, informational, planning or guidance use, and is not a legally authoritative source as to location of natural or manmade features. Proper interpretation of this map may require the assistance of appropriate professional services. The Town of Jamestown makes no warranty, express or implied, related to the spatial accuracy, reliability, completeness, or currentness of this map.

N

Justin Jobin, Erin McKinley
Marianne Diffin
Jamestown GIS Dept.
March 2013



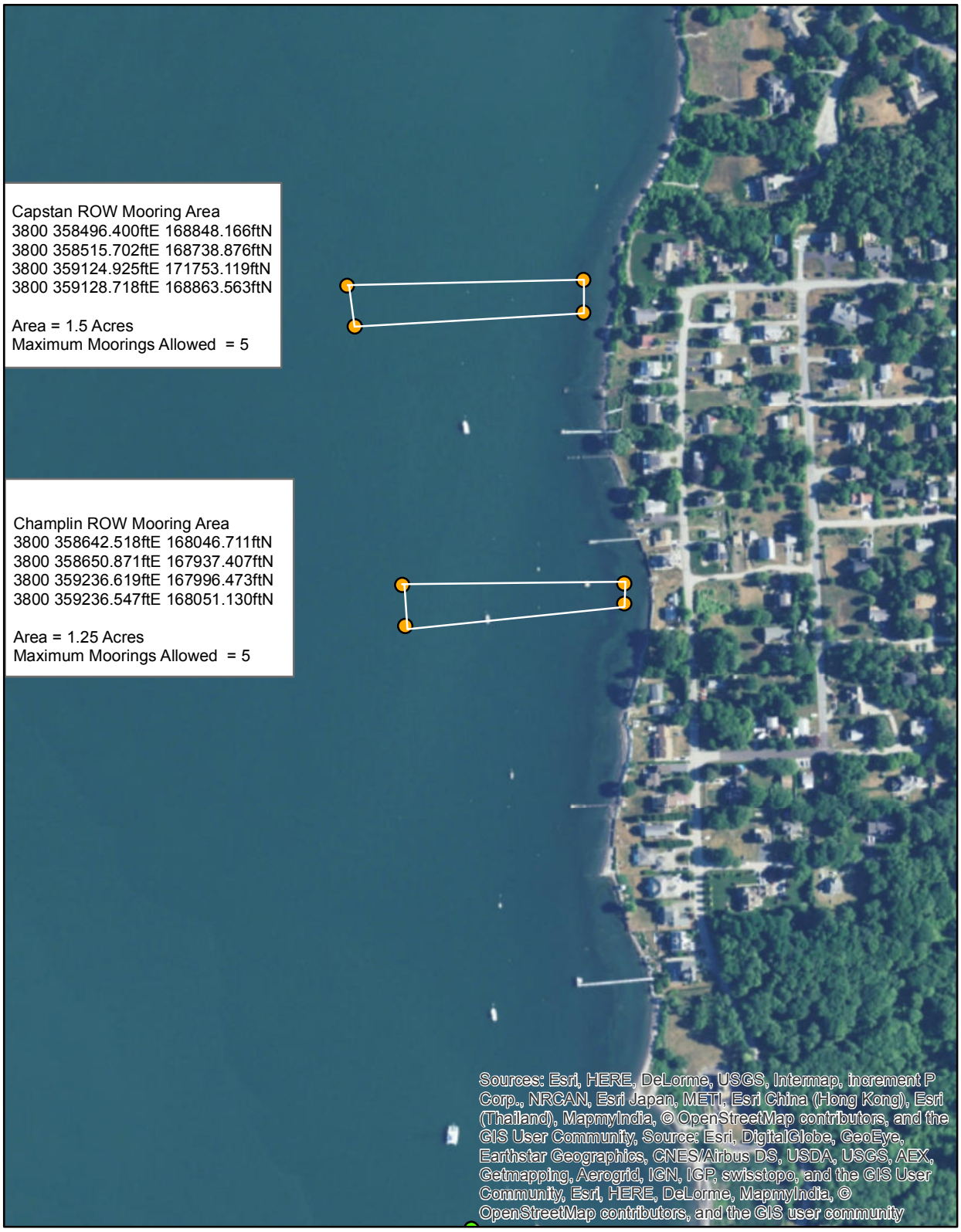
Town of Jamestown
Comprehensive Harbor Management Plan

Appendix A-5

Maps

Town of Jamestown Harbor Department

Appendix A-5.1
Capstan ROW Mooring Area
Champlin ROW Mooring Area



0 250 500 1,000 1,500 Feet

KJD
Date: 9/14/2017

Town of Jamestown Harbor Department

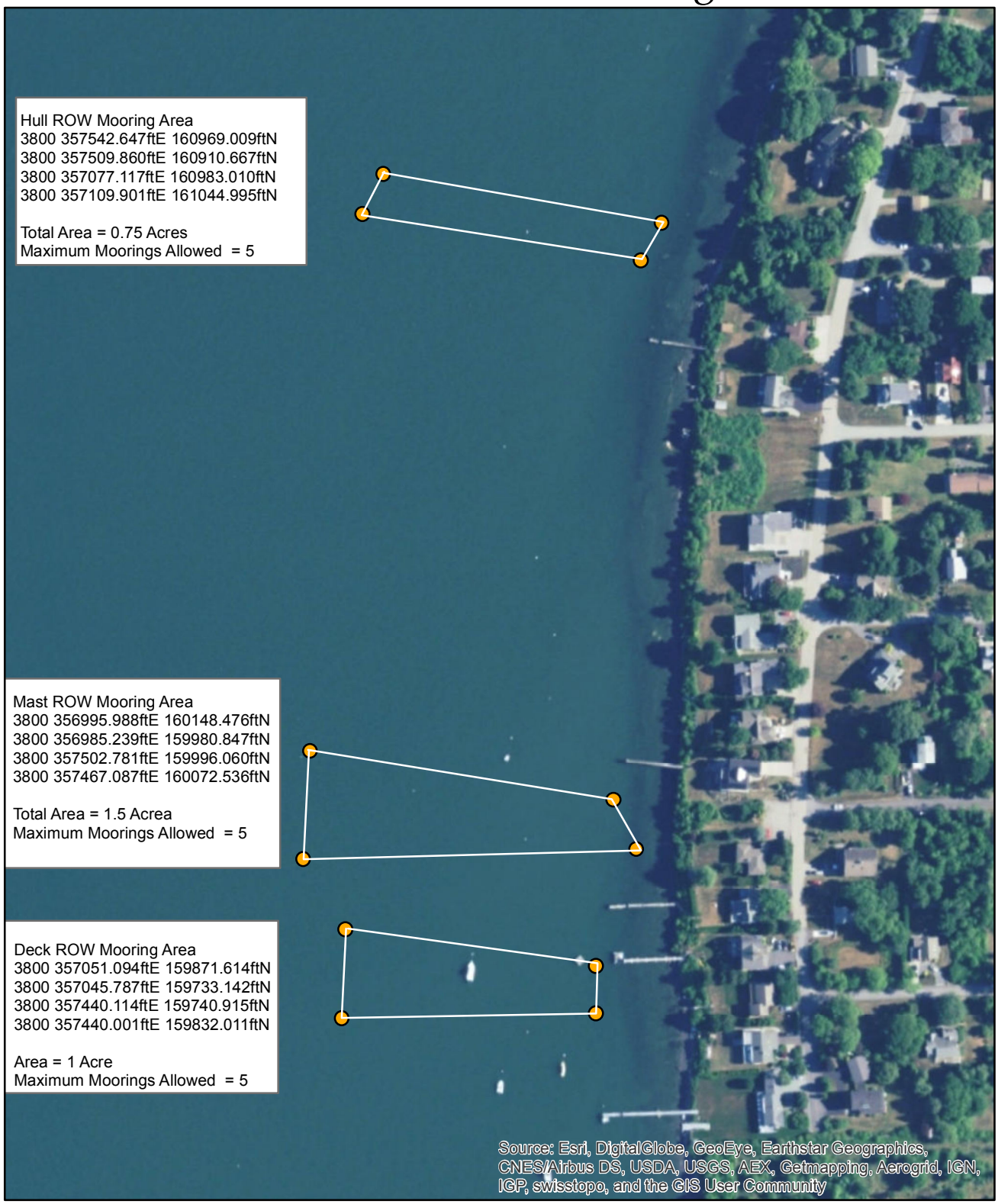
Appendix A-5.2
Garboard Street ROW Mooring Area
Spirketing Street ROW Mooring Area

0 170 340 680 1,020 1,360 Feet

KJD
Date: 9/14/2017

Town of Jamestown Harbor Department

Appendix A-5.3
Hull Street ROW Mooring Area
Mast Street ROW Mooring Area
Deck Street ROW Mooring Area

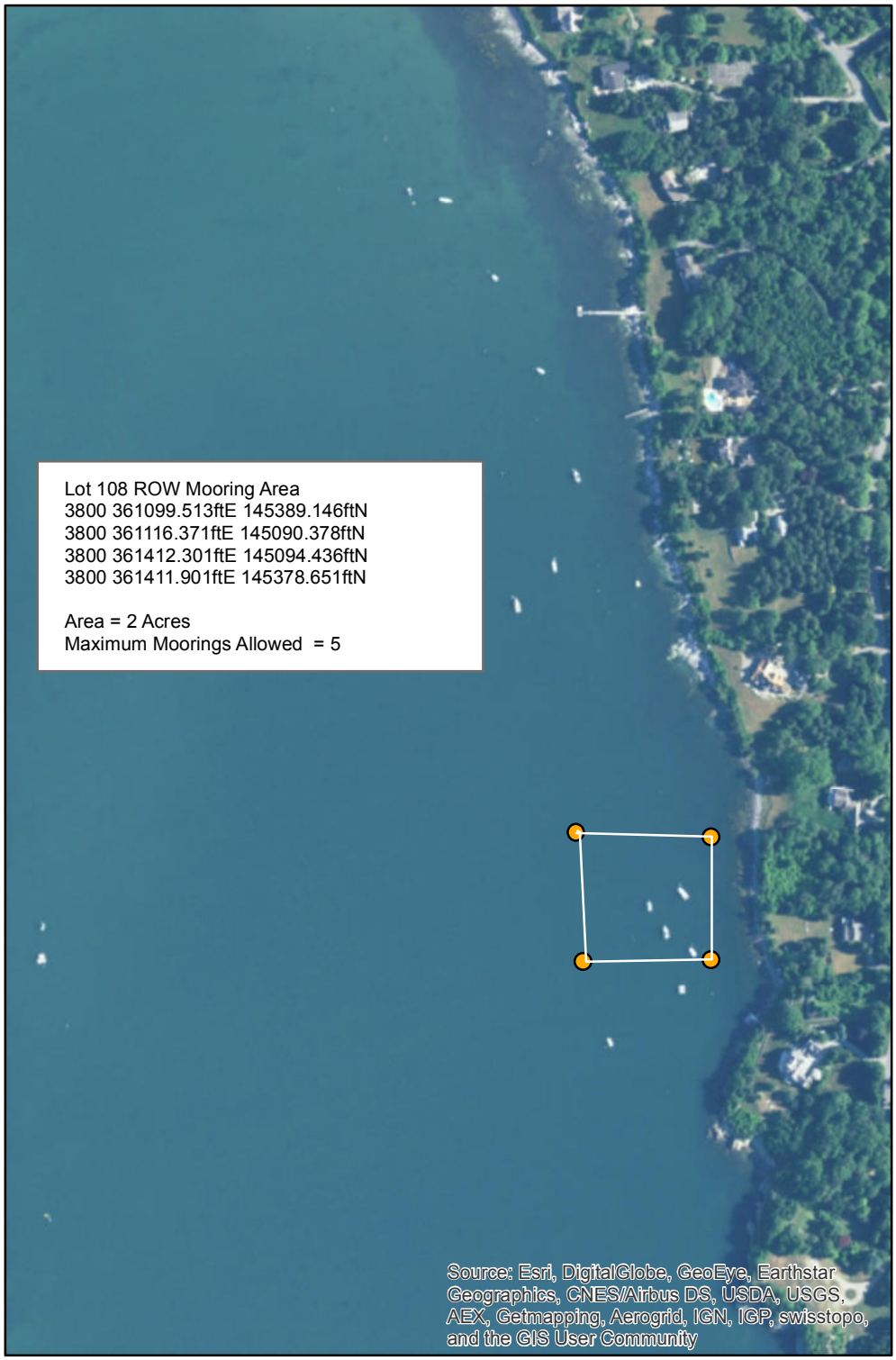


0 250 500 1,000 Feet

KJD
Date: 9/14/2017

Town of Jamestown Harbor Department

Appendix A-5.4
Lot 108 Mooring Area



0 180 360 720 1,080 1,440 Feet

KJD
Date: 9/14/2017

Town of Jamestown Harbor Department

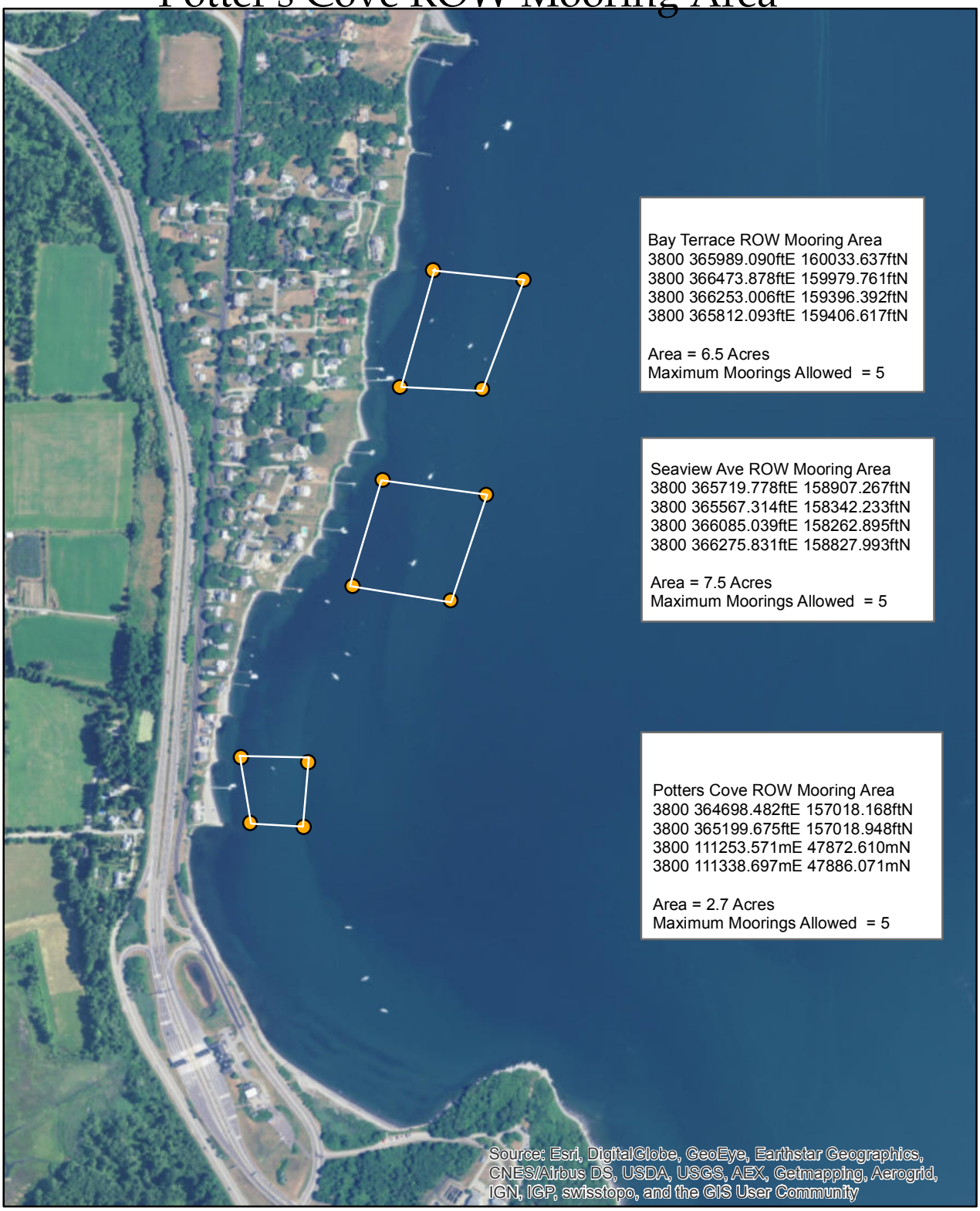
Appendix A-5.5
Bridge View ROW Mooring Area

0 250 500 1,000 Feet

KJD
Date: 9/14/2017

Town of Jamestown Harbor Department

Appendix A-5.6
Bay Terrace ROW Mooring Area
Seaview Avenue ROW Mooring Area
Potter's Cove ROW Mooring Area



0 250 500 1,000 1,500 2,000 2,500 Feet

KJD
Date: 9/14/2017

Town of Jamestown Harbor Department

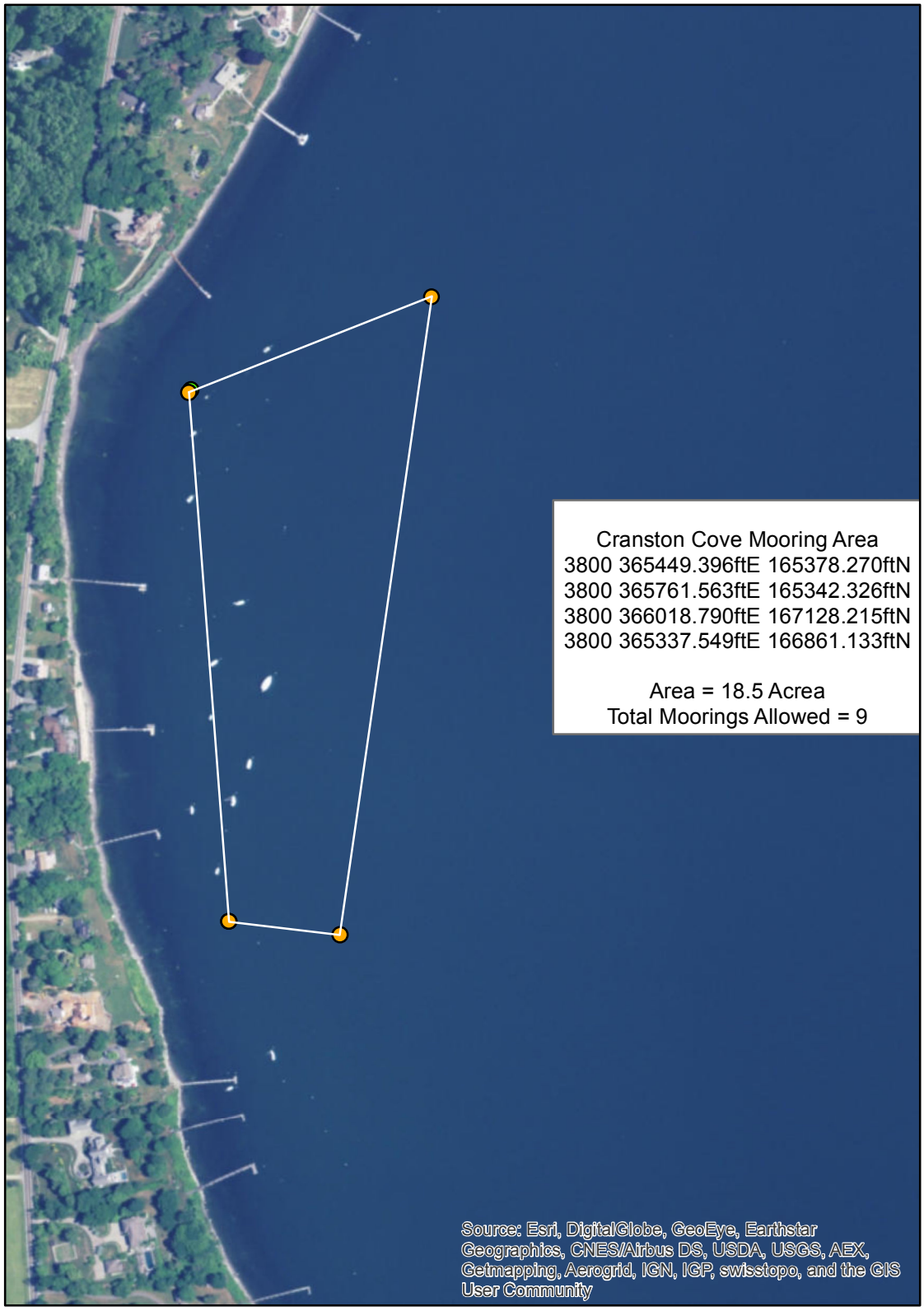
Appendix A-5.7
Head's Beach Mooring Area

0 210 420 840 1,260 1,680 Feet

KJD
Date: 9/18/2017

Town of Jamestown Harbor Department

Appendix A-5.8
Cranston Cove Mooring Area

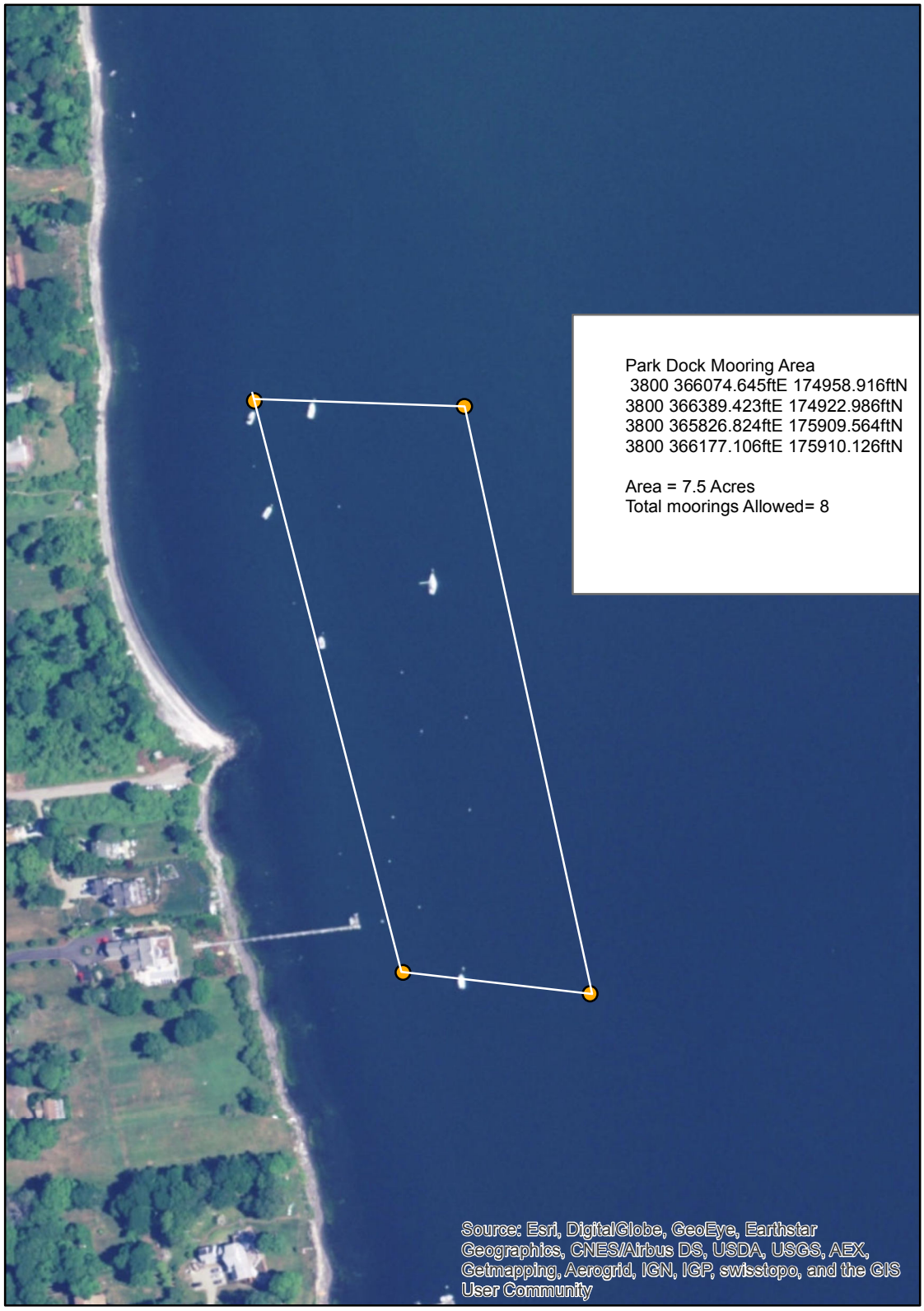


0 250 500 1,000 1,500 Feet

KJD
Date: 9/14/2017

Town of Jamestown Harbor Department

Appendix A-5.9
Park Dock Mooring Area

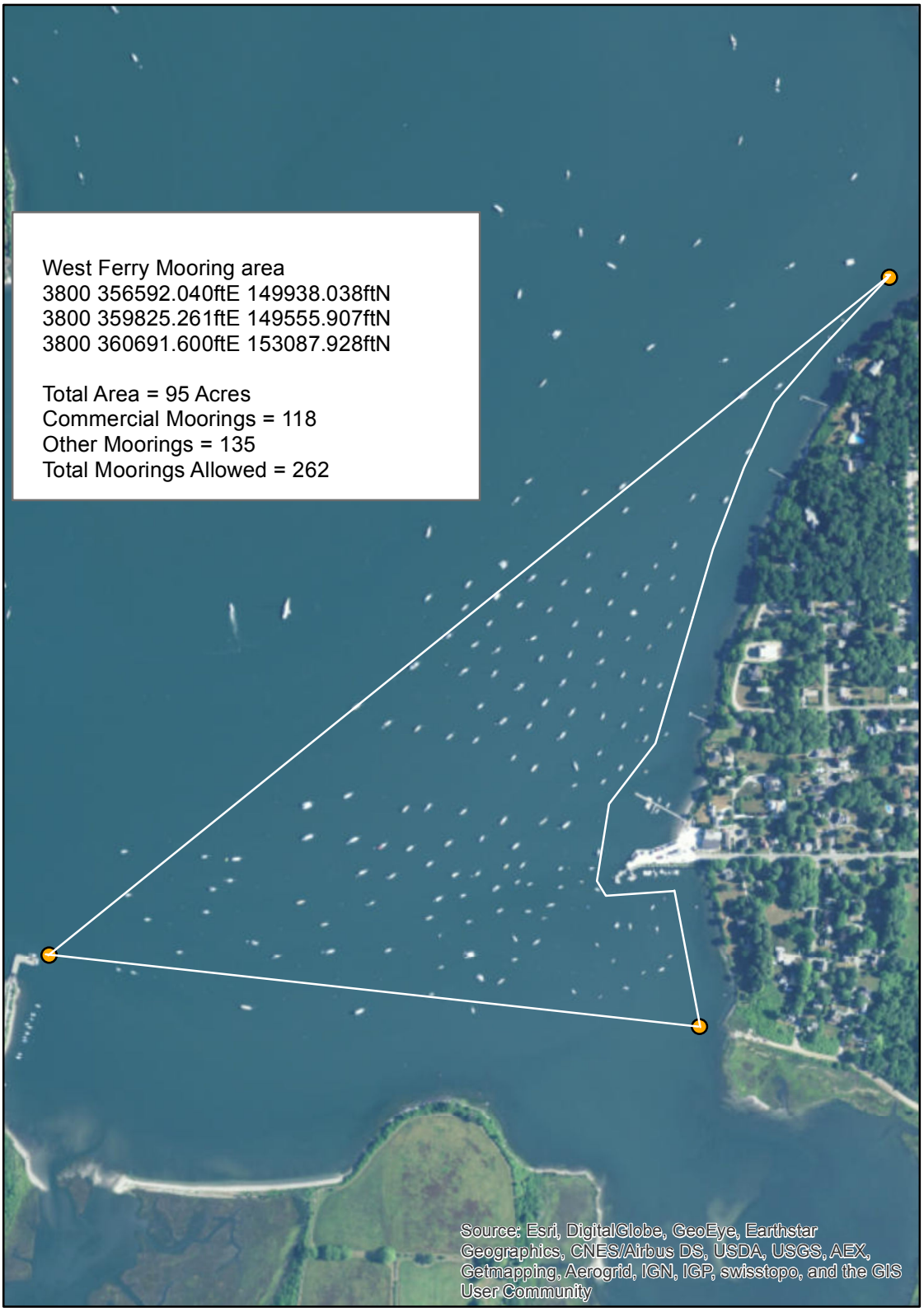


0 140 280 560 840 1,120 Feet

KJD
Date: 9/14/2017

Town of Jamestown Harbor Department

Appendix A-5.10
West Ferry Mooring Area



0 462.5 925 1,850 2,775 3,700 Feet

KJD
Date: 10/19/2017

Town of Jamestown Harbor Department

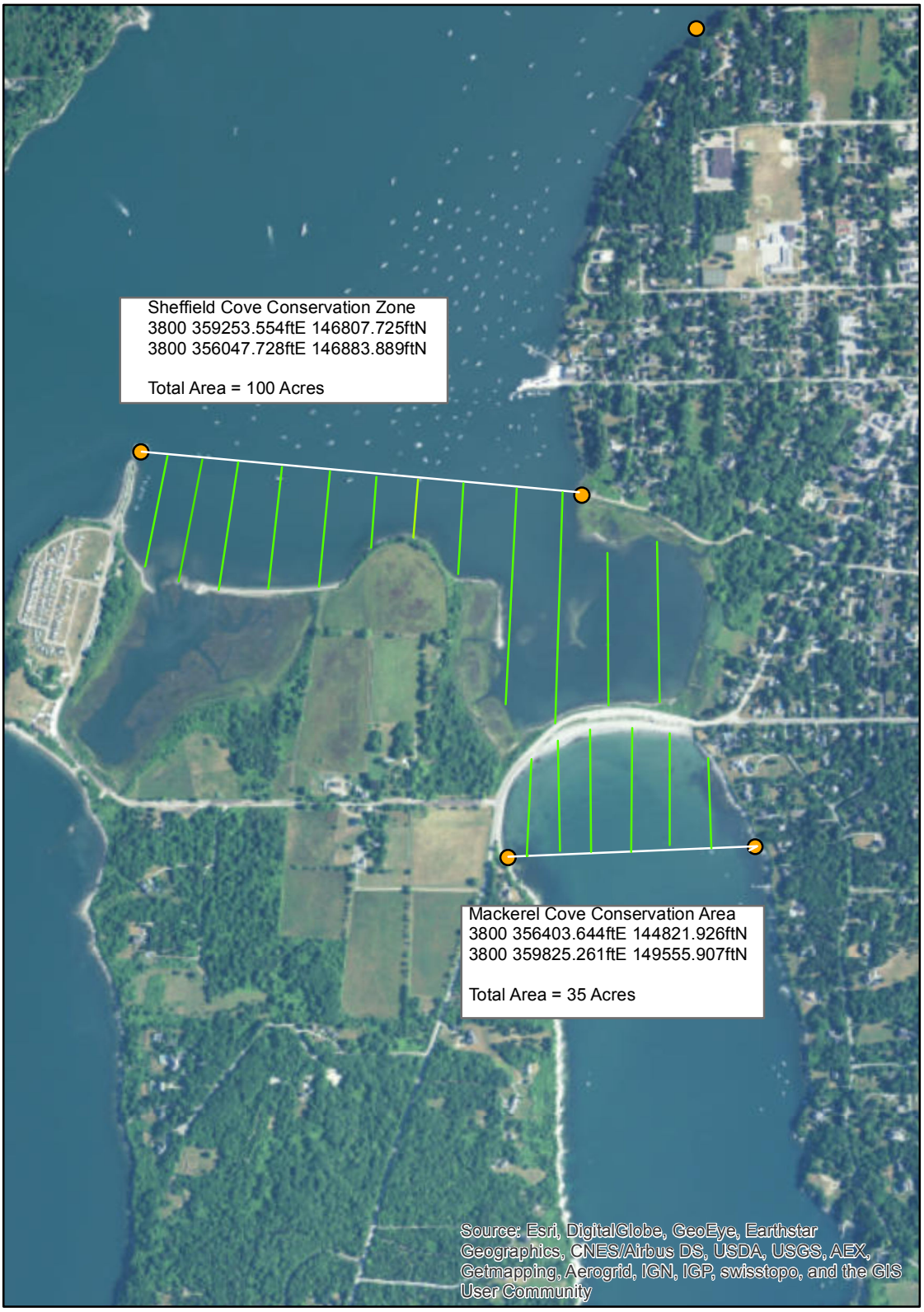
Appendix A-5.11
East Ferry Mooring Area

0 495 990 1,980 2,970 3,960 Feet

KJD
Date: 10/20/2017

Town of Jamestown Harbor Department

Appendix A-5.12
Sheffield Cove Conservation Zone
Mackerel Cove Conservation Zone

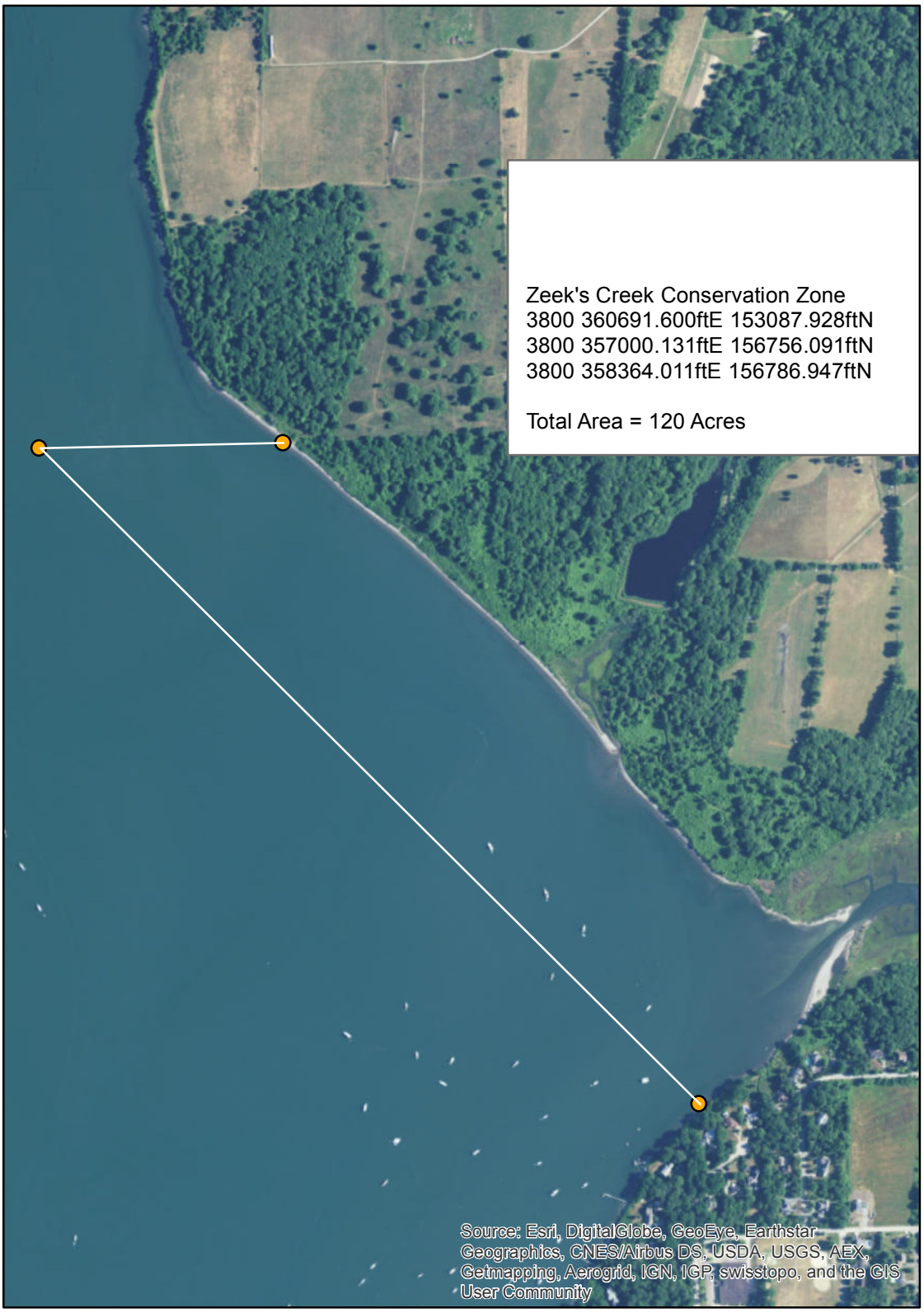


Feet
0 650 1,300 2,600 3,900 5,200

KJD
Date: 11/6/2017

Town of Jamestown Harbor Department

Appendix A-5.13
Zeek's Creek Conservation Zone

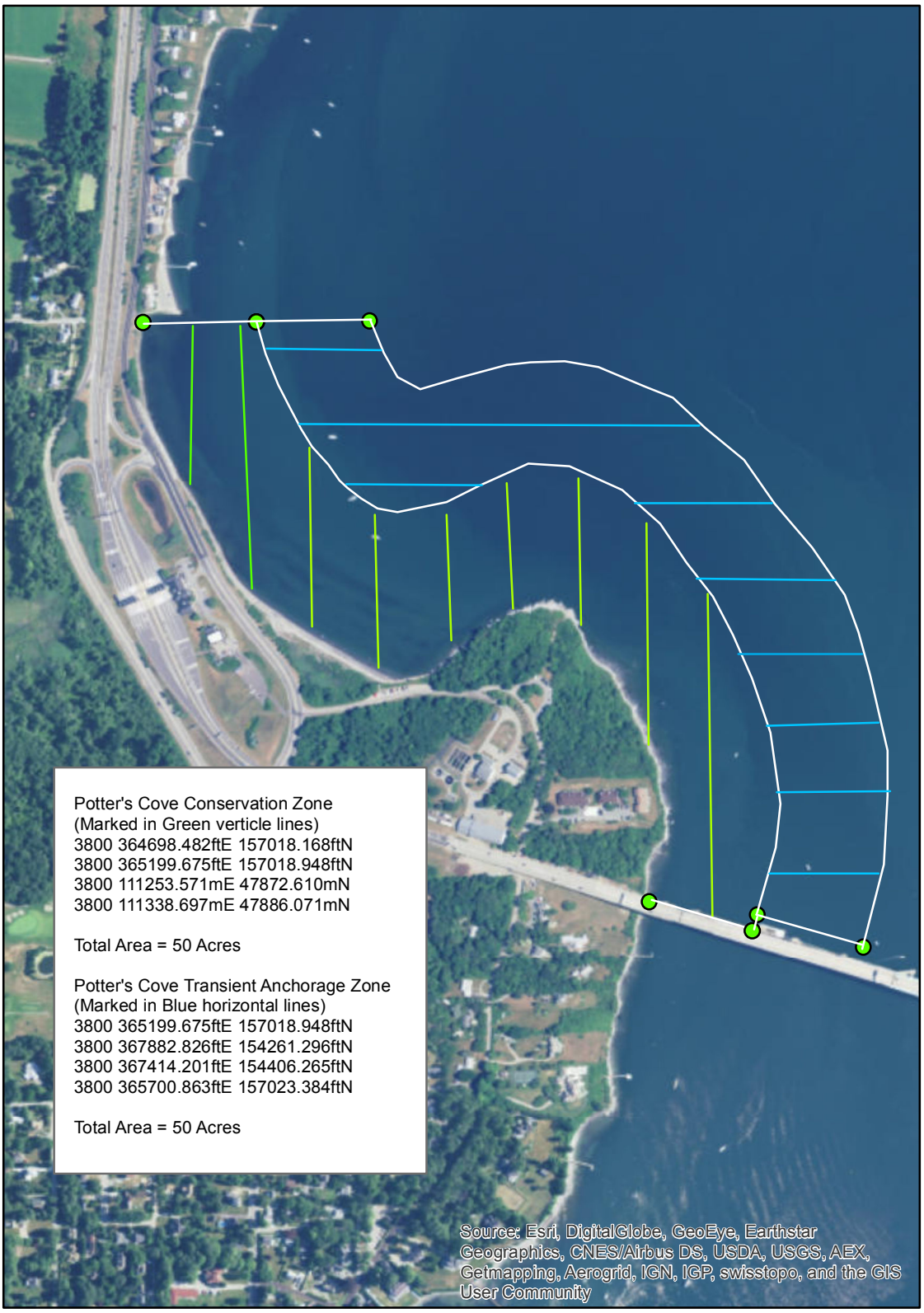


0 480 960 1,920 2,880 3,840 Feet

KJD
Date: 9/14/2017

Town of Jamestown Harbor Department

Appendix A-5.14
Potter's Cove Conservation and Transient Anchorage Zone

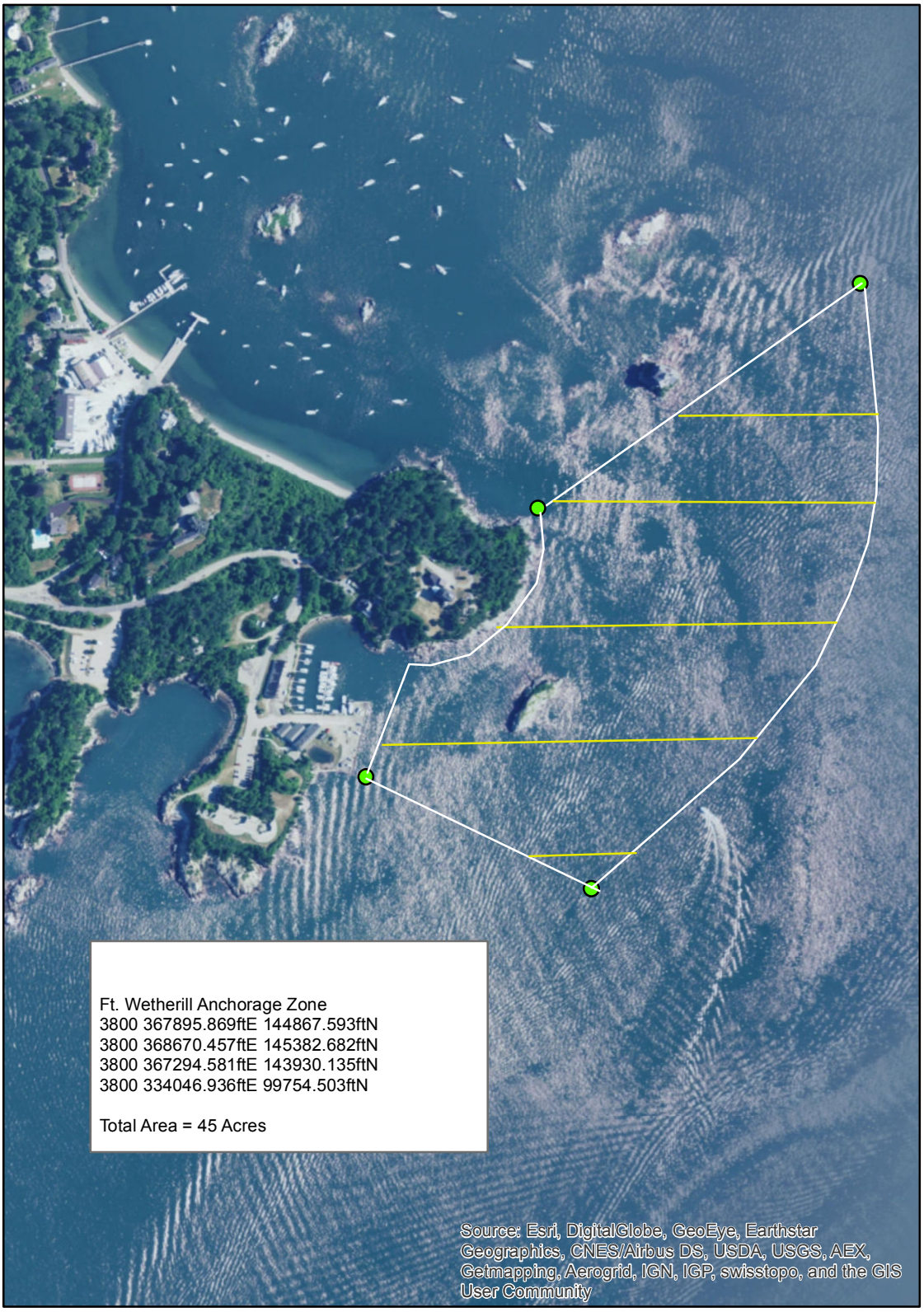


0 430 860 1,720 2,580 3,440 Feet

KJD
Date: 10/19/2017

Town of Jamestown Harbor Department

Appendix A-5.15
Ft. Wetherill Anchorage Zone



0 295 590 1,180 1,770 2,360 Feet

KJD
Date: 10/20/2017

Town of Jamestown Harbor Department

Appendix A-5.16
West Ferry Anchorage Zone

Feet
0 460 920 1,840 2,760 3,680

KJD
Date: 10/20/2017

Town of Jamestown Harbor Department

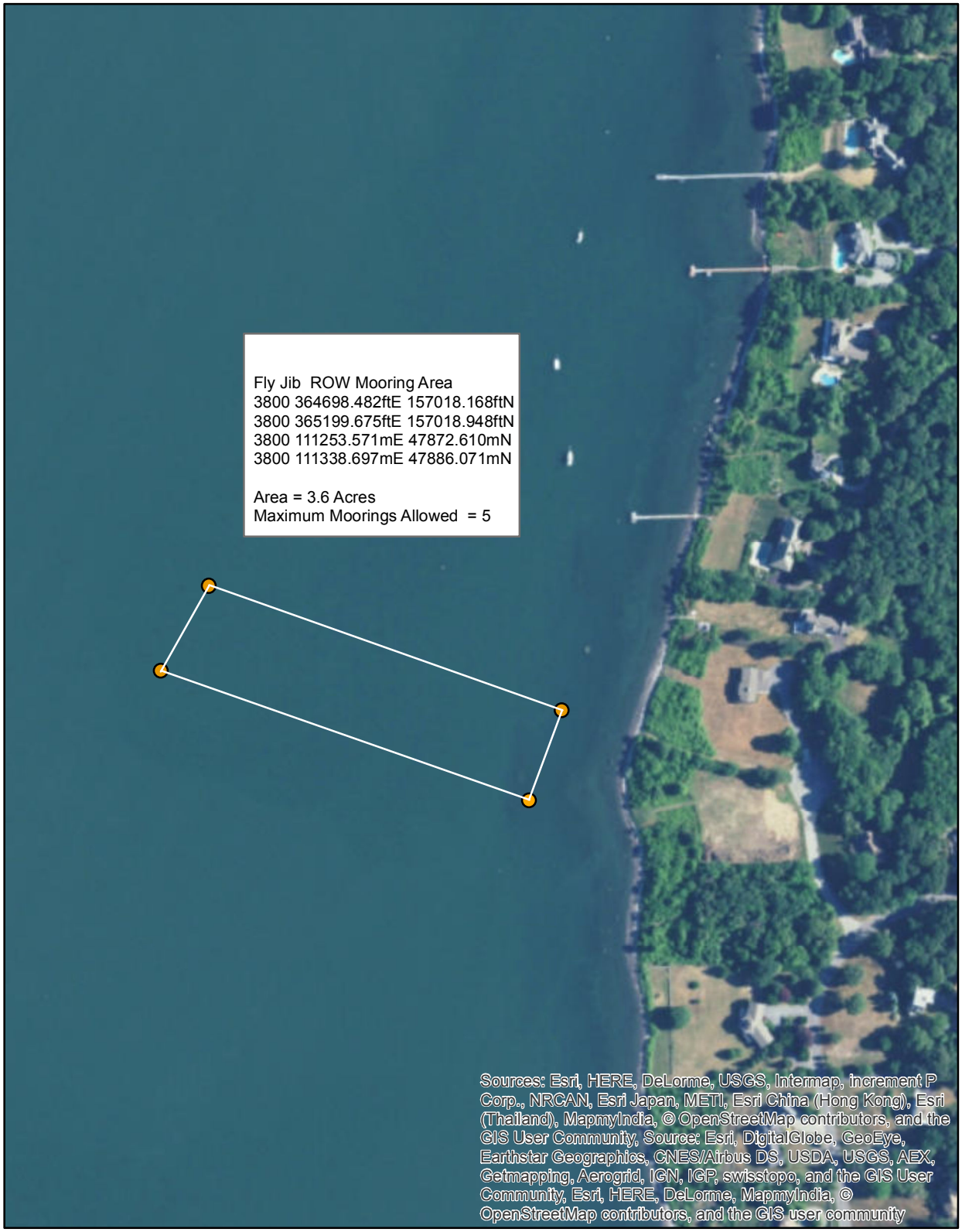
Appendix A-5.17
East and West Harbor Waters

0 0.2 0.4 0.8 1.2 1.6 Miles

KJD
Date: 9/14/2017

Town of Jamestown Harbor Department

Appendix A-5.18
Fly Jib Court ROW Mooring Area



Feet
0 250 500 1,000

KJD
Date: 9/14/2017

Town of Jamestown
Comprehensive Harbor Management Plan

Appendix A-6

Coordinates

Appendix A-6
RI State Plane Coordinates

Appendix A-5.1: Capstan ROW Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 358496.400ftE 168848.166ftN	-71.38890	41.54668
3800 358515.702ftE 168738.876ftN	-71.38883	41.54638
3800 359124.925ftE 171753.119ftN	-71.38659	41.54648
3800 359128.718ftE 168863.563ftN	-71.38654	41.54672

Appendix A-5.1: Champlin ROW Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 358642.518ftE 168046.711ftN	-71.38837	41.54448
3800 358650.871ftE 167937.407ftN	-71.38884	41.54418
3800 359236.619ftE 167996.473ftN	-71.38620	41.54434
3800 359236.547ftE 168051.130ftN	-71.38620	41.54449

Appendix A-5.2: Garboard ROW Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 357913.343ftE 164500.336ftN	-71.39105	41.53475
3800 358359.871ftE 164304.137ftN	-71.38942	41.53154
3800 358346.527ftE 164034.477ftN	-71.38947	41.53397
3800 357825.913ftE 164354.473ftN	-71.39137	41.53435

Appendix A-5.2: Spirketing ROW Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 358202.232ftE 163392.980ftN	-71.39000	41.53171
3800 358114.694ftE 163330.924ftN	-71.39032	41.53154
3800 357802.435ftE 163428.913ftN	-71.39146	41.53181
3800 357851.614ftE 163512.782ftN	-71.39128	41.53204

Appendix A-5.3: Hull ROW Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 357542.647ftE 160969.009ftN	-71.39242	41.52506
3800 357509.860ftE 160910.667ftN	-71.39254	41.52490
3800 357077.117ftE 160983.010ftN	-71.39412	41.52510
3800 357109.901ftE 161044.995ftN	-71.39400	41.52527

Appendix A-5.3: Mast ROW Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 356995.988ftE 160148.476ftN	-71.39442	41.52281
3800 356985.239ftE 159980.847ftN	-71.39446	41.52235
3800 357502.781ftE 159996.060ftN	-71.39257	41.52239
3800 357467.087ftE 160072.536ftN	-71.39270	41.52260

Appendix A-5.3: Deck ROW Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 357051.094ftE 159871.614ftN	-71.39422	41.52205
3800 357045.787ftE 159733.142ftN	-71.39424	41.52167
3800 357440.114ftE 159740.915ftN	-71.39280	41.52169
3800 357440.001ftE 159832.011ftN	-71.39280	41.52194

Appendix A-5.4: Lot 108 ROW Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 361099.513ftE 145389.146ftN	-71.37951	41.48229
3800 361116.371ftE 145090.378ftN	-71.37945	41.48147
3800 361412.301ftE 145094.436ftN	-71.37837	41.48148
3800 361411.901ftE 145378.651ftN	-71.37837	41.48226

Appendix A-5.5: Bridge View ROW Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 366295.263ftE 168837.618ftN	-71.36041	41.54662
3800 366186.219ftE 168556.867ftN	-71.36081	41.54585
3800 366457.331ftE 168491.717ftN	-71.35982	41.54567
3800 366533.565ftE 168746.909ftN	-71.35954	41.54637

Appendix A-5.6: Bay Terrace ROW Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 365989.090ftE 160033.637ftN	-71.36158	41.52246
3800 366473.878ftE 159979.761ftN	-71.35981	41.52231
3800 366253.006ftE 159396.392ftN	-71.36062	41.52071
3800 365812.093ftE 159406.617ftN	-71.36223	41.52074

Appendix A-5.6: Seaview Ave ROW Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 365719.778ftE 158907.267ftN	-71.36257	41.51937
3800 365567.314ftE 158342.233ftN	-71.36313	41.51782
3800 366085.039ftE 158262.895ftN	-71.36124	41.51760
3800 366275.831ftE 158827.993ftN	-71.36054	41.51915

Appendix A-5.6: Potters Cove ROW Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 364952.557ftE 157423.026ftN	-71.36538	41.51530
3800 365319.585ftE 157398.094ftN	-71.36404	41.51523
3800 365297.015ftE 156075.354ftN	-71.36413	41.51160
3800 365028.521ftE 156129.590ftN	-71.36511	41.51175

Appendix A-5.7: Head's Beach Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 359053.122ftE 165970.263ftN	-71.38688	41.53878
3800 358240.283ftE 165761.514ftN	-71.38985	41.53821
3800 358504.560ftE 166760.261ftN	-71.38888	41.54095
3800 359038.461ftE 166713.585ftN	-71.38693	41.54082

Appendix A-5.8: Cranston Cove Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 365449.396ftE 165378.270ftN	-71.36352	41.53713
3800 365761.563ftE 165342.326ftN	-71.36238	41.53703
3800 366018.790ftE 167128.215ftN	-71.36143	41.54193
3800 365337.549ftE 166861.133ftN	-71.36392	41.54120

Appendix A-6
RI State Plane Coordinates

Appendix A-5.9: Park Dock Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 366074.645ftE 174958.916ftN	-71.36118	41.56342
3800 366389.423ftE 174922.986ftN	-71.36003	41.56332
3800 365826.824ftE 175909.564ftN	-71.36208	41.56603
3800 366177.106ftE 175910.126ftN	-71.36080	41.56603

Appendix A-5.10: West Ferry Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 356482.523ftE 149883.250ftN	-71.39634	41.49464
3800 359825.261ftE 149555.907ftN	-71.38414	41.49373
3800 360691.600ftE 153087.928ftN	-71.38096	41.50342

Appendix A-5.11: East Ferry Mooring Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 366937.616ftE 154398.191ftN	-71.35815	41.50699
3800 367885.736ftE 154160.003ftN	-71.35469	41.50633
3800 367898.609ftE 144867.597ftN	-71.35470	41.48083
3800 368670.457ftE 145382.682ftN	-71.35188	41.48224

Appendix A-5.12: Sheffield Cove Conservation Area		
RI State Plane Coordinates	Longitude	Latitude
3800 356403.644ftE 144821.926ftN	-71.39665	41.48075
3800 359825.261ftE 149555.907ftN	-71.38414	41.49373

Appendix A-5.12: Mackerel Cove Conservation Area		
RI State Plane Coordinates	Longitude	Latitude
3800 359253.554ftE 146807.725ftN	-71.38624	41.48619
3800 356047.728ftE 146883.889ftN	-71.37935	41.48641

Appendix A-5.13: Zeek's Creek Conservation Area		
RI State Plane Coordinates	Longitude	Latitude
3800 360691.600ftE 153087.928ftN	-71.38096	41.50342
3800 357000.131ftE 156756.091ftN	-71.39442	41.51350
3800 358364.011ftE 156786.947ftN	-71.38944	41.51358

Appendix A-5.14: Potter's Cove Conservation Area		
RI State Plane Coordinates	Longitude	Latitude
3800 364698.482ftE 157018.168ftN	-71.36631	41.51419
3800 365199.675ftE 157018.948ftN	-71.36448	41.51419
3800 111253.571mE 47872.610mN	-71.36519	41.51413
3800 111338.697mE 47886.071mN	-71.35642	41.50673

Appendix A-5.14: Potter's Cove Transient Anchorage Zone		
RI State Plane Coordinates	Longitude	Latitude
3800 365199.675ftE 157018.948ftN	-71.36448	41.51419
3800 367411.632ftE 154304.235ftN	-71.35642	41.50673
3800 366934.769ftE 154463.775ftN	-71.35816	41.50717
3800 365700.863ftE 157023.384ftN	-71.36265	41.51420

Appendix A-5.15: Ft. Wetherill Transient Anchorage Area		
RI State Plane Coordinates	Longitude	Latitude
3800 367835.683ftE 144809.191ftN	-71.35493	41.48067
3800 368670.457ftE 145382.682ftN	-71.35188	41.48224
3800 334035.864ftE 143905.741ftN	-71.35711	41.47828
3800 334046.936ftE 99754.503ftN	-71.35404	41.47718

Appendix A-5.16: West Ferry Transient Anchorage Zone		
RI State Plane Coordinates	Longitude	Latitude
3800 356403.644ftE 144821.926ftN	-71.39665	41.48075
3800 356547.163ftE 153086.228ftN	-71.39609	41.50343
3800 360691.600ftE 153087.928ftN	-71.38096	41.50342

Appendix A-5.17: West Ferry Harbor Waters		
RI State Plane Coordinates	Longitude	Latitude
3800 360570.985ftE 153153.351ftN	-71.3814	41.5036
3800 359671.808ftE 149581.208ftN	-71.3847	41.49380
3800 356493.499ftE 149868.688ftN	-71.3963	41.4946

Appendix A-5.17: East Ferry Harbor Waters		
RI State Plane Coordinates	Longitude	Latitude
3800 364698.482ftE 157018.168ftN	-71.36631	41.51419
3800 365700.863ftE 157023.384ftN	-71.36265	41.51420
3800 367835.683ftE 144809.191ftN	-71.35493	41.48067
3800 368670.457ftE 145382.682ftN	-71.35188	41.48224

Appendix A-18: Fly Jib ROW Mooring Area		
RI State Plane Coordinates	Longitude	Latitude
3800 364698.482ftE 157018.168ftN	-71.36631	41.51419
3800 365199.675ftE 157018.948ftN	-71.36448	41.51419
3800 111253.571mE 47872.610mN	-71.36519	41.51413
3800 111338.697mE 47886.071mN	-71.35642	41.50673

Appendix A-19: Mackerel Cove Swim Area		
RI State Plane Coordinates	Longitude	Latitude
3800 359716.122ftE 147169.074ftN	41.48718	-71.38455
3800 359853.093ftE 147187.476ftN	41.48723	-71.38405
3800 360017.462ftE 147205.916ftN	41.48738	-71.38283
3800 360187.286ftE 147242.583ftN	41.48738	-71.38283
3800 360398.258ftE 147242.870ftN	41.48738	-71.38206

Town of Jamestown
Comprehensive Harbor Management Plan

Appendix B

Storm Preparedness

STORM PREPAREDNESS AND HAZARD MITIGATION

TOWN OF JAMESTOWN
December 10, 2012

One of the critical harbor and shoreline users is the individual boater. Because they are often the primary occupants of the harbor area, they should be given special attention. As part of this element of the harbor plan and related ordinance, each boater should complete and submit to the Harbormaster a preparedness plan. There is a growing amount of technical and educational material being developed for individual boat owners about to prepare for storm events.

The following is a summarization of key points contained in the current literature.

Boat owners will be faced with the decision of what to do with their boats in advance of a storm event.

If the storm is less then tropical strength and the decision is made so that boats can remain tied to the docks, all lines should be doubled and chaffing protection provided where dock lines pass through fairleads and chocks over the vessel's side. Dock lines should be attached to the high end of the pilings, if on a floating dock, rather than to cleats or other fastenings on the dock.

If mooring tackle has been recently inspected and serviced, leaving the boat on the mooring may be the best option. One of the drawbacks to staying on a mooring, as with staying at a dock, is the threat of storm surge. Check with expected storm-surge forecasts to determine if the scope of the mooring will provide sufficient holding power at maximum tidal flow. All individuals using their moorings during a storm must notify the Harbormasters Office that they will be weathering the storm on the mooring. Those same individuals will also be required to notify the Harbormaster again when finally leaving the vessel. The Town of Jamestown requires mooring inspections to be done every third year, before the mooring permit will be renewed.

Regardless of whether the boat remains at a dock or mooring, there are some basic steps that need to be taken before the storm strikes. The first step is to minimize the amount of surface area the wind can work against. The more surface area the wind has to push on, the greater the strain on all components of your boat and securing devices. Remove sails entirely and stow them below deck, especially roller furling jibs. Secure or remove everything in the cabin that is not fastened down, with particular attention to the galley area and chemicals stored in lockers. Secure all ports and hatches, and remove and cap all funnels. Tightly secure the tiller or wheel with strong lines from either side of the cockpit, do not leave coils of line on deck, and take out all slack from running lines on the deck or mast. In order to minimize damage caused by impact of loose boats in a crowded harbor, it is important to place fenders on both sided of the boat. Once all precautions have been taken, the boat owner should leave the boat and seek shelter.

Can the municipality tow a disabled vessel?

According to the U.S. Coast Guard, assistance cases fall into two broad categories: distress and non-distress. Distress is defined as imminent danger requiring immediate response and assistance (U.S. Coast Guard COMDTINST 16101.2B, p. 2). If the situation is life threatening, the historic law of the sea obliges the Harbormaster, or any boater, to render assistance.

In cases of distress the Coast Guard should be notified immediately of the situation and of the intent of the Harbormaster. The Harbormaster plays a key role in the hierarchy of emergency response, as he/she is often the

first to arrive on-scene. If the Coast Guard deems it necessary, it may direct other private/public resources, in addition to its own, to respond. If the Coast Guard arrives and finds a stable situation with the first responders capable of assisting, it may withdraw its response equipment.

However, if the Coast Guard finds the situation unstable, and if the first responders are unable to provide the necessary assistance, it will intervene immediately. When a Harbormaster responds to a distress situation, and provides some form of emergency aid, he/she is afforded protection from liability through Title 46, Section 2303 of the US Code which states:

> Any person...who gratuitously and in good faith renders assistance at the scene of a vessel collision, accident, or other casualty without objection of any person assisted, shall not be held liable for any civil damages as a result of the rendering of assistance for any act or omission in providing or arranging salvage, tonnage, medical treatment, or other assistance where the assisting person acts as an ordinary, reasonable prudent man would have acted under the same or similar circumstances.

The key phrase here is “act as an ordinary, reasonable prudent...” which dictates that the Harbormaster must act in good faith and in a reasonable, seamanlike manner. Any variance from this standard may increase liability.

This potential liability, and the fact that alternatives exist, should dissuade the Harbormaster from towing. Other resources that may be able to offer assistance can be contacted. The Coast Guard will issue a Marine Assistance Request Broadcast (MARB) which solicits voluntary response of anyone who can assist the disabled mariner (including Coast Guard Auxiliary Units and good Samaritans) (U.S. Coast Guard COMDTINST 16101.2B, p. 2). A Harbormaster may also contact a friend or family member of the boater for assistance.

Another viable form of assistance may be sought through professional towing companies that work in the area. The Harbormaster can provide the disabled boater with information on how to contact these companies, and their current rates. In most instances these firms will contact the boater directly in response to the MARB. Once the boater decides upon a service and a verbal agreement is made, the Harbormaster cannot interfere with that contract. Safe Sea - 401-294-2360 Sea Tow - 800-338-7327
It is clear that "good faith" actions of Harbormasters are protected, to some degree, by the "Federal Boating Safety Act of 1971," but to what extent remains uncertain. Unfortunately, there is no statutory framework from which to formulate guidelines. Issues such as this are decided by customary law, which means each case is reviewed individually by a judge and jury. Because there are so few cases involving Harbormaster liability, judges and jurors lack prior judicial decisions which set precedents. It is therefore difficult to predict the extent to which Harbormasters will be protected by the state. In order to limit the potential of being found liable, Harbormasters must realize the extent of their liability and must make rational, professional decisions which can be supported as reasonable actions before a court of law.

What is the municipalities mooring liability?

The major concern focuses on the Harbormaster's involvement with setting mooring standards, placing ground tackle and conducting inspections. In order for a Harbormaster to avoid or minimize the amount of liability he/she must exercise reasonable care. This includes:

(1) setting mooring standards which are appropriate for the area. The Harbormaster must be able to justify the standards which have been set. The maximum load the mooring gear is expected to withstand must be identified and documented (Taylor, 1992);

(2) providing mooring occupants with information on the stress points of moorings and offering advice on dealing with extreme weather conditions; and

(3) ensuring that all mooring gear under town control is routinely inspected, and that proper records of these inspections are kept. The question of liability continually arises if the town conducts the inspections itself. Liability results not because the town inspects the mooring, but because it does so improperly or fails to correct a situation in which the mooring does not meet specifications. The

Town of Jamestown places the burden of mooring inspection on the boaters. Moorings are to be inspected every third year by a certified mooring inspector. (*Harbor Management Ordinance, Sec.78-26(k). Mooring Inspections*.)

(4) identifying and correcting situations which may cause damage to a moored vessel. If a Harbormaster learns that two boats are hitting one another while on town managed moorings, the situation needs to be rectified quickly. The Harbormaster must first stop the vessels from hitting. This can be achieved by removing one of the vessels from its mooring. The Harbormaster then decides where to move the vessel. Jamestown mooring tackle specifications are indicated in the Jamestown Town Codes. Information on mooring specifications and storm preparedness can be obtained through the Harbormasters Office.

HAZARD MITIGATION PLAN

SUMMARY FOR THE TOWN OF JAMESTOWN AND SURROUNDING WATERS

- Land Use: The land use along the shores of Jamestown is a combination of residential and boatyards. water dependent commercial development, such as marinas, boat yards, etc. The majority of residential and commercial properties will be significantly affected in the event of severe weather combined with high tides and a substantial storm surge.
- Moorings: The town regulates mooring fields in

100. Authority:

The primary authority for carrying out the responsibilities detailed in this plan is vested with the Harbormaster, who will work in cooperation with the harbor commission. However to successfully complete the activities outlined in this plan, the Harbormaster is required to work with other town departments including the: planning board, police and fire departments, town planners, building code official, department of public works and the emergency management director.

200. Goals of the Harbor Hazard Mitigation Plan

To prevent the loss of life and property by:

- properly preparing for storm events
- having a completed and enforceable response and recovery plan
- working in cooperation with harbor and shorelines users to ensure that a coordinated approach is applied to hazard mitigation
- integrating harbor hazard mitigation activities with other, ongoing, local hazard mitigation programs.
- identifying and completing long term actions to redirect, interact with or avoid the hazard.

300. Risk Assessment

310. <u>General Characteristics:</u>

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Conanicut Island is surrounded by water of considerable depth, especially along the southern part of its eastern coast, where readings of more than forty, and occasionally sixty, feet may be found within 500 feet of the shore. Water near the shoreline is shallower in Mackerel Cove and to the north (especially in Dutch Harbor and north of the Jamestown-Verrazzano Bridge). Specific water depths of various locations around the island are indicated on NOAA charts #13223 and #13221.

Navigation to, from, and around the island is generally straightforward. Some unmarked dangers to navigation do exist. There are occasional submerged or semi-submerged boulders situated around the island very near the shore. There are a few submerged ledges in deeper water, notably near Kettle Bottom Rock and in the Dumplings area. Otherwise, as the charts indicate, navigation around the island and into the harbors from any direction is well-marked and direct.

The waters surrounding Jamestown can be divided into three general uses:

1. Open space – approximately 34 % of Jamestown's waterfront is open space.
2. Residential - this use totals approximately 63 % of the land use. Generally, the single family dwellings are built upon lots that range from 10,000 square feet to 1+ acres.
3. Commercial – commercial waterfront uses, such as marinas comprise 3% of the

320. <u>High Hazard Areas</u>:

Historically, flooding has always been significant during storm events for Jamestown.

330. <u>Risk Assessment Table</u>

Threat	**Marine interest**	**Effect**	**Result -1**	**Result -2**
Flood/surge	Boaters on moorings and docks	decreased scope	Dragging	
		Lower	threaten shoreline homes	
		Middle	threaten shoreline business	
		Upper	Severe threat to auto bridge	
	Marina facility	flooded facility	floating debris	
		spills of hazardous material	threaten surrounding	
		Docks topping piles	freed docks and boats	
	Private residences	flooded property		
		Docks topping piles	freed docks and boats	
Wind	Boaters on moorings	windage	Dragging or pennant	
	Marina facility	windborne debris	structural damage	

400. Strategies for Preparedness, Response and Recovery

410. Town of Jamestown - The Harbormaster will coordinate all harbor activities related to preparation, response and recovery. This will be done in coordination with the emergency management officer and other department heads.

410.1 Preparedness - The Town of Jamestown , through its Harbormaster, will activate the following preparedness, response and recovery plan 72 hours prior to a severe storm event or as necessary for unpredictable events.

THE SAFFIR-SIMPSON HURRICANE SCALE

The Saffir-Simpson Hurricane Scale is a 1-5 rating based on the hurricane's present intensity. This is used to give an estimate of the potential property damage and flooding expected along the coast from a hurricane landfall. Wind speed is the determining factor in the scale, as storm surge values are highly dependent on the slope of the continental shelf in the landfall region. Note that all winds are using the U.S. 1-minute average.

Category One Hurricane:

Winds 74-95 mph (64-82 kt or 119-153 km/hr). Storm surge generally 4-5 ft above normal. No real damage to building structures. Damage primarily to homes, shrubbery, and trees. Some damage to poorly constructed signs. Also, some coastal road flooding and minor pier damage. Hurricanes Allison of 1995 and Danny of 1997 were Category One hurricanes at peak intensity.

Category Two Hurricane:

Winds 96-110 mph (83-95 kt or 154-177 km/hr). Storm surge generally 6-8 feet above normal. Some roofing material, door, and window damage of buildings. Considerable damage to shrubbery and trees with some trees blown down. Considerable damage to mobile homes, poorly constructed signs, and piers. Coastal and low-lying escape routes flood 2-4 hours before arrival of the hurricane center. Small craft in unprotected anchorages break moorings. Hurricane Bonnie of 1998 was a Category Two hurricane when it hit the North Carolina coast, while Hurricane Georges of 1998 was a Category Two Hurricane when it hit the Florida Keys and the Mississippi Gulf Coast.

Category Three Hurricane:

Winds 111-130 mph (96-113 kt or 178-209 km/hr). Storm surge generally 9-12 ft above normal. Some structural damage to small residences and utility buildings with a minor amount of curtainwall failures. Damage to shrubbery and trees with foliage blown off trees and large trees blown down. Mobile homes and poorly constructed signs are destroyed. Low-lying escape routes are cut by rising water 3-5 hours before arrival of the center of the hurricane. Flooding near the coast destroys smaller structures with larger structures damaged by battering from floating debris. Terrain continuously lower than 5 ft above mean sea level may be flooded inland 8 miles (13 km) or more. Evacuation of low-lying residences with several blocks of the shoreline may be required. Hurricanes Roxanne of 1995 and Fran of 1996 were Category Three hurricanes at landfall on the Yucatan Peninsula of Mexico and in North Carolina, respectively.

Category Four Hurricane:

Winds 131-155 mph (114-135 kt or 210-249 km/hr). Storm surge generally 13-18 ft above normal. More extensive curtainwall failures with some complete roof structure failures on small residences. Shrubs, trees, and all signs are blown down. Complete destruction of mobile homes. Extensive damage to doors and windows. Low-lying escape routes may be cut by rising water 3-5 hours before arrival of the center of the hurricane. Major damage to lower floors of structures near the shore. Terrain lower than 10 ft above sea level may be flooded requiring massive evacuation of residential areas as far inland as 6 miles (10 km). Hurricane Luis of 1995 was a Category Four hurricane while moving over the Leeward Islands. Hurricanes Felix and Opal of 1995 also reached Category Four status at peak intensity.

Category Five Hurricane:

Winds greater than 155 mph (135 kt or 249 km/hr). Storm surge generally greater than 18 ft above normal. Complete roof failure on many residences and industrial buildings. Some complete building failures with small utility buildings blown over or away. All shrubs, trees, and signs blown down. Complete destruction of mobile homes. Severe and extensive window and door damage. Low-lying escape routes are cut by rising water 3-5 hours before arrival of the center of the hurricane. Major damage to lower floors of all structures located less than 15 ft above sea level and within 500 yards of the shoreline. Massive evacuation of residential areas on low ground within 5-10 miles (8-16 km) of the shoreline may be required. Hurricane Mitch of 1998 was a Category Five hurricane at peak intensity over the western Caribbean. Hurricane Gilbert of 1988 was a Category Five hurricane at peak intensity and is one of the strongest Atlantic tropical cyclones of record.

LEVEL 3 - 72 HOURS

1. If hurricane, begin tracking and monitoring hourly weather reports
2. Contact any services under contract for after event to assess their readiness
3. Manage harbor traffic as it increases during marina/boater preparation activities
4. Ensure fuel tanks are full and reserve batteries are charged
5. Inventory and update first aid equipment and other onboard emergency tools
6. Contact local marinas and boat moving companies for statuses to relay to mariners.
7. Maintain radio watch
8. Alert local port community, encouraging boat owners to seek safe refuge, remove boats from water, or take action to minimize damaging effects
9. Alert local marinas, marine interests, holders of mooring permits, and occupants of special anchorage areas to impending emergency.
12. Document waterfront using photographs or video
13. Start tracking time and resource allocations for possible state and federal reimbursement.
14. Post notice to have all vessels removed from Town docks.

LEVEL 2 - 48 HOURS

1. Continue to perform activities in level 3
2. Contact mooring permit holders who are not complying with preparedness plan.
3. Assist marinas/waterfront business with special requests
4. Continue to manage harbor traffic as it increases
5. Finalize emergency work schedule with assistant Harbormasters
6. Confirm arrangements to have Harbormaster vessel hauled and stored
7. Preparation of town properties with department of public works, that includes:
    - removing all town equipment from flood plain
    - securing all items such as trash bins, benches, etc..
    - complete necessary precautions for Harbormaster office
8. Establish liaison with police, fire and public works departments
9. Alert maritime community to unsafe conditions in the harbor as needed
10. Curtail regular business activities
11. Begin regular patrols of the harbor to ensure necessary individual precautions are begin taken
13. Alert local harbor community to any impending closure of anchorages or waterways.
14. Encourage local marinas to suspend fueling operations and to secure fueling piers sufficiently to minimize pollution threat.
15. Inventory of individuals who plan on staying on their moored vessels during the storm event.

LEVEL 1 - 24 HOURS

1. Final patrol of the harbor
    - inventory number of vessels and precautions taken by harbor and shoreline users
    - clear public pier of vessels and equipment
2. Log information on transient boats
3. Fuel Harbormaster vessel
4. Haul and store Harbor Patrol vessel with assistance of the Department of Public Works
5. Complete shoreline survey and final harbor check from shore
6. Alert harbor community to any unsafe conditions in harbor
7. Continue to perform pertinent level 2 activities.

7. All vessels must be removed from town docks at this time. Transient moorings **will not** be allowed to be used during any storm event.

410.2 Response - The Town of Jamestown's policy is that no emergency watercraft will be dispatched for emergency response during a storm event. All requests for assistance will be forwarded to the nearest Coast Guard Station. This policy will remain in effect unless revoked by the Fire Chief or Police Chief. The Harbormaster will remain on-call to address any harbor related issues. This will also allow the Harbormaster vessel to begin operation immediately at the conclusion of storm. The Harbormaster shall monitor police, fire and marine frequencies throughout the event.

410.3 Recovery - Immediately after the event has terminated, the town has three recovery priorities.

Priority 1:

Reestablish the Harbormaster's Office as an operational unit in order to facilitate the second and third priority

Priority 2:

Take the necessary immediate action to minimize additional risk to life and property.

Priority 3:

Reopen the harbor for recovery activity.

To achieve these priorities, the following sequential actions will be taken:

IMMEDIATE 24 HOURS

1. Assess readiness of the Harbormaster's Office, correct deficiencies
   - reestablish radio communications.

2. Complete rapid appraisal of damage

3. Provide damage assessment information to town officials. 4. Initiate pre-established contracts services companies (towing, salvage) if required

5. Institute security watches as necessary

6. Alert maritime community to unsafe conditions in the harbor

8. Track time and resource allocation of Harbormaster's Office for possible state and federal reimbursement.

MID-TERM 1 TO 14 DAYS

1. Complete comprehensive inventory of damage using photographs and video if possible
2. Notify appropriate parties regarding damage (i.e., mooring holders)

4. Contact local harbor and shoreline users to assess their situation

6. Begin to remove large pieces of floating debris from the harbor

7. Assist town and state agencies with damage assessments and emergency permitting process.

LONG-TERM 14 TO 90 DAYS

1. Analyze effects of storm on the harbor. Complete summary report within 30 days of storm event for Town Council and Town Administrator.

2. Review mitigation list and selection actions that could be implemented during the recovery phase

3. Conduct an evaluation meeting for harbor and shoreline users to identify problems not properly addressed by this plan

4. Complete a survey of boat damage

5. Update hazard mitigation plan and identify new mitigation opportunities

7. Assist emergency situations as appropriate

8. Track time and resource allocations for possible state and federal reimbursement.

420. Harbor and Shoreline Users

421. Marina facilities - As part of the Town of Jamestown's harbor hazard mitigation plan, all marina facilities as defined by CRMC, will submit a hazard mitigation plan to the Harbormaster within 90 days of this document being approved. The facility's plan will be updated annually and any changes will be reported to the Harbormaster by January 1 of each year.

Facility plans will include:

- Primary contact person primary and secondary phone numbers.
- VHF channel that is monitored
- List of facility staff who are expected to assist in preparation, response and recovery phases.
- List of hazardous material stored on site (i.e. waste oil, fuel tanks, solvents). This information can be extracted from the facilities Environmental Operations and Maintenance Plan.
- Inventory of potential recovery equipment (heavy equipment, generators), including outside contracts for special equipment for recovery phases
- Debris disposal plan
- Special assistance requested from town
- List of preparation, response and recovery activities and timing

422. Boaters -. The Town of Jamestown does not have any town managed transient or seasonal moorings. All of the permits issued are for private or commercial mooring permits. Via the Online Mooring permitting system, email and text notices can be sent to individual permit holders notifying them of impending storms.

Mooring standards have been developed to maximize safety during normal weather conditions. To safeguard a moored boat during a severe storm event, additional precautions will be necessary. These actions will include:

- Improving the connection between the vessel and the mooring chain by using chafing gear and extra lines.
- Reducing windage
- Whenever possible, increase scope.

Boaters should also consider:

- Bypassing the mooring swivel and attach the chain directly to the pennant.
- Hauling their boat and storing it upland
- Leave anchor lights and auto bilge pumps on.
- Ensure that self-bailing cockpit drains are clear of debris
- Add an emergency catenary weight at the vessel end of the chain to absorb shock

Boat owners are encouraged **NOT** to stay aboard during major storm events. The town's standard procedure is not to respond to on-the-water requests for assistance during a major storm event. Such requests for assistance will be forward to the nearest U.S. Coast Guard Station.

423. Waterfront business (excluding marinas) - All waterfront business are expected to take the necessary precautions to protect their property.
424. Shorefront home owners- All shorefront homeowners are expected to take the necessary precautions to protect their property.
425. Special Hazards
    1. Town Docks- all vessels shall be cleared of the town commercial dock 72 hours prior to expected storm event.
    2. Transients- vessels not usually moored in the harbor, but seeking safe refuge will be allowed to moor in the specified anchorage areas. Transit yachts will not be allowed to tie to a mooring if not authorized by both the mooring owner and the Harbormaster. Transient vessels seeking shelter will provide the Harbormaster with:
        - name of owner and captain if different.
        - home port
        - registration/documentation numbers
        - length, draft and type (power/sail)
        - number of persons aboard
        - address and phone were owner can be contacted

    3. Passenger vessels and ferries- As deemed necessary by the Harbormaster, local passenger vessels and ferries will submit individual plans to the Harbormasters. These plans will include information about planned preparedness, response and recovery actions.

500. Inventory of longer term mitigation projects

1. Maintaining the existing seawalls. Although it does not provide complete protection, there is a measure of safety gained by having the seawall properly maintained.

2. Methods to increase scope within the harbor without losing surface area maximization should be explored. Actions may included a targeted approach to removing vessels from moorings and increasing the scope with storm pennants for those that remain. In the existing mooring configuration, increasing mooring scope is difficult. Therefore, the town should explore alternative methods for gridding the mooring field that will allow space maximization and increased scope.
3. Implement an annual education and training program conducted by the Harbormaster for the public. This program should focus on storm preparedness for the boater. Other workshops should be conducted with the help of the building inspector and planning board to discuss shoreline construction standards and storm proofing homes and business.
4. The Harbormaster should compile a list educational material that can be shared with harbor and shorefront users.

5. Maintain an accurate lists of principle marine interests including marinas, waterfront business, neighboring Harbormasters, Coast Guard, Towing and Salvage Companies, Environmental Response teams, Key vessel operators (charter boats and ferries) fishing cooperatives, etc.

6. Starting at the beginning of each hurricane season (June 1) the Harbormaster shall:
    - review local harbor hazard mitigation plan and update as necessary
    - distribute and post revised plan
    - inspect all storage sheds, outbuildings, and portable office trailers for proper tie-down.

- inspect all emergency power sources and lighting systems to ensure they are operational
- prepare and distribute a storm checklist for to boaters

7. Conduct a Disaster Mitigation workshop for Business and Industry in cooperation with RI Emergency Management Agency. Propose activities that can be implemented to mitigate damage. Suggested actions for local coastal business may include:
    1. Place more essential equipment and functions on higher levels of the structure, above the anticipated flood level;
    2. Construct berms around the facility;
    3. Install or have dewatering pumps;
    4. Provide emergency generators and potable water storage;
    5. Install blowout plugs in floor slabs whose elevation is below anticipated flood elevation.
    6. Install master shutoff valve controls for sewer, gas, and water above anticipated flood elevation;
    7. Reinforce walls to carry hydrostatic and hydrodynamic loads;
    8. Install flood proof electrical systems and utility cores in areas subject to flooding; and
    9. Install safety glass in windows.

8. Assess the feasibility of developing a volunteer corp who can assist the Harbormaster secure vessels during the phase or maintain security patrols after an event.

600. Coordination

Memorandum of Agreement shall be entered into with the Department of Public Works to establish the working relationship between it and the Harbormaster for completing the following activities: preparing pubic waterfront property and hauling and storing the Harbormaster vessel

In order to further coordinate local policies contained in the comprehensive land use plan for resource protection, coastal management, the town should consider the following policies.

1. The town should work with appropriate state agencies to ensure that Post-storm shoreline management options for shoreline areas shall be consistent, to the extent possible, with use, density and other land uses policies and standards contained in the comprehensive land use plan.
2. Create local priorities for acquiring coastal properties to promote hazard mitigation, public recreation, and resource management objectives contained in the comprehensive plan.

3. Post-storm redevelopment options should consider impacts to evacuation routes, as determined by emergency management officials.
4. maintain and or adopt minimum parcel size and configuration requirements on the subdivision of critical shoreline features.
5. discourage platting of shoreline properties and encourage replatting to accommodate post-storm relocation of structures landward.