



TOWN COUNCIL MEETING
Jamestown Town Hall
Rosamond A. Tefft Council Chambers
93 Narragansett Avenue
Tuesday, January 21, 2020
6:30 PM

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

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

Attachments for items on this meeting agenda are available to the public on the Town website at: <http://www.jamestownri.gov/town-government/town-council/town-council-meetings-minutes/2020-meetings-minutes/2020-meetings/-fsiteid-1>

I. ROLL CALL

II. CALL TO ORDER, PLEDGE OF ALLEGIANCE

III. TOWN COUNCIL SITTING AS THE BOARD OF WATER AND SEWER COMMISSIONERS

A) Approval of Minutes; review, discussion and/or potential action and/or vote December 16, 2019 (regular meeting)

B) Open Forum

Comments are not limited to items on this agenda. However, items not on this agenda will only be heard and not acted upon by the Town Council. Note: Section 42-46-6 of the Open Meetings Act, and Department of the Attorney General Advisory Opinions relevant to this item on any public body meeting agenda specifically prohibits the Town Council from discussing, considering or acting on any topic, statement or question presented. The Town Council may, if warranted, refer such matters to an appropriate committee, to another body or official, or post the matter for consideration at a properly-noticed, future meeting.

1) Scheduled request to address – None

2) Non-scheduled request to address

- C) Report of Town Officials - Status Reports; review, discussion and/or potential action and/or vote
 - 1) Pumping report
 - 2) Town project reports
 - a) Town Wells
 - b) Water Treatment Plant
 - c) Transfer Pumping/Reservoir
 - d) Distribution System
 - e) Wastewater Treatment Facility

- D) Finance Director's Report: Comparison of Budget to Actuals as of December 31, 2019
 - 1) RI Infrastructure Bank Refund

Town Council Adjourns from sitting as the Board of Water and Sewer Commissioners

IV. OPEN FORUM

Please note that under scheduled requests to address, comments are not limited to items on this agenda. However, items not on this agenda will only be heard and not acted upon by the Town Council. Note: Section 42-46-6 of the Open Meetings Act and Department of the Attorney General Advisory Opinions relevant to this item on any public body meeting agenda specifically prohibits the Town Council from discussing, considering or acting on any topic, statement or question presented. The Town may, if warranted, refer such matters to an appropriate committee, to another body or official, or post the matter for consideration at a properly-noticed, future meeting.

- A) Scheduled request to address- None

- B) Non-scheduled request to address

V. COUNCIL, ADMINISTRATOR, SOLICITOR, COMMISSION/COMMITTEE COMMENTS & REPORTS

Please Note in Accordance with Section 42-46-6 (b) the Council May Review, Discuss and/or take Action and/or Vote on the following items:

- A) Town Administrator's Report: Jamie A. Hainsworth
 - 1) Jamestown Short Term Rentals
 - 2) U.S. Department of Housing & Urban Development - Jamestown Housing Authority Resident Commissioner
 - 3) Fireworks Display Fourth of July
 - 4) Jamestown Boat Yard Expansion - Application #2019-06-014, RIDEM WQD 19-123 DP 19-174 Jamestown Boat Yard – 60 Dumpling Drive
 - 5) CRMC Public Notice
 - a) CRMC Notice 2019-12-055 regarding the application of Walrus & Carpenter Oysters LLC c/o Jules Opton-Himmel for a 7.8 acre aquaculture site using floating cages in Narragansett Bay- West Passage
 - b) CRMC Notice 2019-12-079 regarding the application of Seakist Aquaculture LLC for an expansion of oyster farm using floating gear in Narragansett Bay- Dutch Island Harbor
 - 6) Conanicut Island Sailing Foundation

VI. UNFINISHED BUSINESS

Please Note in Accordance with Section 42-46-6 (b) the Council May Review, Discuss and/or take Action and/or Vote on the following items:

- A) Upcoming Meetings and Sessions – dates and times
 - 1) Town Council Meeting Schedule: January 31, 2020 & February 7, 2020 at 10 a.m. February 3, 2020 & February 18, 2020 at 6:30 p.m.

VII. NEW BUSINESS

Please Note in Accordance with Section 42-46-6 (b) the Council May Review, Discuss and/or take Action and/or Vote on the following items:

- A) Request of Chief Edward Mello regarding the approval of the 2020 Harbor Rates
 - 1) 2020 Proposed Harbor Permit Rates as approved by the Harbor commission on January 8, 2020

2020 PROPOSED HARBOR PERMIT RATES

Approved by The Jamestown Harbor Commission on 1/8/2020

Permit Type	2019 Rate	2020 Proposed Rate
Resident Mooring (per foot)*	\$4.60	\$4.60
Non-Resident Mooring (per foot)*	\$9.20	\$9.20
Commercial Mooring (per foot)	\$9.20	\$9.20
Yacht Club Mooring (flat rate)*	\$1,365.00	\$1,365.00
Recreational Outhaul (flat rate)*	\$500.00	
West Ferry Recreational Outhaul Rate*	\$500.00	\$550.00
Ft. Getty Recreational Outhaul Rate*	\$500.00	\$500.00
Commercial Outhaul (flat rate)*	\$430.00	
West Ferry Commercial Outhaul Rate*	\$430.00	\$500.00
Ft. Getty Commercial Outhaul Rate*	\$430.00	\$430.00
Recreational Pier (per foot)*	\$80.00	\$80.00
Commercial Pier (per foot)*	\$40.00	\$40.00
Beach - Under 12' (flat rate)*	\$63.00	\$63.00
Beach - Over 12' (per foot of beam)*	\$25.00	\$25.00
Wait List Fees (flat rate)**	\$11.00	\$11.00
Late Fee (per month)	\$100.00	\$100.00
West Ferry Dinghy Dock *	\$450.00	\$450.00

**Plus \$6 user fee for Online Mooring*

***Initial application only*

- B) Request of Joseph Pinheiro, Sunset Beach Aquaculture regarding Fort Getty Upweller Pilot Program
 - 1) Memorandum to Town Administrator Jamie A. Hainsworth from Chief Edward Mello regarding the Fort Getty Upweller Pilot Program
 - 2) Letter to Sunset Oyster Farms from Chief Edward A. Mello regarding Fort Getty Upweller

- C) Request of Seamus O. Hames, Education Director of Jamestown Arts Center regarding Environmental Arts Camp – Storm Drain Project- Requesting permission to paint 3-4 catch basins with milk paint to identify that they drain to the bay. In the vicinity of the Art Center and Lawn Avenue School on Watson/Pemberton/Lawn Avenues; with no public funding requested.

VIII. ORDINANCES, APPOINTMENTS, VACANCIES AND EXPIRING TERMS

Please Note in Accordance with Section 42-46-6 (b) the Council May Review, Discuss and/or take Action and/or Vote on the following items:

- A) Appointments, Vacancies, and Expiring Terms; review, discussion and/or potential action and/or vote:
 - *has applied for more than one committee
 - 1) Tree Preservation and Protection Committee (three vacancies with a three-year term expiring December 31, 2021 and December 31, 2022)
 - a) Letters of interest for appointment
 - i) Carol Coleman
 - ii) Thomas Farrell
 - iii) Steve Heath
 - 2) Jamestown Housing Authority (one vacancy with a five-year term expiring December 31, 2024)
 - a) Letters of interest for appointment
 - i) Jessica McCarthy*
 - 3) Jamestown Representative Beavertail State Park (One vacancy with a remaining term ending date of December, 2020);
 - a) Letter of interest for reappointment
 - i) Job Toll
 - b) Letters of interest for appointment
 - i) Jessica McCarthy*
 - ii) Leo Orsi*
 - iii) Lisa Primiano
 - 4) Jamestown Tax Assessment Board of Review (One vacancy with a remaining term ending date of May, 2020)
 - a) Letters of interest for appointment
 - i) David E. Dolce

- B) Discussion an Order to Advertise in the Jamestown Press; Notice of a Public Hearing for Proposed Amendments to the Code of Ordinances regarding Chapter 78- Harbor Management Ordinance

IX. CONSENT AGENDA

An item on the Consent Agenda need not be removed for simple clarification or correction of typographical errors. Approval of the Consent Agenda shall be equivalent to approval of each item as if it had been acted upon separately for review, discussion and/or potential action and/or vote. A Consent Agenda item or items may be removed by the Town Council for review, discussion and/or potential action and or vote.

- A) Finance Director’s Report: Comparison of Budget to Actuals as of December 31, 2019
- B) Request of Tax Assessor for Specific Abatements & Addenda of Taxes

MOTOR VEHICLE ABATEMENTS TO 2019 TAX ROLL		
18-0140-06M	Motor Vehicle	\$31.70
REAL ESTATE ABATEMENTS TO 2019 TAX ROLL		
12-0300-02	Plat 8, Lot 482	\$84.53
23-1069-70	Plat 5, Lot 129	\$62.50
REAL ESTATE ADDENDA TO 2019 TAX ROLL		
04-0949-75	Plat 15, Lot 325	\$182.53
05-0045-15	Plat 5, Lot 219	\$192.23
15-0352-44	Plat 9, Lot 826	\$167.79
TOTAL ABATEMENTS		\$ 178.73
TOTAL ADDENDA		\$ 542.55

X. COMMUNICATIONS, PETITIONS, AND PROCLAMATIONS AND RESOLUTIONS FROM OTHER RHODE ISLAND CITIES AND TOWNS

The Council may acknowledge any of the listed Communications and Proclamations and Resolutions. Should any member wish to have a conversation on any of the matters, the item will be placed on a future agenda for review, discussion and/or potential action and/or vote.

- A) Communications
 - 1) Copy of Email to: Jamestown Town Council
From: Pebbles Wadsworth
Dated: January 3, 2020
Re: JBY Current Proposal
 - 2) Copy of Letter to: CRMC
From: Anne Kuhn- Hines, Conservation Commission
Dated: August 26, 2019
Re: CRMC Application File Number: 2019-06-014

- 3) Copy of Email to: Erin Liese
From: James V. Taylor
Dated: January 5, 2020
Re: Opposition Boat Yard Expansion
- 4) Copy of Email to: Jamestown Town Council
From: Thomas Shevlin
Dated: January 5, 2020
Re: Jamestown Boat Yard
- 5) Copy of Email to: Erin Liese
From: Eleanor Burgess
Dated: January 5, 2020
Re: JBY Expansion
- 6) Copy of Letter to: Jamestown Town Council
From: Paula Shevlin
Dated: January 6, 2020
Re: JBY Expansion
- 7) Copy of Email to: Erin Liese
From: William Chew & Nicole Shalette
Dated: January 5, 2020
Re: JBY Expansion
- 8) Copy of Email to: Erin Liese
From: David Beretta
Dated: January 5, 2020
Re: JBY Expansion
- 9) Copy of Email to: Jamestown Town Council
From: Cornelia & Spencer Potter
Dated: January 3, 2020
Re: Opposition to Jamestown Boat Yard Expansion
- 10) Copy of Letter to: Jamestown Town Council
From: Caroline & Jeff Boden
Dated: January 2, 2020
Re: JBY Expansion
- 11) Copy of Letter to: Erin Liese
From: William Pratt
Dated: December 31, 2019
Re: JBY Expansion

- 12) Copy of Letter to: Jamestown Town Council
From: Leslie Banker & William Mullins
Dated: December 30, 2019
Re: JBY Expansion
- 13) Copy of Email to: Jamestown Town Council
From: Paul & Katherine Grimes
Dated: January 2, 2020
Re: JBY Expansion
- 14) Copy of Email to: Jamestown Town Council
From: Christian Smith
Dated: January 1, 2020
Re: JBY Expansion
- 15) Copy of Email to: Erin Liese
From: Trudy Coxe
Dated: January 1, 2020
Re: JBY Proposal
- 16) Copy of Email to: Jamestown Town Council
From: Jane Garnett & David Booth
Dated: January 1, 2020
Re: Oppose JBY Expansion
- 17) Copy of Letter to: Jamestown Town Council
From: Barbara Carton
Dated: December 31, 2019
Re: JBY Expansion
- 18) Copy of Letter to: Jamestown Town Council
From: Louise Potter
Dated: December 31, 2019
Re: JBY Current Proposal
- 19) Copy of Letter to: Jamestown Town Council
From: Maria Shevlin
Dated: January 6, 2020
Re: JBY Marina Expansion
- 20) Copy of Letter to: Jamestown Town Council
From: George Hutchinson
Dated: December 30, 2019
Re: JBY Expansion

- 21) Copy of Letter to: Jamestown Town Council
From: Tom & Louise Flickinger
Dated: January 6, 2020
Re: JBY Expansion
- 22) Copy of Email to: Jamestown Town Council
From: Betsey Coste Outerbridge
Dated: January 6, 2020
Re: Dumpling Shipyard
- 23) Copy of Letter to: Jamestown Town Council
From: Kristen Sloan Maccini
Dated: January 6, 2020
Re: JBY Expansion
- 24) Copy of Email to: Jamestown Town Council
From: Lily Malcom
Dated: January 7, 2020
Re: JBY Expansion
- 25) Copy of Letter to: Jamestown Town Council
From: Kim & Jeff Westcott
Dated: January 6, 2020
Re: JBY Expansion
- 26) Copy of Letter to: Jamestown Town Council
From: Paul LaViolette
Dated: January 11, 2020
Re: JBY Expansion
- 27) Copy of Email to: Jamestown Town Council
From: Pamela Allen
Dated: January 12, 2020
Re: JBY Expansion
- 28) Copy of Letter to: Jamestown Town Council
From: Duncan Laurie
Dated: January 12, 2020
Re: JBY Expansion
- 29) Copy of Letter to: Jamestown Town Council
From: Paula Shevlin
Dated: January 12, 2020
Re: Eelgrass Protection
- 30) Copy of Email to: Jamestown Town Council
From: Duval Slingluff
Dated: January 13, 2020
Re: JBY Expansion

- 31) Copy of Letter to: Jamestown Town Council
From: Peter Converse
Dated: January 13, 2020
Re: JBY Expansion

- 32) Copy of Email to: Erin Liese
From: Rod Wright
Dated: January 14, 2020
Re: JBY Expansion & Sale

- 33) Copy of Email to: Jamestown Town Council
From: Anne Garnett
Dated: January 15, 2020
Re: Strong Opposition to JBY's Marina Expansion

- 34) Copy of Email to: Jamestown Town Council
From: James Boden
Dated: January 15, 2020
Re: JBY Marina Expansion – Oppose

- 35) Copy of Letter to: Jamestown Town Council
From: Glenn Mitchell
Dated: January 15, 2020
Re: JBY Expansion

- 36) Copy of Email to: Jamestown Town Council
From: Evan Boden
Dated: January 14, 2020
Re: JBY Marina Expansion- Oppose

- 37) Copy of Letter to: Jamestown Town Council
From: John A. Murphy
Dated: January 14, 2020
Re: JBY Expansion

- 38) Copy of Letter to: Jamestown Town Council
From: Lucia Marshall
Dated: January 10, 2020
Re: JBY Expansion Support

- 39) Copy of Email to: Jamestown Town Council
From: Numi Mitchell Ph.D., Biologist
Dated: January 15, 2020
Re: JBY Expansion Opposes

- 40) Copy of Letter to: Jamestown Town Council
From: Stephen Garnett
Dated: January 14, 2020
Re: JBY Expansion
- 41) Copy of Letter to: Jamestown Town Council
From: Kate Wallace
Dated: January 10, 2020
Re: JBY Expansion
- 42) Copy of Letter to: Jamestown Town Council
From: Jeff Boden
Dated: January 11, 2020
Re: JBY Expansion
- 43) Copy of Letter to: Jamestown Town Council
From: Sam & Jane Flood
Dated: January 14, 2020
Re: JBY Expansion
- 44) Copy of Email to: Jamestown Town Council
From: Boze Hancock
Dated: January 15, 2020
Re: JBY Expansion
- 45) Copy of Email to: Jamestown Town Council
From: Suzanne Ayvazian, PhD
Dated: January 15, 2020
Re: JBY Expansion
- 46) Copy of Email to: Jamestown Town Council
From: Eli Mitchell
Dated: January 15, 2020
Re: JBY Expansion
- 47) Copy of Email to: Jamestown Town Council
From: Anna Flickinger
Dated: January 6, 2020
Re: JBY Marina Expansion
- 48) Copy of Email to: Jamestown Town Council
From: Stuart Ross
Dated: January 3, 2020
Re: JBY Expansion

- 49) Copy of Letter to: Jamestown Town Council
From: Christian Infantolino
Received: January 6, 2020
Re: Jamestown Boat Yard Response
- 50) Copy of Letter to: Grover Fugate, Executive Director, R.I. CRMC and Janet Coit, Director of R.I. DEM
From: Michael Jarbeau, Narragansett Baykeeper
August 30, 2019
Re: Jamestown Boat Yard, CRMC File No. 2019-06-0014
- 51) Copy of State of Rhode Island Coastal Resources Management Council Application of Assent: Jamestown Boat Yard, Inc. - 60 Dumpling Drive, Jamestown RI; dated June, 2019 and prepared by: RACE Coastal Engineering
- 52) Copy of Summary Guidance for Reviewing Sediment Sampling Plans for Dredging Projects
- 53) Copy of Letter to: State of Rhode Island Coastal Resources Management Council
From: Matthew Rakowski, Project Manager, RACE Coastal Engineering
Dated: November 5, 2019
Re: Application #2019-06-014, RIDEM WQD 19-123 DP 19-174 Jamestown Boat Yard, 60 Dumpling Drive, RACE Project No. 2018006
- 54) Copy of Tier 1 Mapping of Submerged Aquatic Vegetation (SAV) in Rhode Island and 20-year Change Analysis
Prepared by: Michael Bradley, University of Rhode Island, Caitlin Chaffee, RI Coastal Resources Management Council, and Kenneth Raposa, Narragansett Bay National Estuarine Research Reserve
Dated: June, 2017
- 55) Copy of Documentation provided by Mary Marshall in support of January 6, 2020 Presentation regarding Jamestown Boat Yard Expansion:
 - a) RI Business Portal RI Department of State, Nellie M. Gorbea Entity Results- Safe Harbor Jamestown Boatyard
 - b) JBY Marina Improvements Sediment Sampling Plan for Dredging Projects
 - c) The JBY proposed expansion and eelgrass

- 56) Copy of Letter to: Jamestown Town Council
From: Meg Myles
Dated: January 10, 2020
Re: CISF
- 57) Copy of Letter to: Mr. Andrew Nota
From: Marilyn B. O’Sullivan, Director, U.S. Dept. of Housing & Urban Development
Dated: January 7, 2020
Re: Jamestown Housing Authority Resident Commissioner
- B) Public Notice
 - 1) CRMC Notice 2019-12-055 regarding the application of Walrus & Carpenter Oysters LLC c/o Jules Opton-Himmel for a 7.8 acre aquaculture site using floating cages in Narragansett Bay- West Passage
 - 2) CRMC Notice 2019-12-079 regarding the application of Seakist Aquaculture LLC for an expansion of oyster farm using floating gear in Narragansett Bay- Dutch Island Harbor
- C) Proclamations and Resolutions from other Rhode Island Cities and Towns
 - 1) Exeter- West Greenwich Regional School District School Committee Resolution Regarding State Funding of Education/ Fair Funding Formula

XI. EXECUTIVE SESSION

The Town Council may seek to enter into Executive Session for review, discussion and/or potential action and/or vote on the following:

- A) Pursuant to RIGL § 42-46-5(a) Subsection (2) Potential or Pending Litigation (IBPO Retiree Pension Benefits: File No. Balzer vs. Town of Jamestown, C.A. No. 1:19-cv-00109-WES-PAS; Dube, etal, vs. Town of Jamestown, C.A. No. 1:19-cv-00018-WES-PAS)
- B) Pursuant to RIGL § 42-46-5(a) Subsection (2) Collective Bargaining (Union Contract Negotiations IBPO)

XII. ADJOURNMENT

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

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

**TOWN OF JAMESTOWN
TOWN COUNCIL MEETING
for
TOWN, WATER AND SEWER MATTERS**

December 16, 2019

A regular meeting of the Jamestown Town Council sitting as the Board of Water and Sewer Commissioners was called to order at the Jamestown Town Hall, Council Chambers, 93 Narragansett Avenue at 6:36 PM by Commission President Michael G. White.

The following members were present:

Mary E. Meagher, Vice-President
Nancy A. Beye
William J. Piva, Jr.
Randall White

Also present were:

Christina D. Collins, Finance Director/Interim Town Administrator
Erin F. Liese, Town Clerk
Peter D. Ruggiero Esq., Town Solicitor
Michael Gray PE, Public Works Director
Denise Jennings, Water and Sewer Clerk

AWARDS, PRESENTATIONS AND ACKNOWLEDGMENTS

(None)

READING AND APPROVAL OF MINUTES

1) 11/18/19 (regular meeting)

Motion was made by Commissioner Piva, seconded by Commissioner Beye to accept the 11/18/19 regular meeting minutes. Motion so voted, 4 in favor; Commission Meagher abstained. Commissioner Meagher was absent from said meeting.

OPEN FORUM

Commission President White noted that this open forum would be for water and sewer matters only.

1) Scheduled requests to address:

(No scheduled requests)

2) Non-scheduled request to address:

(None)

REPORT OF TOWN OFFICIALS

1) **Pumping Report:**

The Public Works Director reported the following:

- Pumping was down for the month November. Trending of pumping is down and will impact our revenue at budget time.
- JR-1 has been turned off for the season.
- Rainfall was less than average for the month of November.
- No water was transferred during the month of November.
- North Reservoir is @ 51MG, usable storage-60MG
- South Pond is @ capacity, usable storage-6MG

2) **Town project reports:** *(See attached Project Update Report dated December 2019)*

Following clarification on a few items, it was the consensus of the Commission to accept the Public Works Director's report, as presented.

LETTERS AND COMMUNICATIONS

(None)

UNFINISHED BUSINESS

(None)

NEW BUSINESS

(None)

TOWN BUSINESS

(None)

ADJOURNMENT

There being no further business before the Commission, motion was made by Commissioner Meagher, seconded by Commissioner Beye to adjourn the Water and Sewer meeting at 6:45 PM. So unanimously voted.

Attest:


Denise Jennings
Water and Sewer Clerk

xc: Commission Members (5)
Town Administrator
Town Solicitor
Public Works Director
Town Clerk

Project Update December 2019

WELLS

JR-1, JR-3

- JR-1 has been turned on for the season. The well pumps water at a rate of 50 gpm directly into the transmission main feeding the water plant from the reservoir.

TREATMENT PLANT

- John Salafia is an operator for the water department hired in September 2018. Since joining our team he has been working hard learning all aspects of our operation from supply, treatment, and distribution. This past month he passed the Class III water treatment plant operator and Class II water distribution operator exams. The Town is very fortunate to have all three water department employees fully licensed by the RIDOH to run our treatment plant and distribution system.
- I met with June Swallow, the Chief of Drinking Water Quality and her staff on November 20, 2019 to discuss water reuse from the RITBA stormwater pump station located at Tashtassuc Road and North Main Road. I was joined by engineers from Pare Corporation who worked with RITBA on the improvements to the pump station. RIDOH is open to potential opportunities for water reuse but they asked that we provide data on water quality. Pare will develop a program to gather data that is needed.
- I have provided a copy of a mailing that will be provided to customers on the importance of cross connection control to protect our drinking water.

TRANSFER PUMPING/RESERVOIR

- No water was transferred from South Pond.

DISTRIBUTION SYSTEM

South Pond @ 6 MG

Usable Storage, 6 Million Gallons

North Pond @ 51 MG

Usable Storage 60 Million Gallons

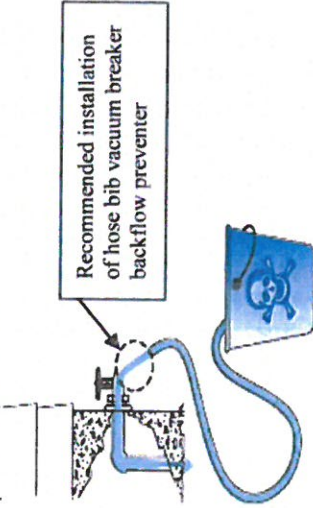
- There were no leaks reported for November.
- Staff installed water service connections at Arnold Avenue, West Bay View Drive, and Fox Run.

WASTEWATER TREATMENT PLANT

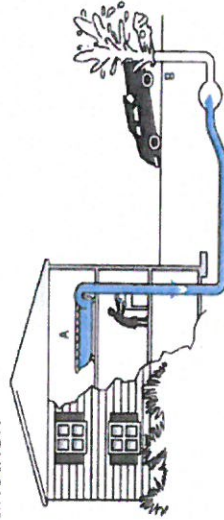
- The monthly average daily flow at the treatment plant for November was 0.32 million gallons per day. The peak daily flow was 0.48 million gallons. The permitted monthly average is 0.73 million gallons per day as a condition of our discharge permit. There were no sanitary sewer overflows for the month of November.
- The golf course received 5.71 million gallons of effluent for the 2019 season for irrigation.
- Wastewater staff have been scheduling inspections of homes to determine if there are sump pump connections to the sewer piping. To date they have performed 27 inspections and found 2 that had a violation for a sump pump that need to be removed from the plumbing. During the inspections they are also assisting the water department to determine which properties have a back-flow device at the meter.

What Is A Cross-Connection?

Cross-connections can be found in all plumbing systems. They are physical connections between a drinking water pipe and something that is not safe to drink—such as a garden hose, swimming pool, lawn sprinkler, or boiler.



“Backflow” can happen if there is a water main break, water line repair, fire, or during a period of high water usage. These events may lower the pressure in the street enough to reverse the flow of water from your house. Also, if a pipe breaks inside a building, water can flow backwards from one room to another.



Backflow happens often in a water system. Back-flowing water can suck bacteria, sewage, or chemicals from other parts of the plumbing system into your drinking water pipes or those of your neighbors. Unless you take steps to protect the cross-connections in your home, your drinking water may become contaminated.

Protect Your Drinking Water!

DON'T!

- Submerge hoses in buckets, swimming pools, tubs, sinks, ponds, or any standing water
- Use spray attachments without a backflow prevention device
- Leave the hose nozzle closed when not in use
- Use a hose to unplug blocked toilets or sewer pipe

DO!

- Keep the ends of hoses off the ground and clear of all possible contaminants
- Install “hose bib vacuum breakers” on all faucets in and around your home.
- Install an approved backflow prevention device on all underground lawn irrigation systems. (Remember, these systems require a plumbing permit.)
- Contact your water supplier or Department of Health if you see any suspicious or unauthorized use of a fire hydrant.

Cross-Connection Control

Your water supplier has a Cross-Connection Control program. This program is mandated by state law (RIGL 46-13-22) and Department of Health regulations. To learn more about the Rhode Island Cross-Connection Control Program, contact:

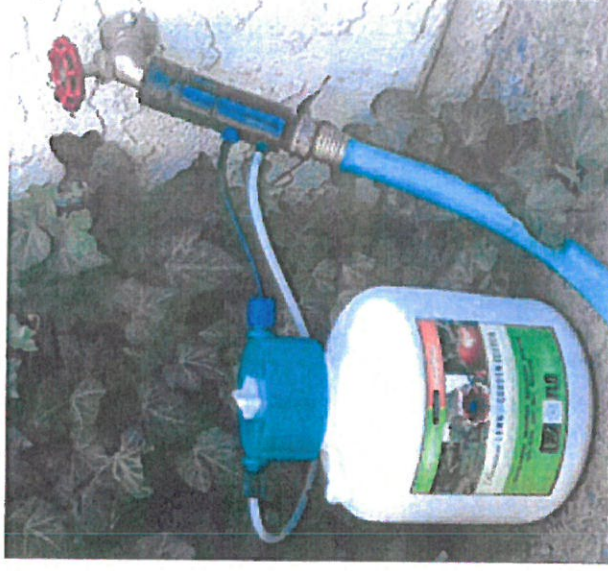
Hui Chen

Sanitary Engineer
Rhode Island Department of Health
Office of Drinking Water Quality
(401) 222-7769

Hui.Chen@health.ri.gov

RESIDENTIAL CROSS-CONNECTION CONTROL

Help us protect your drinking water supply from accidental pollution. We encourage you to learn more about cross-connections, what you can do to prevent water backflow and keep your drinking water clean and safe.



The most common Cross-Connection is a garden hose.

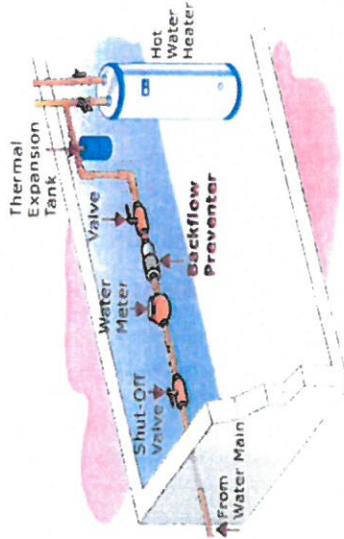


Rhode Island Department of Health
401-222-5960 / RI Relay 711
<http://www.health.ri.gov/water/>

What Is Your Water Supplier Doing?

Protecting the drinking water supply from contamination through cross-connections is a shared responsibility. Your public water supplier is responsible for the water that is delivered to your home. As the consumer, you are responsible for the water on your property and in your house.

Many industrial and commercial customers use water in manufacturing, in their heating or cooling system, or for other non-drinking uses. These customers are required to install a "backflow prevention device" where the water enters their building to prevent any possible contamination of the water mains. These devices are tested annually to make sure that they are working properly.



We may also require some residences to install a backflow prevention device at the meter, including any homes with a pool, a fish pond, lawn irrigation system or a private well on the property. These activities could contaminate the water mains if there was a backflow situation. If you are required to install a device, you will be responsible for the costs of materials, installation and testing.

This is a typical non-testable backflow device. If installed near the water meter it will stop water from going backwards from your house into the water pipes in the street.



Be advised that if your house needs to have a backflow prevention device installed at the meter, your plumber should make sure that you also have a thermal expansion tank. If not, pressure can build up in your pipes and cause damage to your piping or hot water heater.

How Can I Prevent Backflow inside my house?

The best way to protect yourself, your family, and your neighbors from polluted water is to either remove the cross-connections in your pipes or protect them against backflow. Many plumbing fixtures have built-in backflow protection. Others require installation of a separate backflow preventer. Generally, the installation of plumbing in compliance with the plumbing code will protect you from contamination.

The most common cross-connection in a home is the outside garden hose. If the end of the hose is submerged in a bucket of cleaning fluid, fish pond or other open container during a low pressure event, this water could get sucked back into your water pipes. You can prevent this by installing a "hose bib vacuum breaker". These devices screw directly on the faucet.

They are inexpensive and available at hardware and home improvement stores. You do NOT need a plumber. (These devices should be removed in the winter.)

Lawn chemicals or cleaners to wash your car or house siding can cause serious health problems if ingested. NEVER attach spray applicators to your hose unless you have a backflow device on the faucet!!



When filling a pool or fish pond, never leave the end of the hose submerged in the water. Also, always remember to leave the hose nozzle "open" when not in use, so that the water drains out of the hose. Otherwise, pressure in the hose could ruin the hose bib vacuum breaker.

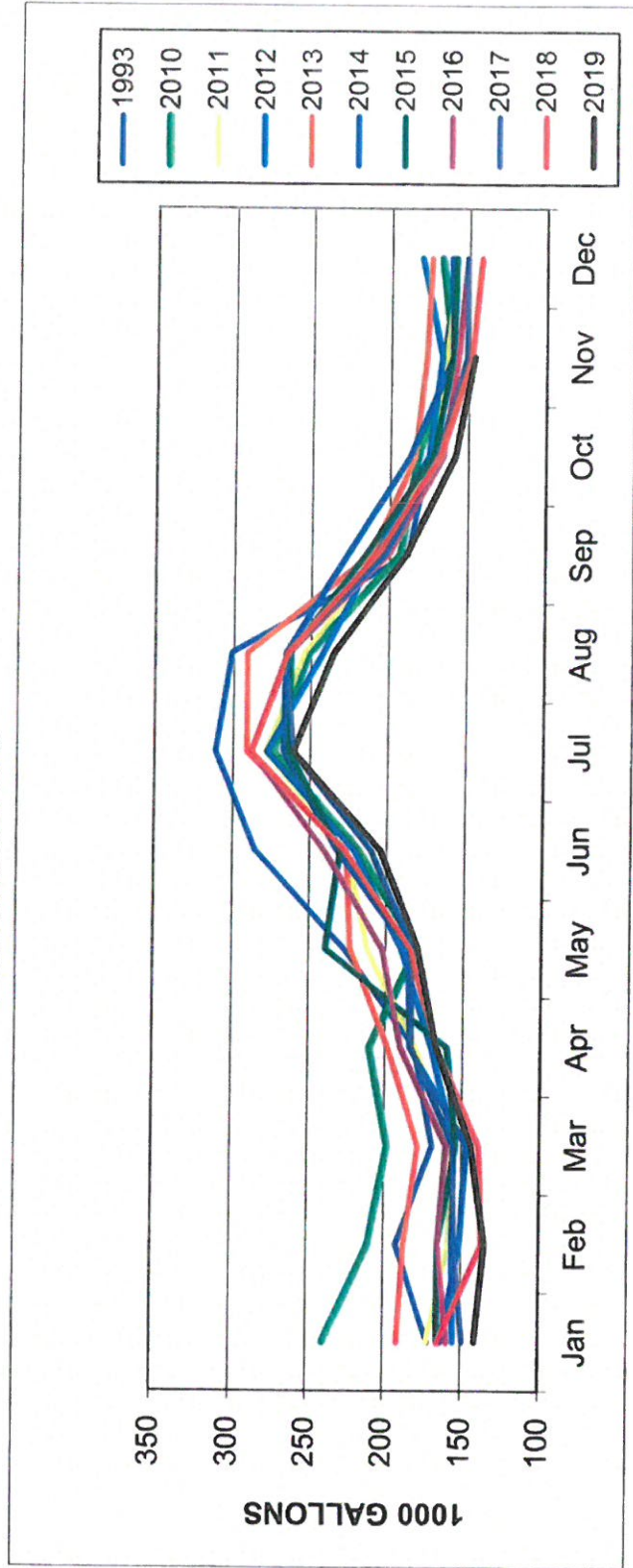
Underground lawn irrigation systems can leave puddles of standing water around the sprinkler heads. These puddles could become contaminated with animal waste or fertilizer, so these systems are required to have a testable backflow device. These must be installed by a plumber and tested annually to make sure they are working properly.

Why Your Action Matters.

The effort of installing a backflow preventer on your pipes is far outweighed by its ability to protect you, your loved ones, and your neighbors from contaminated water.

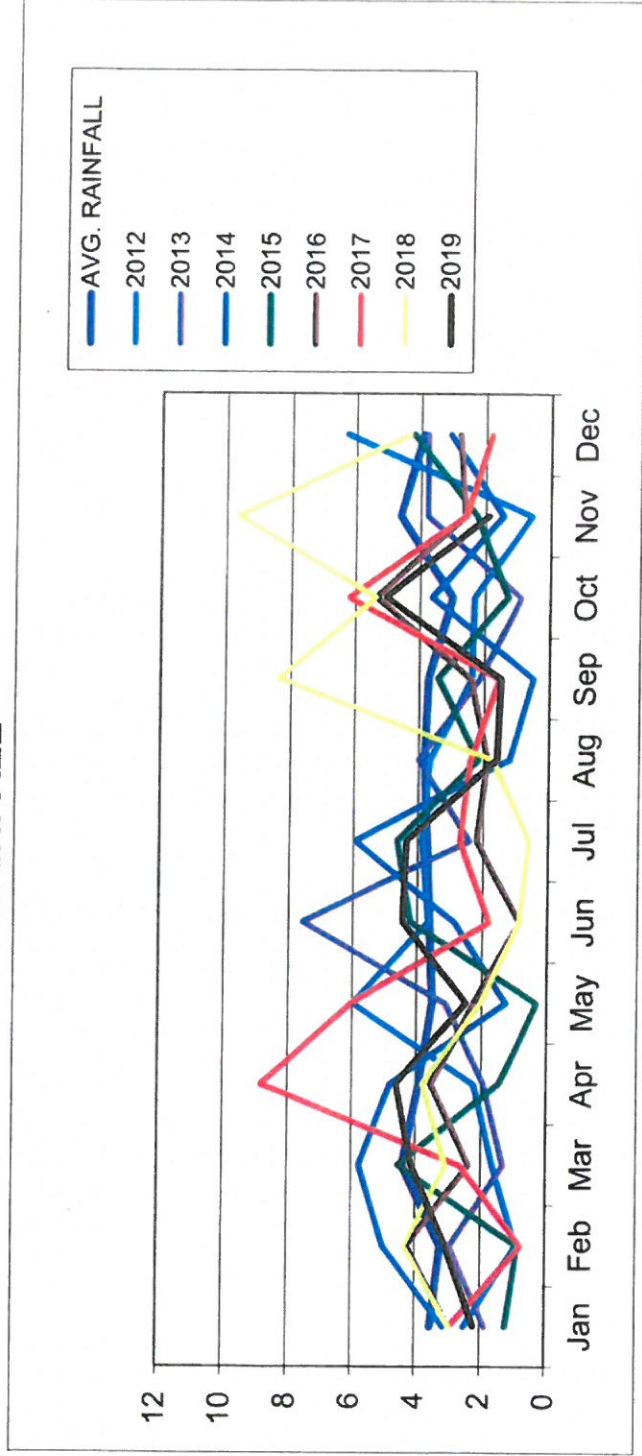
	1993	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Jan	171	172	173	239	172	155	191	163	165	159	149	165	141
Feb	192	154	173	210	158	156	187	151	165	165	155	137	135
Mar	169	155	165	198	157	155	178	147	154	160	156	139	144
Apr	181	174	196	210	180	170	198	184	160	190	183	167	167
May	227	202	195	180	212	190	223	185	239	202	183	184	179
Jun	285	246	215	218	226	221	226	232	230	240	210	227	204
Jul	311	296	277	274	279	278	291	267	264	288	261	288	261
Aug	301	256	290	251	254	242	291	266	263	264	266	265	235
Sep	188	210	245	193	205	210	212	227	215	201	203	208	189
Oct	175	187	259	182	175	175	184	187	172	166	170	168	158
Nov	166	175	226	160	164	167	177	160	160	157	151	148	146
Dec	158	192	230	167	158	180	174	161	158	151	151	142	146

PUMPING REPORT



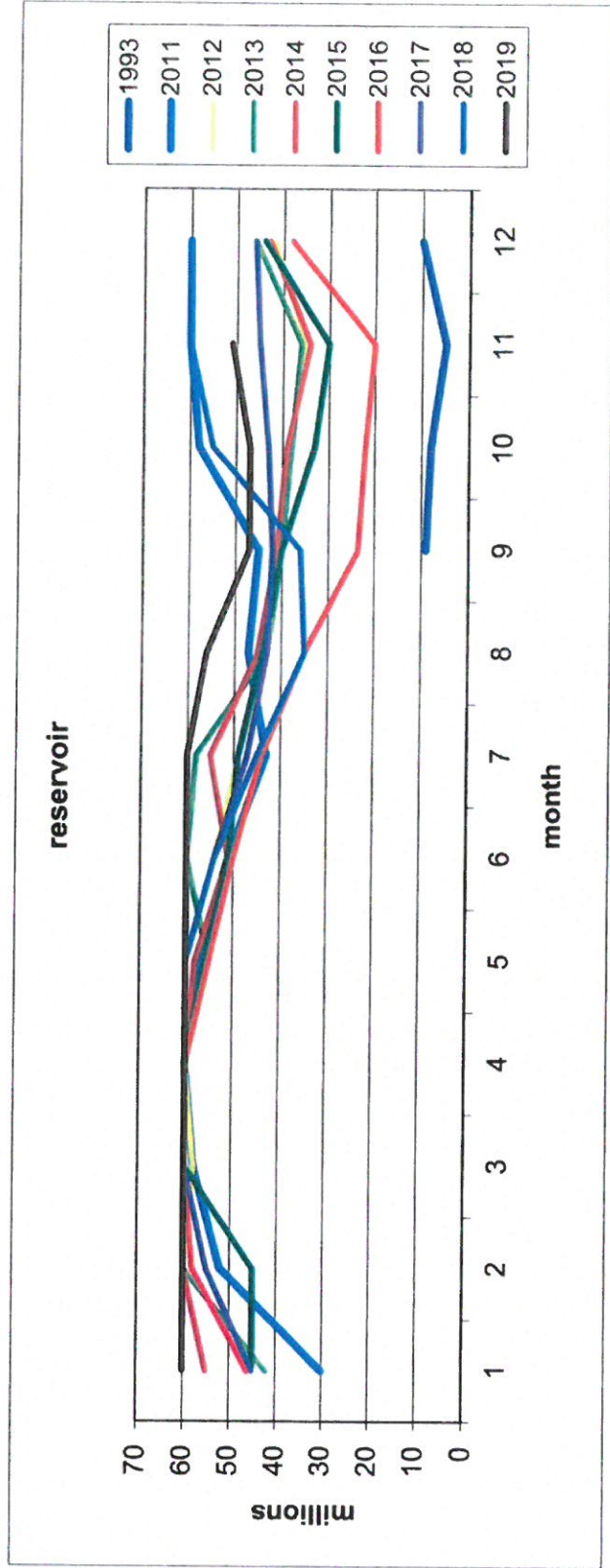
	AVG. RAINFALL												Total							
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Total
Jan	3.5	4.22	1.85	3.1	1.22	2.94	2.94	2.94	2.19		4.22	2.49	1.85	3.1	1.22	2.94	2.94	2.94	2.19	44.8
Feb	3.2	3.09	2.94	4.98	0.86	4.25	0.76	4.33	3.06		3.09	0.93	2.94	4.98	0.86	4.25	0.76	4.33	3.06	45.99
Mar	4.4	1.32	1.32	5.74	4.53	2.36	2.62	3.07	4.11		1.32	1.64	1.32	5.74	4.53	2.36	2.62	3.07	4.11	35.64
Apr	3.9	4.25	1.92	4.8	1.47	3.53	8.8	3.79	4.61		4.25	2.24	1.92	4.8	1.47	3.53	8.8	3.79	4.61	38.59
May	3.5	2.32	3.11	1.27	0.32	2.24	6.03	2.03	2.46		2.32	5.97	3.11	1.27	0.32	2.24	6.03	2.03	2.46	40.18
Jun	3.6	4.4	7.55	2.86	4.2	0.89	1.79	0.89	4.44		4.4	3.64	7.55	2.86	4.2	0.89	1.79	0.89	4.44	47.02
Jul	3.7	2.01	2.42	5.93	4.63	2.19	2.7	0.61	4.33		2.01	3.86	2.42	5.93	4.63	2.19	2.7	0.61	4.33	35.2
Aug	3.8	5.23	3.98	1.23	2.17	1.88	2.4	1.73	1.58		5.23	3.64	3.98	1.23	2.17	1.88	2.4	1.73	1.58	40.18
Sep	3.7	5.41	2.13	0.5	3.41	2.42	1.54	8.35	1.49		5.41	2.39	2.13	0.5	3.41	2.42	1.54	8.35	1.49	47.02
Oct	3	7.18	0.9	3.61	1.31	5.33	6.18	5.34	5.04		7.18	2.33	0.9	3.61	1.31	5.33	6.18	5.34	5.04	35.2
Nov	4.6	4.05	3.76	1.47	2.27	2.63	2.61	9.61	1.89		4.05	0.58	3.76	1.47	2.27	2.63	2.61	9.61	1.89	40.18
Dec	3.9	2.51	3.76	3.1	4.2	2.79	1.81	4.33	4.33		2.51	6.28	3.76	3.1	4.2	2.79	1.81	4.33	4.33	35.2

RAINFALL

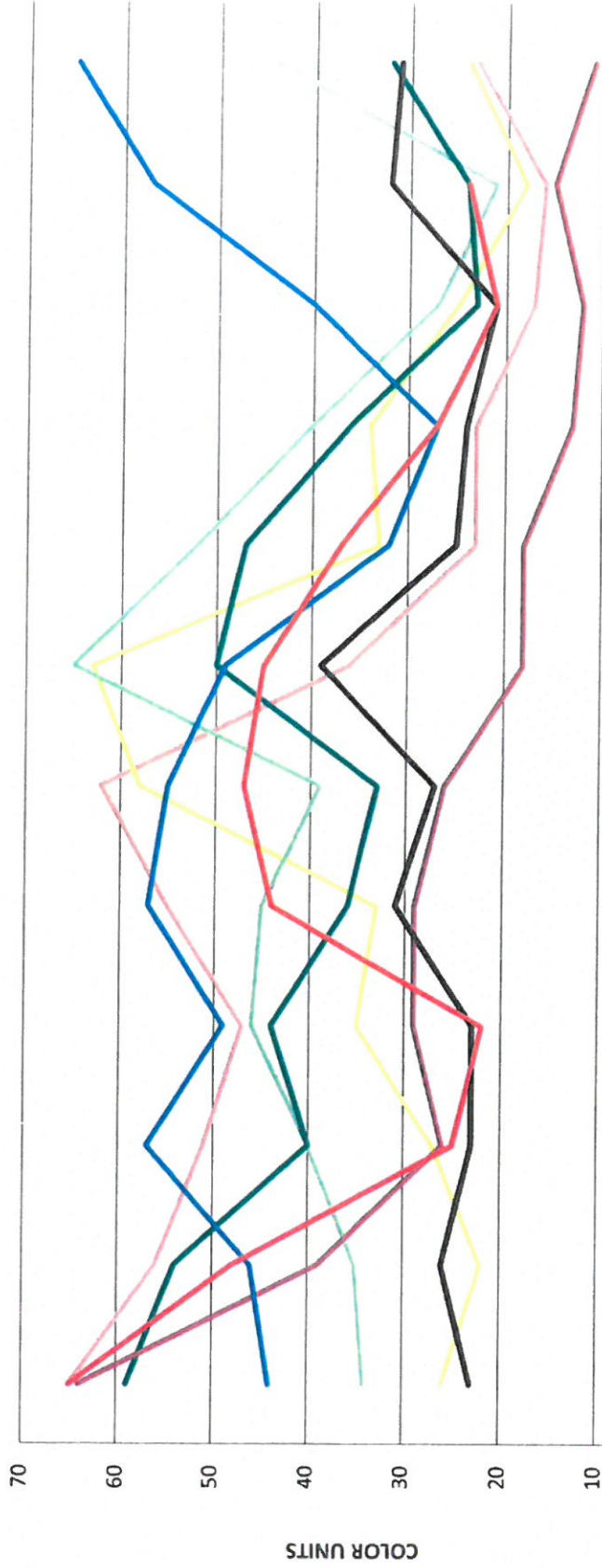


RESERVOIR LEVEL

	1993	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Jan		60	30	60	42	55	45	46	45	60	60
Feb		60	52	60	60	60	45	58	55	60	60
Mar		60	58	58	60	60	60	60	60	60	60
Apr		60	60	60	60	60	60	60	60	60	60
May		60	57	60	55	58	56	55	60	60	60
Jun		51	51	54	60	51	51	50	54	54	60
Jul		43	43	49	58	55	49	44	47	45	60
Aug		40	47	43	43	45	44	35	43	35	56
Sep	9	35	45	40	40	41	40	23.5	42	36	47
Oct	8	30	58	38	38	39	33	22	43	55	47
Nov	5	28	60	35	36	34	30	20	45	60	51
Dec	10	29	60	42	46	43	44	38	46	60	



Transfer Pumping NORTH POND WATER QUALITY



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2012	65	56	51	47	55	62	36	23	23	17	16	23
2013	26	22	27	35	33	58	63	33	34	25	18	24
2014	34	35	40	46	45	39	65	52	40	27	21	44
2015	59	54	40	44	36	33	50	47	36	23	24	32
2016	64	39	26	29	29	26	18	18	13	12	15	11
2017	23	26	23	23	31	27	39	25	24	21	32	31
2018	44	46	57	49	57	55	49	32	27	40	57	65
2019	65	48	25	22	44	47	45	37	27	21	24	



TOWN OF JAMESTOWN WWTF
MONTHLY REPORT
November 2019

Douglas Ouellette, Superintendent

Parameters

	<u>Monthly Avg.</u>	<u>Permit Limit</u>	<u>Notes</u>
Flow	0.3189 MGD	.73 MGD	
Daily Max	0.4840 MGD		
BOD Removal	99.7%	85%	% Removed
TSS Removal	98.3%	85%	% Removed
Fecal Coliform	1.6	No limit, report only	
Enterococci	1.8	(<35 cfu/100ml Monthly) (<276 cfu/100ml Daily)	

Environmental Compliance (Violations)

There were 0 violations to report for November 2019

Complaints

There were no complaints received for November 2019.

Alarms

There were 4 alarms total for November, 2 generator alarms related to power outages due to high winds. 1 low Cl2 alarm 1 high Cl2 alarm and 1 high level alarm at PS#2.

Septage

The facility received 2000 gallons for the month.

Sludge Production

The facility processed 51,000 gallons of sludge through Wastewater Services Incorporated.

Maintenance Management

The floor, pump bases and stairs of the basement pump room were scraped and repainted. 2,390' of sewer line were cleaned and inspected. 67 work orders completed.

Chemical Use

The facility used 353 gallons of Sodium hypochlorite and 0 pounds of lime for process co.

Collection System

30 pump station inspections were completed. 12 Gen Set inspections were performed. All stations are operating as designed.

Energy Use

Energy use at the plant for the month was: 145 Kwh

Precipitation

Precipitation measured in at 2.49"

Golf Course

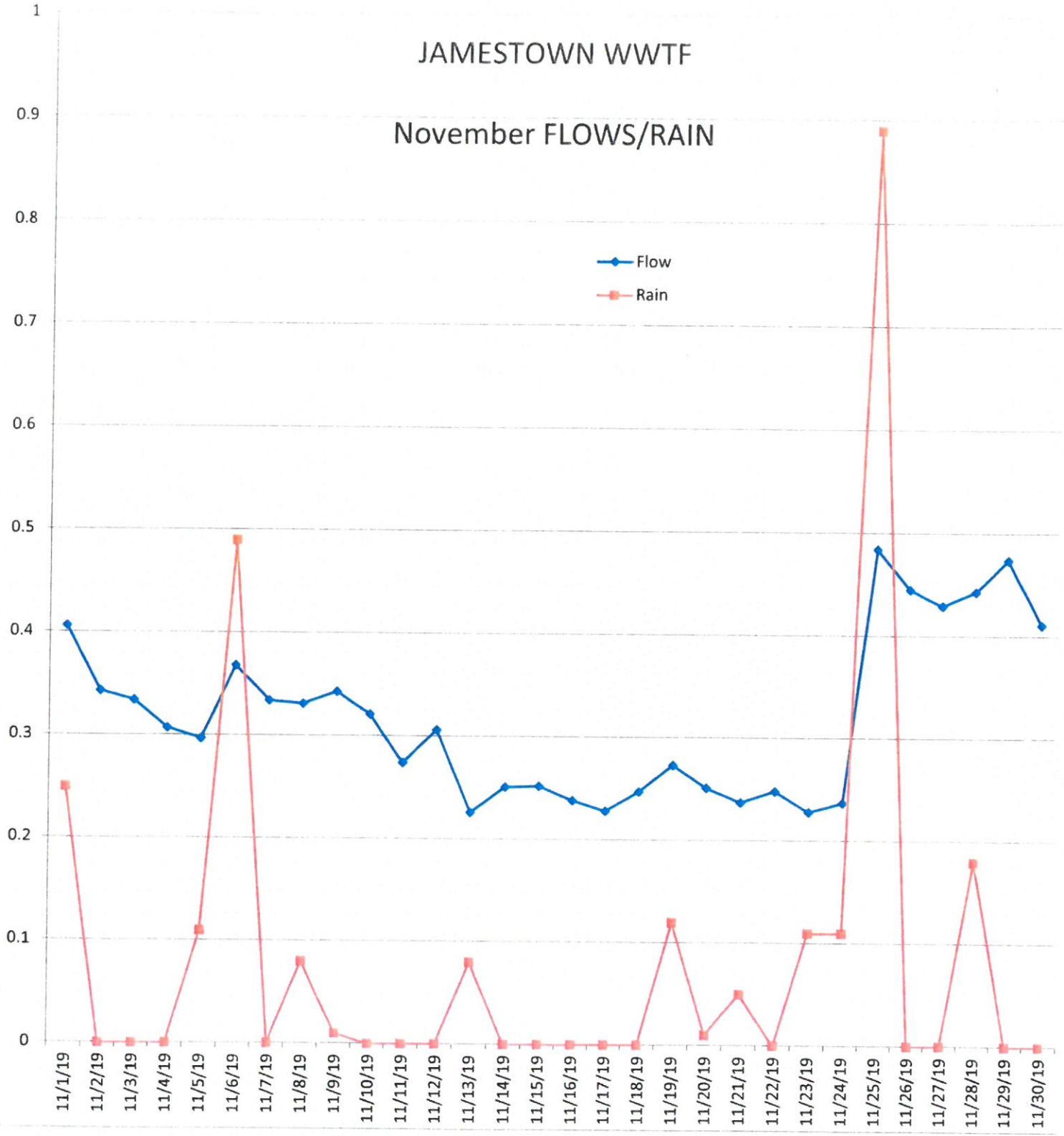
The golf course received 5.71 MG for the 2019 season.

Sump Pump Inspections

In Sector #1 27 Inspections have been performed resulting in 2 violations, one violation is scheduled for reinspection. 10 inspections are currently scheduled with another 46 residents yet to schedule their inspections.

JAMESTOWN WWTF

November FLOWS/RAIN



Project Update January 2020

WELLS

JR-1, JR-3

- JR-1 has been turned on for the season. The well pumps water at a rate of 50 gpm directly into the transmission main feeding the water plant from the reservoir.

TREATMENT PLANT

- Staff has been working on general equipment maintenance within the treatment plant. During this time of the year we complete our annual maintenance of the filter membranes. Each train is taken off line so that the filter membranes can be removed from the tank and inspected. Filter maintenance is scheduled later this month.

TRANSFER PUMPING/RESERVOIR

- No water was transferred from South Pond.

DISTRIBUTION SYSTEM

South Pond @ 6 MG

Usable Storage, 6 Million Gallons

North Pond @ 60 MG

Usable Storage 60 Million Gallons

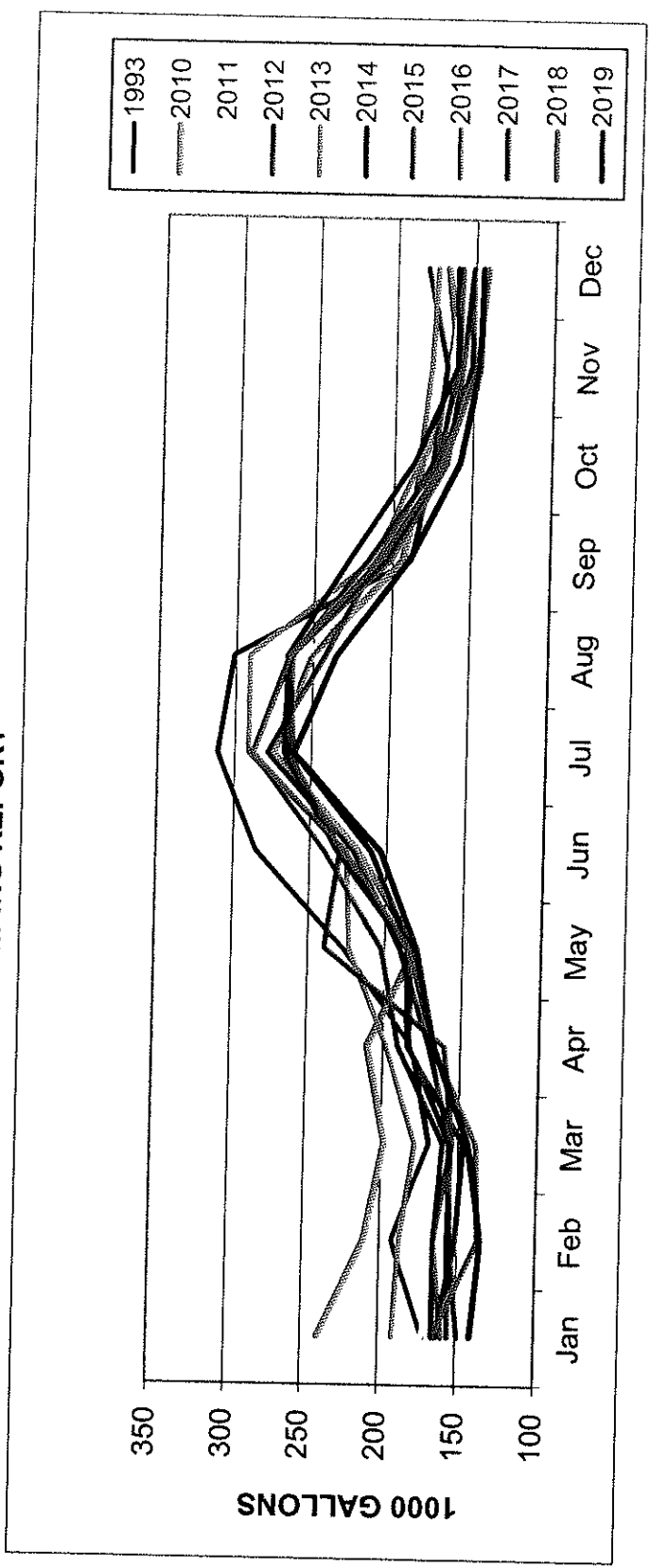
- There were no leaks reported for December.
- Both storage tanks were inspected as required. The older tower requires the vent at the top be replaced and that the exterior be repainted and coated. I am working on an RFQ to hire an engineering consultant assist me with preparing bid documents for the proposed work. The funding was approved this fiscal year in anticipation of the project.

WASTEWATER TREATMENT PLANT

- The monthly average daily flow at the treatment plant for December was 0.84 million gallons per day exceeding our average monthly discharge permitted by RIDEM. The peak daily flow was 2.09 million gallons. Excess flows were due to the rainfall in December and the high groundwater table. There was one sanitary sewer overflow on Bay View Drive from a sewer manhole caused by a blockage in the pipe. RIDEM was notified as required. Staff was able to unplug the line using the sewer jet.
- Wastewater staff have been scheduling inspections of homes to determine if there are sump pump connections to the sewer piping. To date they have performed 32 inspections and found 2 that had a violation for a sump pump that need to be removed from the plumbing. During the inspections they are also assisting the water department to determine which properties have a back-flow device at the meter.

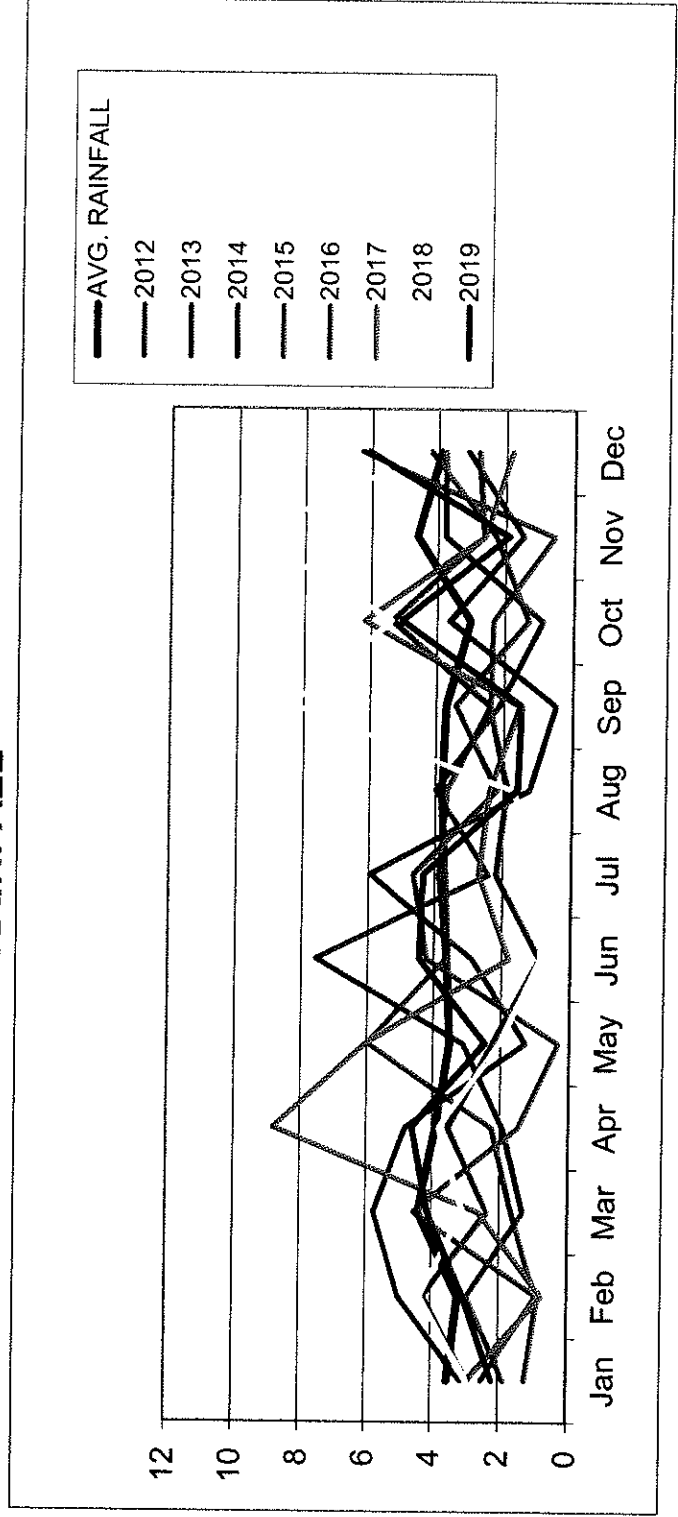
	1993	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Jan	171	172	173	239	172	155	191	163	165	159	149	165	141
Feb	192	154	173	210	158	156	187	151	165	165	155	137	135
Mar	169	155	165	198	157	155	178	147	154	160	156	139	144
Apr	181	174	196	210	180	170	198	184	160	190	183	167	167
May	227	202	195	180	212	190	223	185	239	202	183	184	179
Jun	285	246	215	218	226	221	226	232	230	240	210	227	204
Jul	311	296	277	274	279	278	291	267	264	288	261	288	261
Aug	301	256	290	251	254	242	291	266	263	264	266	265	235
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Oct	175	187	259	182	175	175	184	187	172	166	170	168	158
Nov	166	175	226	160	164	167	177	160	160	157	151	148	146
Dec	158	192	230	167	158	180	174	161	158	151	151	142	145

PUMPING REPORT

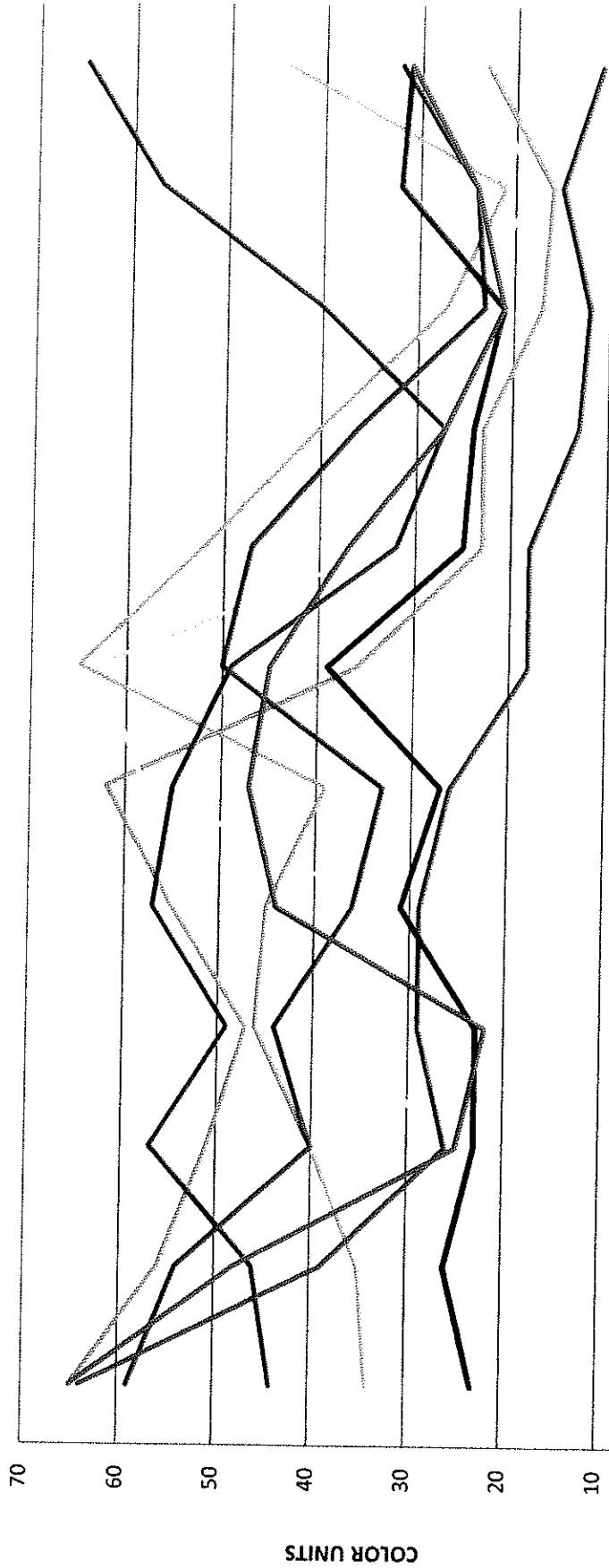


	2011	2012	2013	2014	2015	2016	2017	2018	2019
Jan	3.5	4.22	1.85	3.1	1.22	2.94	2.94	2.94	2.19
Feb	3.2	3.09	2.94	4.98	0.86	4.25	0.76	4.33	3.06
Mar	4.4	1.32	1.32	5.74	4.53	2.36	2.62	3.07	4.11
Apr	3.9	4.25	1.92	4.8	1.47	3.53	8.8	3.79	4.61
May	3.5	2.32	3.11	1.27	0.32	2.24	6.03	2.03	2.46
Jun	3.6	4.4	7.55	2.86	4.2	0.89	1.79	0.89	4.44
Jul	3.7	3.86	2.42	5.93	4.63	2.19	2.7	0.61	4.33
Aug	3.8	5.23	3.98	1.23	2.17	1.88	2.4	1.73	1.58
Sep	3.7	5.41	2.13	0.5	3.41	2.42	1.54	8.35	1.49
Oct	3	7.18	0.9	3.61	1.31	5.33	6.18	5.34	5.04
Nov	4.6	4.05	3.76	1.47	2.27	2.63	2.61	9.61	1.89
Dec	3.9	2.51	3.76	3.1	4.2	2.79	1.81	4.33	6.09
Total	44.8	45.99	35.64	38.59	30.59	33.45	40.18	47.02	41.29

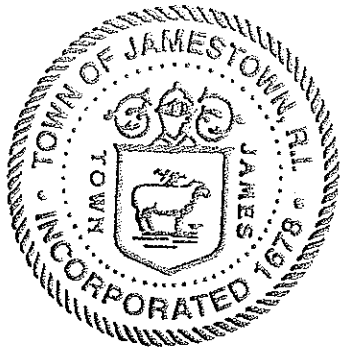
RAINFALL



Transfer Pumping NORTH POND WATER QUALITY



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
2012	65	56	51	47	55	62	36	23	23	17	16	23
2013	26	22	27	35	33	58	63	33	34	25	18	24
2014	34	35	40	46	45	39	65	52	40	27	21	44
2015	59	54	40	44	36	33	50	47	36	23	24	32
2016	64	39	26	29	29	26	18	18	13	12	15	11
2017	23	26	23	23	31	27	39	25	24	21	32	31
2018	44	46	57	49	57	55	49	32	27	40	57	65
2019	65	48	25	22	44	47	45	37	27	21	24	31



TOWN OF JAMESTOWN WWTF
MONTHLY REPORT
December 2019

Douglas Ouellette, Superintendent

Parameters

	<u>Monthly Avg.</u>	<u>Permit Limit</u>	<u>Notes</u>
Flow	0.8354 MGD	.73 MGD	
Daily Max	2.089 MGD		
BOD Removal	98.3%	85%	% Removed
TSS Removal	91.7%	85%	% Removed
Fecal Coliform	1.9	No limit, report only	
Enterococci	2.6	(<35 cfu/100ml Monthly) (<276 cfu/100ml Daily)	

Environmental Compliance (Violations)

There is 1 violation to report for December 2019. Monthly Avg Flow

Complaints

There were no complaints received for December 2019.

Alarms

There were 6 alarms total for December, 3 of the alarms were due to high flows from 6.71" of rain and an already highwater table. 2 low Cl2 alarm and 1 high level alarm at PS#2.

Septage

The facility received no septage for the month.

Sludge Production

The facility processed 25,500 gallons of sludge through Wastewater Services Incorporated.

Maintenance Management

The crew rebuilt 2 LMI Hypo pumps, unplugged the Hypo discharge line, removed a large blockage from pump#2 at PS#2 and painted the stairwell to the basement pump room. A large root blockage was cleared on Bayview Dr and 827' of that same sewer line was cleaned and inspected. 66 work orders completed.

Chemical Use

The facility used 841 gallons of Sodium hypochlorite and 300 pounds of lime for process control.

Collection System

30 pump station inspections were completed. 12 Gen Set inspections were performed. All stations are operating as designed.

Energy Use

Energy use at the plant for the month was: 224 KWH

Precipitation

Precipitation measured in at 6.71"

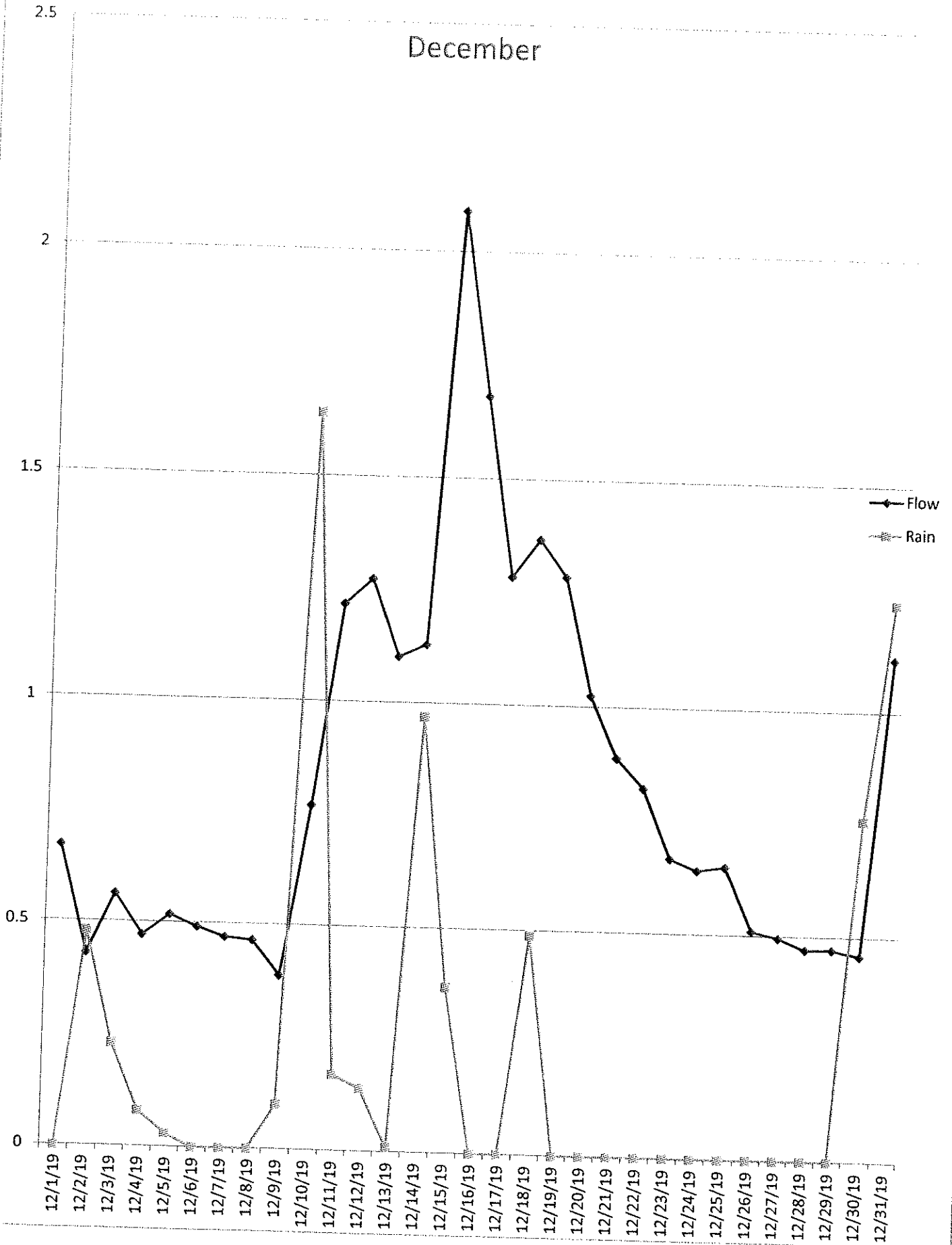
Golf Course

Sump Pump Inspections

In Sector #1 32 Inspections were performed in December, only 2 inspections are currently scheduled with another 31 residents yet to schedule their inspections.

JAMESTOWN WWTF

December



**Budget vs Actual - Sewer
TOWN OF JAMESTOWN, RI
For 12/31/2019**

Run: 1/16/2020 at 8:19 AM

	Annual Budget	P-T-D Actual	Y-T-D Actual	Remaining \$	% of Budget
2103 7000 70100 00 Salary, Public Works Director	24,844.00	1,958.96	12,836.74	12,007.26	51.67
2103 7000 70101 00 Salary- Superintendent	74,763.68	5,417.60	35,408.22	39,355.46	47.36
2103 7000 70102 00 Salary, Clerical	40,571.00	3,072.72	21,473.10	19,097.90	52.93
2103 7000 70103 00 Salaries, Ass't Superintendent	69,434.46	5,028.81	38,214.48	31,219.98	55.04
2103 7000 70104 00 Salaries- Plant Operator	60,899.86	4,496.00	33,303.44	27,596.42	54.69
2103 7000 70111 00 Sewer- Temp Labor	7,200.00	2,124.38	8,161.88	(961.88)	113.36
2103 7000 70335 00 License- Contractual	1,800.00	0.00	0.00	1,800.00	0.00
2103 7000 70336 00 Clothing	1,500.00	0.00	0.00	1,500.00	0.00
2103 7000 70511 00 Wastewater Superintendent - OT	9,000.00	1,152.59	8,061.27	938.73	89.57
2103 7000 70513 00 Ass't Superintendent - OT	9,000.00	1,681.02	3,915.44	5,084.56	43.50
2103 7000 70514 00 Plant Operator - OT	9,000.00	1,773.95	6,439.63	2,560.37	71.55
2103 7000 70639 00 License Fees	0.00	0.00	1,800.00	(1,800.00)	0.00
2103 7000 70900 00 Social Security Tax	22,899.00	1,632.54	11,363.38	11,535.62	49.62
2103 7000 70901 00 Blue Cross/Delta Dental	50,171.00	3,360.59	19,742.12	30,428.88	39.35
2103 7000 70902 00 Worker'S Compensation	9,000.00	0.00	10,000.00	(1,000.00)	111.11
2103 7000 70903 00 Retirement System	31,919.00	1,841.23	11,983.91	19,935.09	37.54
2103 7000 70906 00 Life Insurance	670.00	55.80	334.80	335.20	49.97
2103 7000 70910 00 Salary Adjustment	8,005.00	0.00	0.00	8,005.00	0.00
7000 Salaries	430,677.00	33,596.19	223,038.41	207,638.59	51.79
7000/7001 Salaries & Benefits	430,677.00	33,596.19	223,038.41	207,638.59	51.79
2103 7002 70001 00 Power- Electricity	38,000.00	2,928.05	15,266.94	22,733.06	40.18
2103 7002 70002 00 Chemicals	2,500.00	0.00	0.00	2,500.00	0.00
2103 7002 70003 00 Heat	9,500.00	1,323.15	1,566.31	7,933.69	16.49
2103 7002 70004 00 Water	2,200.00	0.00	552.74	1,647.26	25.12
2103 7002 70005 00 Chlorine	7,000.00	0.00	1,430.75	5,569.25	20.44
2103 7002 70006 00 Equipment Maintenance	22,000.00	5,531.22	13,427.61	8,572.39	61.03
2103 7002 70007 00 Misc. Supplies, Office, Cleani	5,000.00	421.31	6,063.00	(1,063.00)	121.26
2103 7002 70008 00 Lab Supplies	4,500.00	3.17	429.97	4,070.03	9.55
2103 7002 70009 00 Telephone	750.00	38.35	274.60	475.40	36.61
2103 7002 70010 00 Alarm Line- N.E.T.	5,500.00	240.73	2,879.34	2,620.66	52.35
2103 7002 70011 00 Sludge Composting	39,400.00	0.00	13,447.16	25,952.84	34.13
2103 7002 70012 00 Truck Operation & Maintenance	1,000.00	851.96	1,593.44	(593.44)	159.34
2103 7002 70013 00 Gas- Truck	2,500.00	47.78	235.28	2,264.72	9.41
2103 7002 70014 00 State Mandated Testing	22,400.00	1,509.00	10,836.16	11,563.84	48.38
2103 7002 70201 00 Professional Services - Legal	2,500.00	0.00	0.00	2,500.00	0.00
2103 7002 70315 00 Training Of Members	1,000.00	0.00	35.00	965.00	3.50
2103 7002 70600 00 Professional Services	2,000.00	0.00	1,500.00	500.00	75.00
7002 Wastewater Treatment Facility	167,750.00	12,894.72	69,538.30	98,211.70	41.45
2103 7003 70017 00 Pumping Station #3	4,000.00	289.10	1,028.81	2,971.19	25.72
2103 7003 70018 00 Pumping Station #1	15,000.00	2,002.52	6,838.54	8,161.46	45.59
2103 7003 70019 00 Pumping Station #2	10,000.00	1,006.13	2,880.87	7,119.13	28.81
2103 7003 70020 00 Pumping Station #4	750.00	54.07	220.66	529.34	29.42
7003 Pumping Stations	29,750.00	3,351.82	10,968.88	18,781.12	36.87
2103 7004 70598 00 Equipment Insurance	4,000.00	0.00	4,000.00	0.00	100.00
7004 Insurance	4,000.00	0.00	4,000.00	0.00	100.00
2103 7005 70021 00 Maintenance Sewer Mains	6,500.00	0.00	200.00	6,300.00	3.08
2103 7005 70504 00 Payment Of Principal - Town	26,406.00	0.00	4,900.00	21,506.00	18.56
2103 7005 70505 00 Payment Of Interest - Town	41,025.00	0.00	0.00	41,025.00	0.00
2103 7005 70605 00 Interest Payments	13,446.00	0.00	15,290.57	(1,844.57)	113.72
7005 Sanitary Sewers, Lateral & Mains	87,377.00	0.00	20,390.57	66,986.43	23.34
2103 7081 70801 00 Sewer Capital	50,000.00	0.00	9,696.81	40,303.19	19.39
7081 Capital Improvements	50,000.00	0.00	9,696.81	40,303.19	19.39
Total Expenses	769,554.00	49,842.73	337,632.97	431,921.03	43.87

Budget vs Actual - Water
TOWN OF JAMESTOWN, RI
For 12/31/2019

Run: 1/16/2020 at 8:18 AM

	Annual Budget	P-T-D Actual	Y-T-D Actual	Remaining \$	% of Budget
2102 7000 70100 00 Salary- Public Works Director	24,845.00	1,958.96	12,836.75	12,008.25	51.67
2102 7000 70102 00 Salary- Accounting	40,571.00	3,072.73	21,473.22	19,097.78	52.93
2102 7000 70103 00 Salary - Treatment Plant Operator	69,548.00	5,417.60	35,180.51	34,367.49	50.58
2102 7000 70104 00 Ass't Plant Operator w/longevity	69,155.00	5,028.82	39,428.83	29,726.17	57.02
2102 7000 70105 00 Salary - Plant Operator	57,725.00	4,496.00	29,598.61	28,126.39	51.28
2102 7000 70501 00 PICK-UP TRUCK RECREATION	0.00	0.00	427.88	(427.88)	0.00
2102 7000 70513 00 Treatment Plant Operator - OT	13,000.00	1,813.56	6,554.45	6,445.55	50.42
2102 7000 70514 00 Ass't Treatment Plant Operator OT	11,000.00	738.63	5,210.95	5,789.05	47.37
2102 7000 70515 00 Plant Operator- OT	8,000.00	1,580.63	4,000.09	3,999.91	50.00
2102 7000 70910 00 Salary Adjustment	8,265.00	0.00	0.00	8,265.00	0.00
7000 Salaries	302,109.00	24,106.93	154,711.29	147,397.71	51.21
2102 7001 70900 00 SOCIAL SECURITY TAX	22,480.00	1,841.77	10,805.69	11,674.31	48.07
2102 7001 70901 00 Blue Cross/Delta Dental	37,379.00	2,651.44	15,487.23	21,891.77	41.43
2102 7001 70902 00 Worker's Compensation	32,000.00	0.00	30,000.00	2,000.00	93.75
2102 7001 70903 00 Retirement System	28,815.00	1,841.22	11,589.78	17,225.22	40.22
2102 7001 70906 00 Life Insurance	780.00	55.80	334.80	445.20	42.92
2102 7001 70910 00 Clothing	1,500.00	0.00	159.95	1,340.05	10.66
7001 Benefits	122,954.00	6,390.23	68,377.45	54,576.55	55.61
7000/7001 Salaries & Benefits	425,063.00	30,497.16	223,088.74	201,974.26	52.48
2102 7005 70601 00 Maintenance	6,000.00	0.00	3,950.50	2,049.50	65.84
2102 7005 70606 00 ALARM LINES	2,000.00	214.88	934.68	1,065.32	46.73
7005 Reservoirs/Rights of Way	8,000.00	214.88	4,885.18	3,114.82	61.06
2102 7006 70601 00 Maintenance	1,000.00	21.42	21.42	978.58	2.14
2102 7006 70636 00 Wells- Electricity	7,000.00	815.33	3,957.93	3,042.07	56.54
7006 Wells	8,000.00	836.75	3,979.35	4,020.65	49.74
2102 7010 70008 00 Lab Supplies - Water	10,000.00	227.95	4,828.46	5,171.54	48.28
2102 7010 70631 00 Chemicals	47,000.00	1,170.15	19,889.04	27,110.96	42.32
2102 7010 70632 00 Heat	13,500.00	2,833.96	3,283.87	10,216.13	24.32
2102 7010 70633 00 Equip. Maintenance	30,000.00	3,536.76	12,113.33	17,886.67	40.38
2102 7010 70634 00 Professional Services	5,000.00	0.00	250.00	4,750.00	5.00
2102 7010 70635 00 Telephone	2,500.00	204.34	1,288.98	1,211.02	51.56
2102 7010 70636 00 Pumpout- Electricity	38,000.00	3,174.03	15,824.95	22,175.05	41.64
2102 7010 70637 00 Bldg Maint	8,000.00	854.84	2,428.56	5,571.44	30.36
2102 7010 70638 00 State Testing	10,824.00	839.00	3,228.00	7,596.00	29.82
2102 7010 70639 00 License Fees	2,000.00	0.00	5,092.00	(3,092.00)	254.60
2102 7010 70643 00 PUMP OUT TREATMENT PLANT	2,000.00	390.00	1,560.00	440.00	78.00
2102 7010 70645 00 WATER SLUDGE DISPOSAL	16,000.00	0.00	5,991.11	10,008.89	37.44
7010 Pump Station & Treatment Plant	184,824.00	13,231.03	75,778.30	109,045.70	41.00
2102 7011 70636 00 South Pond- Electricity	1,650.00	71.26	433.46	1,216.54	26.27
2102 7011 70637 00 South Pond Transfer Pump	3,300.00	0.00	0.00	3,300.00	0.00
7011 South Pond Pre-Treatment Bldg	4,950.00	71.26	433.46	4,516.54	8.76
2102 7012 70636 00 Water Tower- Electricity	3,000.00	121.32	346.90	2,653.10	11.56
2102 7012 70643 00 Water Tower - Maintenance	500.00	0.00	0.00	500.00	0.00
7012 Water Tower	3,500.00	121.32	346.90	3,153.10	9.91
2102 7013 70644 00 Vehicles Gas & Oil	1,500.00	65.10	584.94	915.06	39.00
2102 7013 70645 00 Repair and Maintenance	4,000.00	0.00	0.00	4,000.00	0.00
7013 Vehicles	5,500.00	65.10	584.94	4,915.06	10.64
2102 7020 70651 00 Clamps	1,000.00	0.00	0.00	1,000.00	0.00
2102 7020 70652 00 Pipe	5,000.00	0.00	1,175.85	3,824.15	23.52
2102 7020 70653 00 Backfill & Excavation	2,000.00	0.00	0.00	2,000.00	0.00
7020 Maintenance & Laterials	8,000.00	0.00	1,175.85	6,824.15	14.70
2102 7030 70661 00 Service Repairs	8,000.00	(37.06)	2,963.07	5,036.93	37.04
2102 7030 70663 00 New Services	3,000.00	1,608.12	7,330.95	(4,330.95)	244.37
7030 Water Division Services	11,000.00	1,571.06	10,294.02	705.98	93.58
2102 7040 70672 00 Supplies/Expenses	14,000.00	0.00	3,939.81	10,060.19	28.14
7040 Meters	14,000.00	0.00	3,939.81	10,060.19	28.14
2102 7050 70681 00 Hydrants- Maintenance	8,000.00	0.00	0.00	8,000.00	0.00
7050 Hydrants	8,000.00	0.00	0.00	8,000.00	0.00

Budget vs Actual - Water
TOWN OF JAMESTOWN, RI
For 12/31/2019

	Annual Budget	P-T-D Actual	Y-T-D Actual	Remaining \$	% of Budget
2102 7060 70923 00 Billing	6,500.00	1,226.31	2,536.41	3,963.59	39.02
2102 7060 70924 00 Insurance	7,200.00	0.00	7,200.00	0.00	100.00
2102 7060 70925 00 Audit	4,000.00	0.00	0.00	4,000.00	0.00
2102 7060 70926 00 Supplies	6,000.00	222.88	2,597.50	3,402.50	43.29
7060 Administration	23,700.00	1,449.19	12,333.91	11,366.09	52.04
2102 7070 70300 00 Water Debt	434,677.00	0.00	0.00	434,677.00	0.00
2102 7070 70940 00 Interest	19,644.00	0.00	60,701.55	(41,057.55)	309.01
7070 Debt Service	454,321.00	0.00	60,701.55	393,619.45	13.36
2102 7080 70800 00 Water- Capital	100,000.00	0.00	0.00	100,000.00	0.00
7080 Capital	100,000.00	0.00	0.00	100,000.00	0.00
2102 7081 70005 00 North Reservoir	0.00	0.00	9,399.00	(9,399.00)	0.00
2102 7081 70603 00 Control Panel SCADA	0.00	0.00	4,100.02	(4,100.02)	0.00
2102 7081 70604 00 Distribution	0.00	4,450.00	4,450.00	(4,450.00)	0.00
2102 7081 71303 00 WATER MANAGEMENT PLAN	0.00	0.00	575.00	(575.00)	0.00
Total Expenses	0.00	4,450.00	18,524.02	(18,524.02)	0.00
Total Expenses	1,258,858.00	52,507.75	416,066.03	842,791.97	33.05



Town of Jamestown
Finance Department
Town Hall
93 Narragansett Avenue
Jamestown, Rhode Island 02835-1199
401-423-9809 Fax 401-423-7229
Email: ccollins@jamestownri.net

Christina D. Collins
Finance Director

MEMORANDUM

TO: Honorable Town Council, Town Administrator

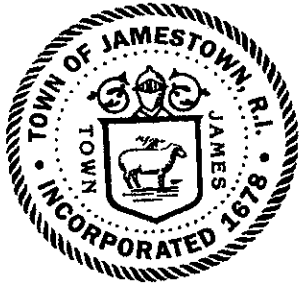
FROM: Christina D. Collins, Finance Director

DATE: January 16, 2020

SUBJECT: Refunding Savings – Clean

Rhode Island Infrastructure Bank, the issuer of the Town's Sewer bond recently had a refunding which the Town realized a one-time savings of \$8,337.51. These funds will be placed in a restrictive account and can be used for a sewer project or a sewer capital expense.

If anyone has any questions or concerns please do not hesitate to contact me.



Town of Jamestown
Town Administrator
93 Narragansett Avenue
Jamestown, Rhode Island 02835-1199
401-423-9805
Email: jhainsworth@jamestownri.net

Jamie A. Hainsworth
Town Administrator

MEMORANDUM TO: Honorable Town Council
FROM: Town Administrator, Jamie A. Hainsworth
DATE: 1/16/20
SUBJECT: Town Administrator's Update

Short Term Rentals-Air B&B's

My understanding is you are interested in taking suggestions into building a solid plan. The Administration has begun looking into this issue, I have spoken to the Town Planner. We believe if you decide to move forward on this issue then the Planning Department/ Board must be involved from the ground up. I suggest this be given to them for their review.

U.S. Department of Housing & Urban Development letter:

I have spoken briefly to the Chair of the Jamestown Housing Commission concerning a letter from HUD. I have asked him to review and look into the matter with the rest of the board members and write back to me with their findings.

Fireworks Display Fourth of July:

The Finance Director, Recreation Director and I met with Mr. Bob Bailey to discuss his past involvement, logistics and the future. He is stepping away this year but indicates he will give his historical help and utilize his connections from past events. Mr. Bailey also said he is trying to recruit new leadership to take the event over and wants a couple of weeks as he hopes to prevail.

Jamestown Boat Yard /CRMC application

Since the last meeting the Town Clerk has received about forty pieces of correspondence about this matter along with a large amount of information. All of this has been sent to the solicitor handling the matter for the Town. As of our conversation today, she requests with this large amount of material to digest that this be continued to the February 3rd meeting.

Administrators Report Date: 1/16/20

CRMC Public Notices:

CRMC # 2019-12-055 Applicant Walrus & Carpenter Oysters, LLC. Seeking to expand their current 2-acre floating farm in the west passage to 7.8 acres and move the current location. Current location is 0.2 miles from the shore, seeks to move 0.65 miles from the shore. There is a letter on file from a home owner on Westwind Drive in support along with others neighbors and sites this is part of a resolution to their past complaints and a result of mediation. Comment period ends 1/30/2020.

CRMC # 2019-12-079 Applicant Seakist Aquaculture, LLC. Seeking to expand their floating farm located off the west side of the Island, proposing to use low profile floating baskets from 3.8 acres to 8.7 acres. I didn't receive any letters for or against in the copy of the application.
Comment period ends 2-6-20.



CISF, Letter from Meg Myles:

I have not found the time or opportunity to look into this as of today, I do plan on beginning a conversation with Ms. Myles, along with the Recreation Director and other Department Heads that could become involved within the next couple of weeks.

January

Sun	Mon	Tues	Wed	Thurs	Fri	Sat
			1 New Year's Day Town Hall Closed	2 CIAA Intake 1:00 – 6:00	3	4
5	6 Town Council Interviews: 6:00 pm Town Council Meeting: 6:30 pm	7	8 Probate Court 9 am Housing Authority 10am (PA) Harbor Commission 7 pm	9 CIAA Opening 5:30 – 7:30	10	11
12	13	14 Library Board of Trustees 5pm (JPL) Conservation Commission 7pm (CR)	15 Town Council Agenda & Bills Deadline @ Noon Planning Commission 7 pm	16 Traffic Committee 6 pm Town Council Packets	17	18
19	20 Martin Luther King Day Town Hall Closed	21 Tree Committee 6:45pm (JPL) Town Council/Water & Sewer: 6:30 pm	22	23 Post Museler/Sears Appeal Agenda	24	25
26	27	28 Zoning Board of Review 7pm	29 Town Council Agenda & Bills Deadline @ Noon Town Council Packets	30	31 Town Council Museler Appeal Hearing @10	

February

Sun	Mon	Tues	Wed	Thu	Fri	Sat
	<p>3</p> <p>Town Council Meeting: 6:30 pm</p>	<p>4</p> <p>Probate Court 9am</p>	<p>5</p> <p>Planning Commission 7pm</p>	<p>6</p>	<p>7</p> <p>Town Council Museler/ Sears Appeal Hearing @10</p>	<p>8</p>
<p>9</p>	<p>10</p>	<p>11</p> <p>Library Board of Trustees 5pm (JPL) Conservation Commission (CR) 7pm</p>	<p>12</p> <p>Housing Authority 10am (PA) Harbor Commission 7pm Town Council Agenda & Bills Deadline @ Noon</p>	<p>13</p> <p>Town Council Packets</p>	<p>14</p> 	<p>15</p>
<p>16</p>	<p>17</p> <p>President's Day Town Hall Closed</p> 	<p>18</p> <p>Town Council/Water & Sewer: 6:30 pm Tree Committee 6:45pm (JPL)</p>	<p>19</p> <p>Planning Commission 7pm</p>	<p>20</p> <p>Traffic Committee 6pm</p>	<p>21</p>	<p>22</p>
<p>23</p>	<p>24</p>	<p>25</p> <p>Zoning Board of Review 7pm</p>	<p>26</p> <p>Town Council Agenda & Bills Deadline @ Noon</p>	<p>27</p> <p>Town Council Packets</p>	<p>28</p>	<p>29</p>



Edward A. Mello
Chief of Police

JAMESTOWN POLICE DEPARTMENT

250 Conanicus Avenue, Jamestown, RI 02835

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

www.jamestownri.net/police



MEMORANDUM

TO: Jamie Hainsworth, Town Administrator
FROM: Chief Edward A. Mello
DATE: January 9, 2020
SUBJECT: 2020 Harbor Rates

Jamie

Please find attached the proposed 2020 Harbor Rates. The Harbor Commission approved them at the January 8, 2020 meeting. These must be submitted to the Council following your review.

Respectfully,

Chief Edward Mello



Jamestown Harbor Office

250 Conanicus Avenue
 Jamestown, RI 02835
 (401) 423-7190

2020 PROPOSED HARBOR PERMIT RATES

Approved by The Jamestown Harbor Commission on 1/8/2020

Permit Type	2019 Rate	2020 Proposed Rate
Resident Mooring (per foot)*	\$4.60	\$4.60
Non-Resident Mooring (per foot)*	\$9.20	\$9.20
Commercial Mooring (per foot)	\$9.20	\$9.20
Yacht Club Mooring (flat rate)*	\$1,365.00	\$1,365.00
Recreational Outhaul (flat rate)*	\$500.00	
West Ferry Recreational Outhaul Rate*	\$500.00	\$550.00
Ft. Getty Recreational Outhaul Rate*	\$500.00	\$500.00
Commercial Outhaul (flat rate)*	\$430.00	
West Ferry Commercial Outhaul Rate*	\$430.00	\$500.00
Ft. Getty Commercial Outhaul Rate*	\$430.00	\$430.00
Recreational Pier (per foot)*	\$80.00	\$80.00
Commercial Pier (per foot)*	\$40.00	\$40.00
Beach - Under 12' (flat rate)*	\$63.00	\$63.00
Beach - Over 12' (per foot of beam)*	\$25.00	\$25.00
Wait List Fees (flat rate)**	\$11.00	\$11.00
Late Fee (per month)	\$100.00	\$100.00
West Ferry Dinghy Dock *	\$450.00	\$450.00

*Plus \$6 user fee for Online Mooring

**Initial application only

Erin Liese

From: Joseph Pinheiro <jpinheiro427@gmail.com>
Sent: Tuesday, November 19, 2019 10:05 AM
To: Erin Liese
Subject: Sunset Beach Aquaculture Inquiry
Attachments: IMG_20191116_091131048.jpg

Hi, we spoke on the phone a couple of weeks back, regarding being put on the agenda for December. I attached my Memorandum issued by the Town Council. It states we are up for review in December. We will be attending the harbor commission meeting December 13th and would like to be put on the agenda for the second town council meeting in December, after the harbor commission meeting. Please let me know your thoughts. Thank you!

Joseph Pinheiro
Sunset Beach Aquaculture
Jamestown



Edward A. Mello
Chief of Police

JAMESTOWN POLICE DEPARTMENT

250 Conanicus Avenue, Jamestown, RI 02835

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

www.jamestownri.net/police



MEMORANDUM

TO: Jamie Hainsworth, Town Administrator
FROM: Chief Edward A. Mello
DATE: January 8, 2020
SUBJECT: Fort Getty; upweller pilot program

Jamie,

In 2018, Joe and Tony Pinheiro began discussions with the Jamestown Harbor Commission (JHC) and requested permission to "install" upwellers at the Fort Getty Pier. The upwellers would be used to cultivate oyster seed until such time that they reach an adequate size and then be moved to their oyster farm located off of Zeek's Creek.

In 2018, members of the Harbor Commission Facilities Sub-committee and I met with the Pinheiros on several occasions to discuss the proposal. Included in the discussion was the North Kingstown model in which the Town realized infrastructure benefits as the result of a similar partnership as well as the desire to maintain public benefit and access. Also discussed was the reality that this would be exclusive to the Pinheiros without a public bidding process and the need for Town Council approval as this use is outside the scope of authority granted to the Harbor Commission.

The Pinheiro's currently have two permits at Fort Getty, which allow them to operate two vessels from the pier. They are both used for commercial fishing purposes. A 19 foot vessel and a 25 foot vessel are both currently permitted and charged a collective rate of \$ 1772.00 per year.

They are currently limited to 160 square feet of work area on the pier deck.

On, March 13, 2019 the JHC recommended to the Town Council that a pilot program be permitted. On April 1, 2019, the Town Council approved the pilot program with conditions as set forth in the attached letter (Attachment A). This included an assessment at the end of the season.

On December 11, 2019, I provided the JHC with my recommendation to terminate the pilot program based on the concerns outlined in the attached memo (Attachment B).

On January 8, 2020, the JHC voted to recommend the extension of the pilot program for the 2020 season with the following conditions to be considered:

- Size of float shall be no greater than 4' by 20'
- Vessel shall meet all local, state and federal requirements
- Shall be considered an extension of the pilot program subject to reassessment in December 2020
- No equipment shall be left on the pier deck outside of the designated work area of 160 s.f.
- Sorter and equipment shall be removed from pontoon boat and deck when not in use
- Insurance and/or bond requirement to be established by the Town
- Harbormaster shall have full authority to remove all equipment at any time
- Required removal of equipment based upon predicted inclement weather conditions
- Rate shall be consistent with current vessel rate; subject to reassessment in December 2019
- Vessels and all equipment when not in use shall be removed from Town property in accordance with all local, state laws, rules and regulations
- No public access shall be permitted onto the float
- No electricity to be used for operation
- Must obtain CRMC permit
- The Town's Insurance Carrier has indicated that the following insurance coverage must be provided; please provide me a copy of the binder listing the coverage detail:
- Minimum General Liability limits: \$1,000,000 per occurrence, \$2,000,000 in aggregate with carrier rated B+ or better by A.M. Best or national rating agency
- List the Town of Jamestown as an additional insured – Endorsement CG 20 37
- The Town will not waive subrogation rights as the Trust General Liability Policy has an express restriction against agreeing to such a waiver.

I request that this matter be scheduled for consideration by the Town Council at the next available meeting.



Jamestown Harbor Office

250 Conanicus Avenue
Jamestown, RI 02835
(401) 423-7190

April 10, 2019

Sunset Oyster Farms
C/o Tony and Joe Pinheiro
161 Beacon Avenue
Jamestown RI 02835

Dear Tony and Joe;

At meeting of April 1, 2019, the Jamestown Town Council considered your request to place a floating upweller to be located at Fort Getty. This consideration and request was the result of the recommendation of the Jamestown Harbor Commission (JHC). The JHC recommended approval with specified conditions.

As a result, the Jamestown Town Council approved your proposal with the following stipulations:

- Size of float shall be no greater than 4' by 20'
- Shall be considered a one-year pilot program subject to reassessment in December 2019
- No equipment shall be left on the pier deck outside of the designated work area of 160 s.f.
- Sorter and equipment shall be removed from pontoon boat and deck when not in use
- Insurance and/or bond requirement to be established by the Town
- Harbormaster shall have full authority to remove all equipment at any time
- Required removal of equipment based upon predicted inclement weather conditions
- Rate shall be consistent with current vessel rate; subject to reassessment in December 2019
- Vessels and all equipment when not in use shall be removed from Town property
- No public access shall be permitted onto the float
- No electricity to be used for operation
- Must obtain CRMC permit

The Town's Insurance Carrier has indicated that the following insurance coverage must be provided; please provide me a copy of the binder listing the coverage detail:

Minimum General Liability limits: \$1,000,000 per occurrence, \$2,000,000 in aggregate with carrier rated B+ or better by A.M. Best or national rating agency

List the Town of Jamestown as an additional insured – Endorsement CG 20 37

The Town will not waive subrogation rights as the Trust General Liability Policy has an express restriction against agreeing to such a waiver

Chief Edward A. Mello

Executive Director, Jamestown Harbor Commission



Jamestown Harbor Office

250 Conanicus Avenue

Jamestown, RI 02835

(401) 423-7190

December 6, 2019

Reference: Pilot Program Fort Getty Upweller

Jamestown Harbor Commission Members;

In March of 2019, Joseph and Antonio Pinheiro requested the use of the Fort Getty Pier for the purpose of installing upwellers in order to cultivate oysters. The Pinheiros indicated that the space to be used would be in lieu of the permitted space currently rented for the dockage of their 19' boat at a rate of \$760 per year. The proposal included detailed photos, which depicted a "pontoon" type vessel from which the oyster cages would be hung below. The Jamestown Harbor Commission recommended approval of the request to the Town Council as a pilot program to be reassessed in December 2019. The Town Council subsequently approved this recommendation.

On April 10, 2019, an approval letter was issued listing the specific conditions. (See attached A)

During the period of the pilot program, several on-site inspections were made by Town staff. At no time was the pontoon boat seen in operation. However, several cages were "strung" off the pier. (See attached photo B) This was in contrast as to what was proposed.

On several occasions, excessive equipment was stored on the pier itself. This was in violation of a specific condition of the approval program. (See attached photo C)

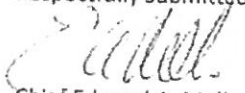
On November 8, 2019, I was requested by Andy Wade, Recreation Director to notify six (6) individuals that their boats and/or trailers were being stored at Ft. Getty without approval. This included a boat and trailer belonging to Pinheiro. Joe was notified via email on November 8. He replied questioning the process and ordinance. (See attached D). All other boats/trailers were subsequently removed by November 28, 2019.

This is similar to the same violation, which began on November 18, 2014 in which a boat belonging to Pinheiro was left at Ft. Getty. This matter was not resolved until March 23, 2015 when the boat was removed. This matter included an appeal to the JHC.

As previously stated, my concern remains with the level of staff time and involvement in managing such a program in which the party is not compliant with the terms as designated by the agreement. Keeping in mind that this generates no additional income to the Town. As such, it is my recommendation to terminate the pilot program.

With that, I would urge the JHC and Town staff to assemble a formal public process to solicit proposals from all commercial operators. This would be similar to what we have seen in other communities such as North Kingstown. This would not exclude the Pinheiros, but would create a path to a more formal process and program, which would consider benefits to all parties.

Respectfully submitted,



Chief Edward A. Mello
Executive Director

A



Jamestown Harbor Office

250 Conanicus Avenue
Jamestown, RI 02835
(401) 423-7190

April 10, 2019

Sunset Oyster Farms
C/o Tony and Joe Pinheiro
161 Beacon Avenue
Jamestown RI 02835

Dear Tony and Joe;

At meeting of April 1, 2019, the Jamestown Town Council considered your request to place a floating upweller to be located at Fort Getty. This consideration and request was the result of the recommendation of the Jamestown Harbor Commission (JHC). The JHC recommended approval with specified conditions.

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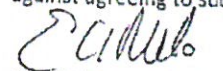
- Size of float shall be no greater than 4' by 20'
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- No equipment shall be left on the pier deck outside of the designated work area of 160 s.f.
- Sorter and equipment shall be removed from pontoon boat and deck when not in use
- Insurance and/or bond requirement to be established by the Town
- Harbormaster shall have full authority to remove all equipment at any time
- Required removal of equipment based upon predicted inclement weather conditions
- Rate shall be consistent with current vessel rate; subject to reassessment in December 2019
- Vessels and all equipment when not in use shall be removed from Town property
- No public access shall be permitted onto the float
- No electricity to be used for operation
- Must obtain CRMC permit

The Town's Insurance Carrier has indicated that the following insurance coverage must be provided; please provide me a copy of the binder listing the coverage detail:

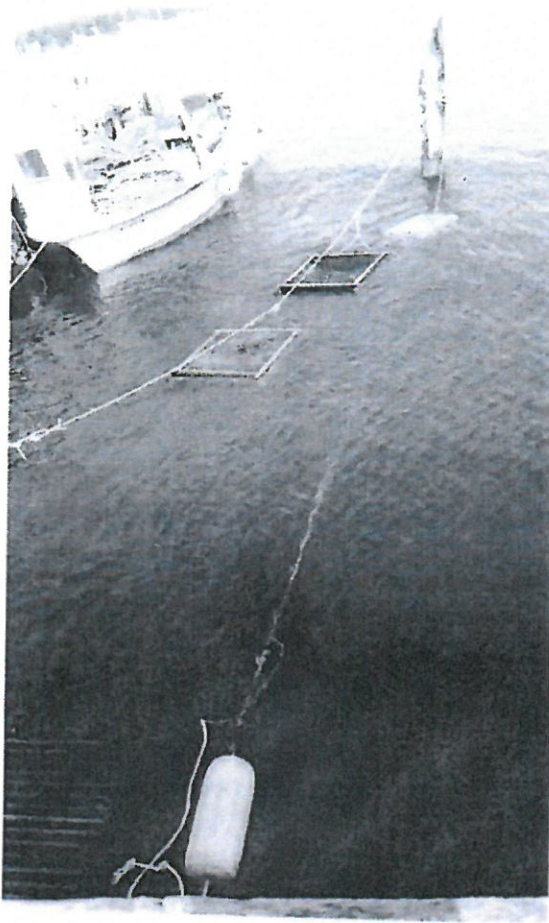
Minimum General Liability limits: \$1,000,000 per occurrence, \$2,000,000 in aggregate with carrier rated B+ or better by A.M. Best or national rating agency

List the Town of Jamestown as an additional insured – Endorsement CG 20 37

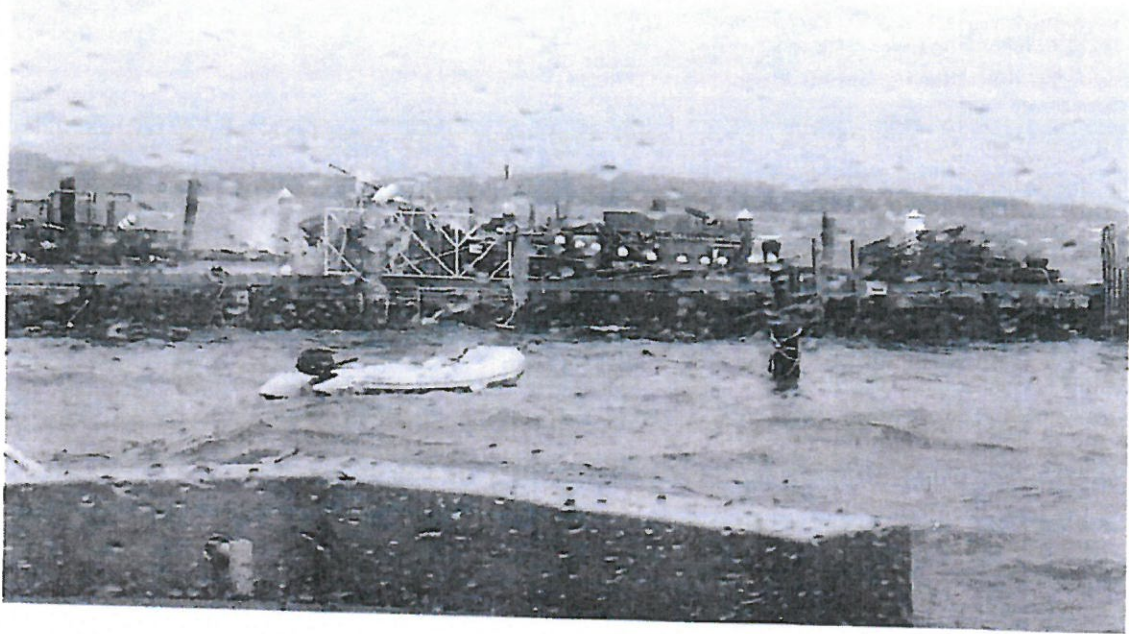
The Town will not waive subrogation rights as the Trust General Liability Policy has an express restriction against agreeing to such a waiver


Chief Edward A. Mello

Executive Director, Jamestown Harbor Commission



B



C

Chief Edward Mello

D

From: Kim Devlin
Sent: Friday, December 06, 2019 10:15 AM
To: Chief Edward Mello
Subject: FW: Boat Trailers

Kim Devlin
Jamestown Police and Harbor Office
250 Conanicus Avenue
Jamestown, RI 02835
401-423-1213 x4339

From: Kim Devlin
Sent: Tuesday, November 12, 2019 8:17 AM
To: 'Joseph Pinheiro' <jpinheiro427@gmail.com>
Subject: RE: Boat Trailers

Per Chief, the trailers should be removed from Ft. Getty.

Kim Devlin
Jamestown Police and Harbor Office
250 Conanicus Avenue
Jamestown, RI 02835
401-423-1213 x4339

From: Joseph Pinheiro [mailto:jpinheiro427@gmail.com]
Sent: Friday, November 08, 2019 5:40 PM
To: Kim Devlin <kdevlin@jamestownri.net>
Subject: Boat Trailers

I was sure it was ok per the ordinance? Is there some type of process I need to go through to resolve the issue?

On Fri, Nov 8, 2019, 3:35 PM Kim Devlin <kdevlin@jamestownri.net> wrote:

Per request of the Jamestown Recreation Department; please remove your boat and/or trailer from the Ft. Getty area.

This is not permitted and should be removed immediately.

Failure to do so will result in the Town removing the property at your expense.

Thank you.

Seamus O. Hames, Education Director
Jamestown Arts Center
18 Valley St.
Jamestown, RI 02835

Town Council
93 Narragansett Ave.
Jamestown, RI 02835

Dear Town Council Members:

I'm writing on behalf of the Jamestown Arts Center for support for our upcoming Summer Camp, tentatively called "Environmental Arts Camp". We hope we can include this camp as part of the Educational Outreach programming we're planning to offer to accompany the OAE project next year.

Part of the goal of the OAE (Outdoor Arts Experience) is to celebrate the island of Jamestown, including its "natural resources and environment". This camp would focus on environmental issues facing the town of Jamestown and Narragansett Bay and teach kids about the importance of clean water, as well as incorporating lessons regarding past examples of effective environmental arts activism. The camp would culminate in painting a small selection of catch basins in the neighborhood along Watson Avenue with stencils containing slogans such as "Don't Dump: Drains to the Bay", etc. As with all the OAE public art efforts, these paintings would be temporary and created with "milk paint", a nontoxic, safe option that will erode quicker than typical paints. Students will choose from a series of pre-approved stencils that can be customized by the student, but still remain faithful to the designs that have been approved by the town.

This effort is the latest incarnation of the "Storm Drain Project" which began in 2015 in collaboration with the Conservation Commission, but was never completed due to the lack of proper approvals from the town. With that lesson in mind, we are now seeking to complete the project by keeping it attainable and achievable within a week of our Summer Camp (to be scheduled during the months of July-August 2020), and to ensure that all appropriate channels to complete this project are taken.

Once the town initially approves this project, we will begin canvassing the neighborhood and seeking approval from neighbors. Any additional details the town may need (such as details on the design of the stencil, its color and size) after which we will return to the council for a final approval. We believe that this will allow us at the JAC to fulfill the original idea of the Storm Drain project, while giving it a new life as Environmental Arts Camp (part of the public outreach our island-wide OAE exhibition). Our goal is that the camp contributes to the overall body of environmental knowledge of our students, and to educate them about effective approaches to arts activism.

We would love the opportunity to be placed on the Agenda for a Town Council meeting in the near future. Please let us know if that is possible, and when we can expect to present our project to the Council for approval.

Thank you for your time!

Seamus O. Hames


January 2020

Erin Liese

From: David E. Dolce <ddolce@narragansettri.gov>
Sent: Tuesday, January 7, 2020 3:57 PM
To: Erin Liese
Cc: Christine Brochu
Subject: D. Dolce for tax brd of review

Dear Honorable Town Council,

I would like to be considered to fill the vacancy of a full member of the tax board of review.

Sincerely,
David E Dolce

David E Dolce
Narragansett Tax Assessor
25 Fifth Avenue
Narragansett, RI 02882
(o) 401-782-0604
c 401-374-2858

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**PUBLIC HEARING
TOWN OF JAMESTOWN**

17 Notice is hereby given that the Town Council of the Town of Jamestown will conduct a public
18 hearing on February ____, 2020 at ____ p.m. at the Jamestown Town Hall, 93 Narragansett
19 Avenue on the following proposed amendments to the Code of Ordinances, Chapter 78 regarding
20 the Harbor Management Ordinance. Opportunity shall be given to all persons interested to be
21 heard upon the matter at the public hearing. The following proposed ordinance amendments are
22 under consideration and may be adopted and/or altered or amended prior to the close of the
23 public hearing without further advertising, as a result of further study or because of the views
24 expressed at the public hearing. Any alteration or amendment must be presented for comment in
25 the course of the public hearing. The proposed amendments are available for review and/or
26 purchase at the Town Clerk's Office between the hours of 8:30 a.m. and 4:30 p.m., Monday
27 through Friday, excluding Holidays and for review at Jamestownri.net, go to Clerkbases link on
28 the Town's homepage.

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Section 1. The Town Council of the Town of Jamestown hereby ordains that the Jamestown
Code of Ordinances, Chapter 78, as the same may have been heretofore amended, is hereby
amended by changing the text of the Chapter, as follows:

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

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

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

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

By Order of the Town Council
Erin F. Liese, CMC
Town Clerk

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

Ad Date(s):

Publication Source: Jamestown Press

Hearing Date:

Action:

Certified:

1 EXHIBIT A

2 Chapter 78 - WATERWAYS

3 ARTICLE I. – IN GENERAL

4 ...

5 Sec. 78-22. Definitions.

6 The following words, terms, and phrases, when used in this article, shall have the
7 meanings ascribed to them in this section, except where the context clearly indicates a
8 different meaning:

9 *Abandoned Vessel:* A vessel that is inoperable and is left unattended for more
10 than seventy-two (72) hours, or a vessel that has remained illegally in the waters of
11 Jamestown for a period of more than three (3) days,

12 ...

13 *Season:* ~~April 1 to October 31~~ March 1 through November 15 of each year.

14 ...

15 *Waters of the town:* The harbor and coastal waters under town jurisdiction
16 described in sections 78-23, 78-24 and 78-34; Appendix A of this article.

17
18 Sec. 78-23. Areas under jurisdiction.

19 The Town of Jamestown hereby assumes management authority for the purposes of
20 this article consistent with the powers, duties, and authorities granted under G.L. 1956,
21 46-4-6.9 over the following waters:

22 (a) *Harbor waters.* The waters of the two harbors—East Harbor and West (Dutch)
23 Harbor. The boundaries of these harbors are defined in section 78-24 and 78-34;
24 Appendix A of this article.

25
26 (b) *Coastal waters.* All waters bordering the town from the shore to a distance of 500
27 feet seaward not included in the designation "harbor waters" or the "mooring areas" of
28 which are defined in section 78-24 and 78-34; Appendix A below.

29
30 (c) *Mooring areas.* The waters within areas defined in section 78-24 and 78-34;
31 Appendix A of this article.

1
2
3 There are no public, commercial, not-for-profit, or other entities that exercise
4 management authority over all mooring areas in Jamestown.
5

6 The Town has established municipal shoreline zoning districts, as detailed in the
7 Jamestown Zoning Ordinance.
8
9

10 **Sec. 78-24. Harbor and mooring area boundaries.**

11 Refer to 78-34; Appendix A of this article. Refer to Appendix A within the
12 Comprehensive Harbor Management Plan for maps of the harbor boundaries and
13 specific areas within the harbor boundaries.
14

15 **Sec. 78-25. Rights-of-way to the water.**

16 (a) No person shall block, barricade, or in any way impede the public use of or access
17 to designated public rights-of-way to the water as defined by the Rhode Island Coastal
18 Resources Management Council ("RICRMC") or the town of Jamestown.
19

20 (b) No person shall park or store a vessel, vehicle, or structure on a designated public
21 right-of-way to the water as defined by the RICRMC or the Town of Jamestown. Vessels
22 may be stored on the ground at designated beaches or in racks on town property
23 constructed with permission of the harbor commission. The harbor clerk shall issue
24 permits for doing so at fees to be set by the harbor commission and shall maintain
25 waiting lists for these privileges if appropriate.
26

27 (c) Any person in violation of this section of the ordinance after due notice shall be
28 subject to a fine in accordance with section 78-27 of this article ("regulated activities").
29 After due notice town personnel may clear a right-of-way at the violator's expense.
30

31 **Sec. 78-26. Mooring and outhaul regulations.**

32 (a) *Permitting.* No mooring or outhaul shall be located or maintained in the harbor or
33 coastal waters of Jamestown until a permit has been issued for the use of such mooring
34 or outhaul by the harbormaster. No mooring or outhaul shall be permitted until the
35 harbormaster has determined that it conforms to the specifications set forth in this
36 article and in any other conditions established by the state or town. The harbormaster is
37 responsible for the precise location of every mooring or outhaul, with due regard to

1 space available, to the maximizing of available space, and to the safety of the vessel.
2 Individuals holding a permit may renew it annually upon payment of the appropriate fee
3 subject to compliance with all of the conditions of this section. A mooring or outhaul
4 permit may, upon notice, be revoked at any time for failure to comply with conditions
5 established by this article or by any applicable state or town regulations.

6
7 ...

8
9 (e) *Private mooring application procedures.*

10
11 (1) *New mooring or outhaul applications.* Every applicant, riparian and non-
12 riparian, for a new private mooring or outhaul permit shall submit a mooring permit
13 waiting list application form. This form application shall contain the name, mailing
14 address, resident status, and relevant telephone numbers of the applicant and the
15 desired location of, and point of access to, the proposed mooring or outhaul. ~~The~~
16 ~~harbormaster or executive director shall notify the applicant and the harbor clerk in~~
17 ~~writing within five days whether, given the availability of space, the applicant may apply~~
18 ~~on the same schedule and on the same application form as renewal applicants or must~~
19 ~~be placed on a waiting list.~~ To be placed and kept on the waiting list, applicants must,
20 on an annual basis, ~~fill out and return~~ renew a brief waiting-list renewal application sent
21 to the applicant by the harbor clerk and pay any waiting list fees requested. If the
22 renewal application and fee are not received by a date set in the renewal application, a
23 second notice will be sent; if there is no response within 30 days, the applicant will be
24 deleted from the waiting list.

25
26 (2) *Renewal permit applications.* Mooring or outhaul permits must be renewed
27 annually. Every applicant for a private mooring or outhaul permit must show ownership
28 of a vessel in need of a mooring, except for the guest moorings of owners of riparian
29 property as granted in subsection 78-26(c), above. The harbor clerk shall mail renewal
30 permit applications in ~~March~~ December to existing individual permit holders with a return
31 deadline of ~~May 15~~ January 31. The completed application forms shall contain at least
32 the following information: i) the name, summer and winter mailing address, [and]
33 resident status, and relevant telephone numbers of the applicant; ii) the type of vessel
34 and whether it is recreational or commercial; iii) the length, beam, draft, displacement,
35 type of sanitation system, and name of the vessel; iv) a copy of the vessel's registration
36 or documentation certificate in the name of the applicant or a person to whom the permit
37 may be transferred under [subsection] 78-26(h)(2); v) the size, type, proof of inspection,
38 and precise location of the existing mooring; vi) the point of access to the mooring or
39 outhaul; vii) if applicable, the storage location of the dinghy; and viii) the date the vessel



Town of Jamestown
Finance Department
Town Hall
93 Narragansett Avenue
Jamestown, Rhode Island 02835-1199
401-423-9809 Fax 401-423-7229
Email: ccollins@jamestownri.net

Christina D. Collins
Finance Director

MEMORANDUM

TO: Jamie A. Hainsworth, Town Administrator

FROM: Christina D. Collins, Finance Director

DATE: January 16, 2020

SUBJECT: Budget to Actual

Attached is Budget to Actual report for the Fiscal Year 2019/2020. The report contains the expenses that have been paid through December 31, 2019.

Please do not hesitate to contact me with any questions or concerns.

Budget vs Actual - Expenditures
TOWN OF JAMESTOWN, RI
For 12/31/2019

Run: 1/16/2020 at 10:02 AM

	Annual Budget	P-T-D Actual	Y-T-D Actual	Remaining \$	% of Budget
1100 7001 70101 00 Salaries	13,800.00	3,450.00	6,900.00	6,900.00	50.00
1100 7001 70302 00 Fees And Supplies	1,000.00	0.00	100.00	900.00	10.00
1100 7001 70305 00 Advertising	1,000.00	0.00	160.00	840.00	16.00
Town Council Expenses	15,800.00	3,450.00	7,160.00	8,640.00	45.32
1100 7002 70101 00 Salaries w/ longevity	123,438.00	0.00	64,509.29	58,928.71	52.26
1100 7002 70102 00 Salary, Clerical	67,895.00	4,944.00	36,530.13	31,364.87	53.80
1100 7002 70302 00 Fees And Supplies	2,500.00	0.11	493.04	2,006.96	19.72
1100 7002 70303 00 Travel Expenses	12,000.00	0.00	1,500.00	10,500.00	12.50
Town Administrator Expenses	205,833.00	4,944.11	103,032.46	102,800.54	50.06
1100 7003 70101 00 Salaries	5,498.00	433.48	2,817.62	2,680.38	51.25
1100 7003 70302 00 Fees And Supplies	1,600.00	90.49	(2,602.23)	4,202.23	(162.64)
Probate Court Expenses	7,098.00	523.97	215.39	6,882.61	3.03
1100 7004 70101 00 Salaries	5,300.00	1,309.00	2,618.00	2,682.00	49.40
1100 7004 70102 00 Salary, Clerical	1,400.00	0.00	90.00	1,310.00	6.43
1100 7004 70103 00 Salaries, Moderator & Sergeant	1,450.00	323.68	647.36	802.64	44.65
1100 7004 70104 00 Election Supervisors	3,350.00	0.00	0.00	3,350.00	0.00
1100 7004 70302 00 Fees And Supplies	2,500.00	0.00	81.20	2,418.80	3.25
1100 7004 70305 00 Advertising And Printing	1,000.00	0.00	0.00	1,000.00	0.00
Election and Town Meeting Expenses	15,000.00	1,632.68	3,436.56	11,563.44	22.91
1100 7005 70201 00 Professional Services - Legal	115,000.00	6,500.00	35,306.00	79,694.00	30.70
Legal Expenses	115,000.00	6,500.00	35,306.00	79,694.00	30.70
1100 7006 70101 00 Salaries	74,374.00	5,384.60	61,216.19	13,157.81	82.31
1100 7006 70102 00 Salary, Clerical	95,320.00	7,098.00	49,468.73	45,851.27	51.90
1100 7006 70302 00 Fees, Supplies & Dues	29,000.00	153.42	9,970.54	19,029.46	34.38
1100 7006 70305 00 Advertising	2,600.00	616.00	616.00	1,984.00	23.69
Clerks And Records Expenses	201,294.00	13,252.02	121,271.46	80,022.54	60.25
1100 7007 70101 00 Salaries	84,496.00	6,109.70	46,719.78	37,776.22	55.29
1100 7007 70102 00 Salary, Clerical	40,239.00	2,898.00	22,292.44	17,946.56	55.40
1100 7007 70201 00 Planning Commission	7,150.00	0.00	0.00	7,150.00	0.00
1100 7007 70302 00 Fees, Supplies & Dues	5,500.00	0.00	2,026.62	3,473.38	36.85
1100 7007 70305 00 Advertising	400.00	0.00	185.00	215.00	46.25
Planning Expenses	137,785.00	9,007.70	71,223.84	66,561.16	51.69
1100 7008 70201 00 Salaries, Zoning Board	8,000.00	125.00	1,425.00	6,575.00	17.81
1100 7008 70302 00 Fees, Supplies & Dues	3,500.00	(358.74)	(1,624.99)	5,124.99	(46.43)
Zoning Expenses	11,500.00	(233.74)	(199.99)	11,699.99	(1.74)
1100 7009 70900 00 Social Security Tax	314,660.00	23,416.89	173,340.22	141,319.78	55.09
1100 7009 70901 00 Blue Cross/Delta Dental	716,132.00	48,345.59	305,062.47	411,069.53	42.60
1100 7009 70902 00 Worker's Compensation	85,000.00	0.00	79,090.00	5,910.00	93.05
1100 7009 70903 00 Retirement System	310,000.00	20,255.76	125,201.31	184,798.69	40.39
1100 7009 70906 00 Life Insurance	11,860.00	1,014.72	6,150.63	5,709.37	51.86
1100 7009 70907 00 General Liability Insurance	112,000.00	5,939.20	119,708.00	(7,708.00)	106.88
1100 7009 70910 00 Salary Adjustment	80,000.00	0.00	0.00	80,000.00	0.00
1100 7009 70911 00 FICA CLEARING ACCT	0.00	0.00	(0.12)	0.12	0.00
1100 7009 70912 00 OPEB	25,000.00	0.00	0.00	25,000.00	0.00
1100 7009 70920 00 Police Retiree Health	91,100.00	7,191.63	42,353.78	48,746.22	46.49
Personnel Expenses	1,745,752.00	106,163.79	850,906.29	894,845.71	48.74
1100 7010 70100 00 Salary, Finance Director	99,720.00	18,146.69	68,151.73	31,568.27	68.34
1100 7010 70101 00 Salaries- Dep. Tax Collector	70,046.00	5,110.51	33,936.95	36,109.05	48.45
1100 7010 70201 00 Professional Services	21,000.00	1,257.70	6,088.79	14,911.21	28.99
1100 7010 70302 00 Fees, Supplies & Dues	20,500.00	(978.12)	5,721.68	14,778.32	27.91
Finance Expenses	211,266.00	23,536.78	113,899.15	97,366.85	53.91
1100 7011 70101 00 Salaries	70,212.00	5,535.98	35,983.87	34,228.13	51.25
1100 7011 70302 00 Fees, Supplies, Dues	16,966.00	25.17	11,185.10	5,780.90	65.93
1100 7011 70305 00 Advertising	1,000.00	0.00	397.58	602.42	39.76
Tax Assessor Expenses	88,178.00	5,561.15	47,566.55	40,611.45	53.94
1100 7012 70201 00 Professional Services	22,000.00	3,463.00	24,735.00	(2,735.00)	112.43
Audit of Accounts Expenses	22,000.00	3,463.00	24,735.00	(2,735.00)	112.43
1100 7013 70201 00 IT- Consultant	55,000.00	7,687.50	19,447.50	35,552.50	35.36

Budget vs Actual - Expenditures
TOWN OF JAMESTOWN, RI
For 12/31/2019

Run: 1/16/2020 at 10:02 AM

	Annual Budget	P-T-D Actual	Y-T-D Actual	Remaining \$	% of Budget
1100 7013 70303 00 Software	20,000.00	0.00	12,973.02	7,026.98	64.87
Total Expenses	75,000.00	7,687.50	32,420.52	42,579.48	43.23
1100 7030 70302 00 EMA- SUPPLIES	7,500.00	0.00	2,755.00	4,745.00	36.73
EMA Expenses	7,500.00	0.00	2,755.00	4,745.00	36.73
1100 7031 70100 00 Salary, Police Chief	100,107.00	7,626.08	52,955.20	47,151.80	52.90
1100 7031 70101 00 Salaries - Police	824,203.00	63,268.60	404,655.49	419,547.51	49.10
1100 7031 70102 00 Police Longevity	54,862.00	0.00	24,385.28	30,476.72	44.45
1100 7031 70103 00 Police Benefits	50,357.00	7,549.24	29,003.84	21,353.16	57.60
1100 7031 70104 00 Police - OT	150,000.00	11,452.42	97,660.58	52,339.42	65.11
1100 7031 70105 00 Police Retirement	228,848.00	114,424.00	114,424.00	114,424.00	50.00
1100 7031 70111 00 Salary - Dispatch/Admin/Seasonal	218,987.00	16,534.86	114,209.71	104,777.29	52.15
1100 7031 70112 00 Dispatch, Longevity	13,913.00	0.00	0.00	13,913.00	0.00
1100 7031 70113 00 Dispatch - Benefits	10,930.00	1,702.40	5,107.20	5,822.80	46.73
1100 7031 70114 00 Dispatch - OT	16,500.00	1,460.48	12,306.43	4,193.57	74.58
1100 7031 70302 00 Fees & Supplies	21,000.00	1,013.95	5,961.16	15,038.84	28.39
1100 7031 70303 00 Computer Maintenance	18,500.00	37.50	24,745.08	(6,245.08)	133.76
1100 7031 70307 00 Building Maintenance	5,000.00	199.00	947.99	4,052.01	18.96
1100 7031 70308 00 Vehicle Insurance	8,197.00	0.00	8,197.00	0.00	100.00
1100 7031 70309 00 Telephone	14,500.00	644.54	6,341.64	8,158.36	43.74
1100 7031 70310 00 Personal Equipment	8,000.00	0.00	1,128.20	6,871.80	14.10
1100 7031 70311 00 Maintenance Of Uniforms	30,150.00	0.00	0.00	30,150.00	0.00
1100 7031 70312 00 Ammunition And Supplies	2,500.00	0.00	4,166.94	(1,666.94)	166.68
1100 7031 70313 00 Maintenance Of Police Cars	13,500.00	992.34	3,125.37	10,374.63	23.15
1100 7031 70314 00 Gas & Tires	25,000.00	2,583.22	13,220.92	11,779.08	52.88
1100 7031 70315 00 Training Of Members	15,000.00	3,004.19	16,385.18	(1,385.18)	109.23
1100 7031 70317 00 Maintenance Of Radio System	7,250.00	44.25	44.25	7,205.75	0.61
1100 7031 70318 00 Equipment	4,000.00	0.00	927.17	3,072.83	23.18
1100 7031 70322 00 Dispatch Uniforms	2,000.00	86.21	2,086.21	(86.21)	104.31
Police Protection Expenses	1,843,304.00	232,623.28	941,984.84	901,319.16	51.10
1100 7032 70100 00 Fire Chief/Fire Inspector	59,870.00	4,720.48	30,683.12	29,186.88	51.25
1100 7032 70102 00 Stipend, Deputy Fire Chief	2,000.00	0.00	0.00	2,000.00	0.00
1100 7032 70103 00 Stipend - Fire Inspector	18,633.00	1,469.28	9,532.37	9,100.63	51.16
1100 7032 70104 00 Fire Dept. Incentive Program	75,000.00	0.00	0.00	75,000.00	0.00
1100 7032 70105 00 Equip/Safety Maint. - Per Diem	20,000.00	1,271.00	7,246.75	12,753.25	36.23
1100 7032 70201 00 Service Cleaning Contract	6,720.00	559.00	3,354.00	3,366.00	49.91
1100 7032 70302 00 Fees And Supplies	18,540.00	163.49	2,573.39	15,966.61	13.88
1100 7032 70308 00 Vehicle Insurance	58,000.00	5,000.00	40,740.65	17,259.35	70.24
1100 7032 70309 00 Telephone	9,000.00	707.86	3,881.17	5,118.83	43.12
1100 7032 70313 00 Maintenance Of Fire Apparatus	29,500.00	11,598.41	35,447.51	(5,947.51)	120.16
1100 7032 70314 00 Gas, Tires & Oil	13,000.00	790.84	5,853.52	7,146.48	45.03
1100 7032 70315 00 Training Of Members	8,000.00	3,475.00	4,019.55	3,980.45	50.24
1100 7032 70317 00 Maintenance Of Radio System	5,500.00	0.00	766.69	4,733.31	13.94
1100 7032 70321 00 Electricity	16,000.00	0.00	4,568.66	11,431.34	28.55
1100 7032 70323 00 Oxygen & Air Packs	4,000.00	0.00	3,119.79	880.21	77.99
1100 7032 70324 00 Water	1,400.00	0.00	402.04	997.96	28.72
1100 7032 70325 00 Fire Equipment	16,000.00	3,299.17	6,540.35	9,459.65	40.88
1100 7032 70326 00 Fire Ext. Agent	2,500.00	0.00	979.50	1,520.50	39.18
1100 7032 70343 00 Heating	13,000.00	981.84	1,594.90	11,405.10	12.27
1100 7032 70344 00 Repairs And Maintenance	14,500.00	237.51	2,807.70	11,692.30	19.36
1100 7032 70399 00 Subscriptions & Journals	425.00	0.00	0.00	425.00	0.00
1100 7032 70900 00 Social Security Tax	8,291.00	0.00	0.00	8,291.00	0.00
1100 7032 70903 00 Fire Chief - Benefit	5,987.00	0.00	6,136.00	(149.00)	102.49
Fire Protection Expenses	405,866.00	34,273.88	170,247.66	235,618.34	41.95
1100 7033 70102 00 Salary, EMS Director	30,295.00	2,448.80	15,887.28	14,407.72	52.44
1100 7033 70103 00 Stipend - Medical Director	5,000.00	1,000.00	2,416.66	2,583.34	48.33
1100 7033 70104 00 ALS - Per Diem	224,976.00	17,588.00	106,724.00	118,252.00	47.44
1100 7033 70105 00 EMS Incentive Program	75,000.00	0.00	0.00	75,000.00	0.00
1100 7033 70106 00 EMT INSTRUCTORS	0.00	2,100.00	4,900.00	(4,900.00)	0.00
1100 7033 70302 00 Fees And Supplies	18,860.00	435.46	1,280.56	17,579.44	6.79
1100 7033 70308 00 Vehicle Insurance	26,000.00	0.00	24,855.00	1,145.00	95.60
1100 7033 70311 00 Maintenance Of Uniforms	8,000.00	0.00	981.80	7,018.20	12.27
1100 7033 70313 00 Maintenance of Vehicles	9,000.00	325.00	3,359.16	5,640.84	37.32
1100 7033 70315 00 Training Of Members	22,500.00	3,606.62	10,869.63	11,630.37	48.31
1100 7033 70330 00 EMS Building	8,000.00	178.49	1,092.82	6,907.18	13.66
1100 7033 70333 00 Ambulance Medical	20,000.00	1,075.77	9,983.90	10,016.10	49.92
1100 7033 70900 00 Social Security Tax	19,528.00	2,232.13	6,785.78	12,742.22	34.75
EMS Expenses	467,159.00	30,990.27	189,136.59	278,022.41	40.49

Budget vs Actual - Expenditures
TOWN OF JAMESTOWN, RI
For 12/31/2019

Run: 1/16/2020 at 10:02 AM

	Annual Budget	P-T-D Actual	Y-T-D Actual	Remaining \$	% of Budget
1100 7034 70101 00 Salary - Building Inspector	69,867.00	5,508.76	35,806.94	34,060.06	51.25
1100 7034 70102 00 Salary, Clerical	27,820.00	2,003.60	15,489.22	12,330.78	55.68
1100 7034 70117 00 Salary, Electrical Inspector	10,500.00	875.00	5,875.00	4,625.00	55.95
1100 7034 70118 00 Salary, Plumbing Inspector	5,250.00	437.50	3,041.00	2,209.00	57.92
1100 7034 70119 00 Salary, Mechanical Inspector	5,250.00	437.50	3,041.00	2,209.00	57.92
1100 7034 70302 00 Supplies And Expenses	5,500.00	104.47	4,169.22	1,330.78	75.80
1100 7034 70328 00 Hydrant Rental	170,000.00	0.00	0.00	170,000.00	0.00
Protection Services Expenses	294,187.00	9,366.83	67,422.38	226,764.62	22.92
1100 7041 70101 00 Salaries	55,839.00	3,917.92	25,673.48	30,165.52	45.98
1100 7041 70302 00 Fees And Supplies	1,000.00	0.00	0.00	1,000.00	0.00
Public Works Administration Expenses	56,839.00	3,917.92	25,673.48	31,165.52	45.17
1100 7042 70101 00 Salaries	42,204.00	3,327.36	21,587.37	20,616.63	51.15
1100 7042 70103 00 Intern	10,000.00	52.50	2,380.00	7,620.00	23.80
1100 7042 70302 00 Fees And Supplies	1,200.00	86.19	256.92	943.08	21.41
Engineering Expenses	53,404.00	3,466.05	24,224.29	29,179.71	45.36
1100 7043 70100 00 Salary, Highway Supervisor	72,262.00	5,416.96	35,210.24	37,051.76	48.73
1100 7043 70101 00 Salaries - Public Works	707,346.00	49,100.81	351,872.21	355,473.79	49.75
1100 7043 70104 00 Highway -OT	0.00	243.63	11,443.47	(11,443.47)	0.00
1100 7043 70308 00 Vehicle Insurance	14,520.00	0.00	14,520.00	0.00	100.00
1100 7043 70313 00 Upkeep Of Equipment	90,000.00	2,918.65	39,520.88	50,479.12	43.91
1100 7043 70314 00 Oil And Gas	65,000.00	8,566.73	23,975.48	41,024.52	36.89
1100 7043 70330 00 Sand And Gravel	15,000.00	633.48	14,892.25	107.75	99.28
1100 7043 70331 00 Cold Patch	15,000.00	0.00	2,713.75	12,286.25	18.09
1100 7043 70333 00 Other Road Supplies	13,500.00	39.00	8,011.91	5,488.09	59.35
1100 7043 70334 00 Equipment Rental	2,500.00	0.00	0.00	2,500.00	0.00
1100 7043 70335 00 License - Contractual	5,100.00	0.00	6,000.00	(900.00)	117.65
1100 7043 70336 00 Clothing	5,500.00	0.00	0.00	5,500.00	0.00
1100 7043 70399 00 Safety And Licensing	3,000.00	258.29	1,860.06	1,139.94	62.00
Highway Expenses	1,008,728.00	67,177.55	510,020.25	498,707.75	50.56
1100 7044 70101 00 Snow Removal - OT	28,000.00	1,773.72	1,773.72	26,226.28	6.33
1100 7044 70337 00 Equipment And Supplies	49,000.00	12,911.09	13,577.31	35,422.69	27.71
Snow Removal Expenses	77,000.00	14,684.81	15,351.03	61,648.97	19.94
1100 7045 70101 00 Salaries	66,174.00	5,254.16	33,122.93	33,051.07	50.05
1100 7045 70309 00 Telephone	650.00	63.32	196.19	453.81	30.18
1100 7045 70321 00 Electricity	1,100.00	189.81	408.55	691.45	37.14
1100 7045 70340 00 Maintenance And Testing	41,000.00	7,595.00	18,982.66	22,017.34	46.30
1100 7045 70341 00 Transfer And Trucking	344,000.00	26,402.61	148,957.18	195,042.82	43.30
1100 7045 70350 00 Hazardous Waste Recycling	300.00	0.00	0.00	300.00	0.00
Waste Removal Expenses	453,224.00	39,504.90	201,667.51	251,556.49	44.50
1100 7046 70321 00 Electricity	67,500.00	5,398.94	25,017.05	42,482.95	37.06
Street Lighting Expenses	67,500.00	5,398.94	25,017.05	42,482.95	37.06
1100 7047 70101 00 Salaries	11,250.00	0.00	0.00	11,250.00	0.00
1100 7047 70302 00 Fees And Supplies	1,800.00	0.00	143.50	1,656.50	7.97
1100 7047 70360 00 Tree Pruning	17,000.00	0.00	6,231.96	10,768.04	36.66
1100 7047 70370 00 Purchase Of Trees	6,000.00	0.00	195.00	5,805.00	3.25
Tree Warden Expenses	36,050.00	0.00	6,570.46	29,479.54	18.23
1100 7048 70342 00 Town Cemetery And Parade	2,100.00	715.03	715.03	1,384.97	34.05
Other Public Works Expenses	2,100.00	715.03	715.03	1,384.97	34.05
1100 7049 70101 00 Cleaning Contracts	65,000.00	4,080.57	22,013.42	42,986.58	33.87
1100 7049 70302 00 Supplies	5,000.00	334.32	2,052.33	2,947.67	41.05
1100 7049 70309 00 Telephone	15,500.00	524.59	8,512.95	6,987.05	54.92
1100 7049 70321 00 Electricity	55,000.00	3,075.06	18,655.73	36,344.27	33.92
1100 7049 70324 00 Water	9,000.00	56.25	1,982.57	7,017.43	22.03
1100 7049 70343 00 Heating	40,000.00	4,156.16	6,896.31	33,103.69	17.24
1100 7049 70344 00 Repairs And Maintenance	50,000.00	4,266.50	21,179.65	28,820.35	42.36
1100 7049 70375 00 Landscape	7,500.00	1,235.39	4,468.39	3,031.61	59.58
Public Buildings Expenses	247,000.00	17,728.84	85,761.35	161,238.65	34.72
1100 7060 70456 00 Visiting Nurse/Mental Health	27,500.00	0.00	11,500.00	16,000.00	41.82
General Expenses	27,500.00	0.00	11,500.00	16,000.00	41.82

Budget vs Actual - Expenditures
TOWN OF JAMESTOWN, RI
For 12/31/2019

Run: 1/16/2020 at 10:02 AM

	Annual Budget	P-T-D Actual	Y-T-D Actual	Remaining \$	% of Budget
1100 7061 70302 00 Fees And Supplies	6,000.00	0.00	2,897.70	3,102.30	48.30
1100 7061 70306 00 Tick Tack Force	7,500.00	0.00	0.00	7,500.00	0.00
Animal Control Expenses	13,500.00	0.00	2,897.70	10,602.30	21.46
1100 7065 70101 00 Salaries	59,249.00	6,586.08	42,025.88	17,223.12	70.93
1100 7065 70102 00 Meal Site Aid	38,320.00	0.00	0.00	38,320.00	0.00
1100 7065 70201 00 Cleaning Contract	5,100.00	425.00	2,550.00	2,550.00	50.00
1100 7065 70302 00 Fees, Supplies & Dues	4,000.00	819.32	2,385.41	1,614.59	59.64
1100 7065 70305 00 Advertising	1,000.00	0.00	1,556.75	(556.75)	155.68
1100 7065 70308 00 Insurance	5,407.00	0.00	0.00	5,407.00	0.00
1100 7065 70309 00 Telephones	2,500.00	0.00	1,205.33	1,294.67	48.21
1100 7065 70321 00 Electricity	5,000.00	513.95	2,442.90	2,557.10	48.86
1100 7065 70324 00 Water	1,000.00	0.00	278.01	721.99	27.80
1100 7065 70341 00 Trash Removal	400.00	30.00	180.00	220.00	45.00
1100 7065 70343 00 Heat	4,000.00	440.62	1,130.26	2,869.74	28.26
1100 7065 70344 00 Repairs & Maintenance	6,000.00	464.53	3,407.98	2,592.02	56.80
1100 7065 70380 00 Program	5,000.00	0.00	787.04	4,212.96	15.74
Total Expenses	136,976.00	9,279.50	57,949.56	79,026.44	42.31
1100 7070 70100 00 Salary, Library Director	76,340.00	5,820.38	37,832.47	38,507.53	49.56
1100 7070 70101 00 Salaries	174,940.00	13,192.76	90,881.58	84,058.42	51.95
1100 7070 70104 00 Library-OT	0.00	80.76	1,469.35	(1,469.35)	0.00
1100 7070 70302 00 Fees And Supplies	8,250.00	1,112.53	4,254.99	3,995.01	51.58
1100 7070 70308 00 Insurance	17,103.00	0.00	17,103.00	0.00	100.00
1100 7070 70309 00 Telephone	1,000.00	0.00	130.58	869.42	13.06
1100 7070 70310 00 Equipment	1,000.00	0.00	120.00	880.00	12.00
1100 7070 70321 00 Electricity	20,000.00	1,886.57	9,342.76	10,657.24	46.71
1100 7070 70343 00 Heating	17,000.00	2,215.50	3,469.49	13,530.51	20.41
1100 7070 70344 00 Repairs And Maintenance	19,000.00	310.33	3,874.33	15,125.67	20.39
1100 7070 70345 00 Computer Repairs And Maintenanc	7,000.00	4,440.40	5,624.38	1,375.62	80.35
1100 7070 70351 00 Books And Periodicals	16,000.00	1,372.21	8,801.05	7,198.95	55.01
1100 7070 70352 00 Books - State Aid	104,748.00	4,662.64	46,890.92	57,857.08	44.77
1100 7070 70353 00 Library State Aid - OT	0.00	1,004.92	2,056.89	(2,056.89)	0.00
1100 7070 70355 00 CREDITS (LIB SALES & GIFTS)	0.00	(695.51)	(4,742.91)	4,742.91	0.00
1100 7070 70375 00 Landscaping	3,500.00	125.00	2,587.50	912.50	73.93
Library Expenses	465,881.00	35,528.49	229,696.38	236,184.62	49.30
1100 7080 70101 00 Salary- Recreation Director	69,867.00	5,508.74	35,906.81	33,960.19	51.39
1100 7080 70102 00 Salaries- Recreation Staff	179,445.00	18,547.77	117,720.28	61,724.72	65.60
1100 7080 70104 00 Salaries -Teen Center Support Staff	16,720.00	1,254.00	5,986.50	10,733.50	35.80
1100 7080 70105 00 Seasonal Support Staff	142,000.00	2,700.36	138,172.06	3,827.94	97.30
1100 7080 70112 00 Recreation - OT	3,187.00	221.13	3,006.07	180.93	94.32
1100 7080 70302 00 Supplies	6,200.00	168.51	2,857.13	3,342.87	46.08
1100 7080 70305 00 Advertising	4,000.00	495.00	990.00	3,010.00	24.75
1100 7080 70308 00 Vehicle Insurance	8,221.00	0.00	8,221.00	0.00	100.00
1100 7080 70309 00 Telephone	3,300.00	85.39	476.28	2,823.72	14.43
1100 7080 70310 00 Equipment	4,500.00	294.22	1,873.69	2,626.31	41.64
1100 7080 70314 00 Gas And Oil	12,000.00	371.83	4,509.51	7,490.49	37.58
1100 7080 70321 00 Electricity	27,000.00	58.07	16,110.20	10,889.80	59.67
1100 7080 70322 00 Fort Getty Water Removal	10,500.00	670.00	6,367.50	4,132.50	60.64
1100 7080 70323 00 Shores Beach/Sanitary Faciliti	3,800.00	1,340.00	2,075.00	1,725.00	54.61
1100 7080 70324 00 Water	14,000.00	197.19	197.19	13,802.81	1.41
1100 7080 70341 00 Trash Removal	10,000.00	238.00	6,073.00	3,927.00	60.73
1100 7080 70344 00 Repairs, Maintenance And Impro	23,000.00	2,351.31	11,204.88	11,795.12	48.72
1100 7080 70382 00 Summer Program	3,500.00	0.00	5,285.00	(1,785.00)	151.00
1100 7080 70383 00 Winter Program	1,200.00	0.00	200.00	1,000.00	16.67
Parks, Beaches & Recreation Expenses	542,440.00	34,501.52	367,232.10	175,207.90	67.70
1100 7090 70504 00 Payment Of Principal - Town	744,566.00	0.00	100,000.00	644,566.00	13.43
1100 7090 70505 00 Payment Of Interest - Town	182,238.00	0.00	64,200.00	118,038.00	35.23
1100 7090 70506 00 School- Principal	0.00	0.00	240,100.00	(240,100.00)	0.00
1100 7090 70507 00 School - Interest	0.00	0.00	5,341.00	(5,341.00)	0.00
1100 7090 70524 00 Payment Of Principal	125,000.00	0.00	0.00	125,000.00	0.00
1100 7090 70525 00 Payment Of Interest - Solar Project	79,647.00	0.00	0.00	79,647.00	0.00
Debt Service Expenses	1,131,451.00	0.00	409,641.00	721,810.00	36.20
1100 7092 70527 00 Incidentals And Emergencies	50,000.00	660.00	13,925.53	36,074.47	27.85
1100 7092 70530 00 Conservation Commission	2,200.00	0.00	149.26	2,050.74	6.78
1100 7092 70533 00 Eastern RI Conservation District	1,000.00	0.00	1,000.00	0.00	100.00
1100 7092 70550 00 CHAMBER OF COMMERCE	4,000.00	1,964.00	1,964.00	2,036.00	49.10
1100 7092 70570 00 RI Economic Development	5,000.00	0.00	0.00	5,000.00	0.00

Budget vs Actual - Expenditures
TOWN OF JAMESTOWN, RI
For 12/31/2019

	<u>Annual Budget</u>	<u>P-T-D Actual</u>	<u>Y-T-D Actual</u>	<u>Remaining \$</u>	<u>% of Budget</u>
Other Expenses	<u>62,200.00</u>	<u>2,624.00</u>	<u>17,038.79</u>	<u>45,161.21</u>	<u>27.39</u>
Total Department Expenses	<u>10,251,315.00</u>	<u>727,270.77</u>	<u>4,773,475.68</u>	<u>5,477,839.32</u>	<u>46.56</u>



**Town of Jamestown
Tax Assessor**

93 Narragansett Avenue
Jamestown, RI 02835

Phone: 401-423-9802
Email: cbrochu@jamestownri.net

To: COUNCIL PRESIDENT WHITE, JAMESTOWN TOWN COUNCIL

From: CHRISTINE BROCHU, JAMESTOWN TAX ASSESSOR

Subject: ABATEMENT OF TAXES FOR THE JANUARY 21, 2020 MEETING

MOTOR VEHICLE ABATEMENTS TO 2019 TAX ROLL

18-0140-06M Reisinger, Stacey	Motor Vehicle – 2010 Honda – Reg# BQ795, registered in Illinois.	\$31.70
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REAL ESTATE ABATEMENTS TO 2019 TAX ROLL

12-0300-02 Lazell, James & Lu, Wenhua	Plat 8, Lot 482 – Tax Appeal – Updated Field card data	\$84.53
23-1069-70 Woodbine, Nicholas K	Plat 5, Lot 129 – Transfer - Portion of Veteran Exemption used by former owner.	\$62.50

REAL ESTATE ADDENDA TO 2019 TAX ROLL

04-0949-75 Delude, Carolyn M.	Plat 15, Lot 325 – New Construction – Prorated 19 days – New Value \$502,800	\$182.53
05-0045-15 Ecologic Properties LLC	Plat 5, Lot 219 – New Construction – Prorated 20 days – New Value \$503,000	\$192.23
15-0352-44 Ouellette, Shawn & Smith, Erica	Plat 9, Lot 826 – New Construction – Prorated 14 days – New Value \$928,900	\$167.79

TOTAL ABATEMENTS	\$ 178.73
TOTAL ADDENDA	\$ 542.55

RESPECTFULLY SUBMITTED,

Christine Brochu

CHRISTINE BROCHU
TAX ASSESSOR

Erin Liese

From: Pebbles <pebbles@utexas.edu>
Sent: Friday, January 3, 2020 4:47 PM
To: Erin Liese
Cc: Mary Marshall
Subject: JBY current proposal

To: Jamestown Town Council (via email to the Town Clerk)

I am writing in opposition to the current plan of the Jamestown Boat Yard (JBY) to expand and dredge an impactful portion of the cove and add more docks to the already overbuilt dockage area. The boat traffic and congestion is, at present, too much in the cove and mooring area.

The unique cove is very important environmentally. It is already over-utilized, causing great potential harm to this important and sensitive environment. I believe that appropriate studies must be done to show the level of damage caused by more dredging and more commercial use. The cove is a small one and already it over-used by swimmers, boaters, and other recreational purposes. Any more use will tip the environmental balance forever in my opinion.

Next, there is far too much traffic already on the small road. The JBY does not have sufficient parking for its clients and staff at present. They often utilize both sides of the narrow road that is a huge safety risk. During the busiest summer months, it can be reduced to one tiny lane that no fire truck and/or EMS vehicle could get up or down. The cars also pose a safety risk to the children who play and cannot be seen if they run out on the street by on-going traffic. *

Any more boat traffic in the waters is also a safety issue for swimmers, kayakers and paddle boaters who use this cove extensively. Last year JBY increased its moorings to what many feel is a dangerous level for this safety. * I have witnessed multiple times boaters not seeing swimmers and kayakers. To add more boats is simply being blind to these present safety issues.

The Dumplings is a unique part of not only Jamestown but to the entire Rhode Island coastal area. To damage it more would be a permanent end to its uniqueness.

I will end by simply stating that the town needs to stop this project from going forward. It is a black and white issue.

Sincerely,

Pebbles Wadsworth
1093 East Shore Road

* I do not understand how the JBY has been allowed to increase its buildings, its moorings and its dockage to the present level without these considerations having been addressed to date. That should be addressed in my opinion as well as stopping the present proposal.

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Encourage Curiosity!



JAMESTOWN CONSERVATION COMMISSION

Coastal Resources Management Council (CRMC)
Oliver Stedman Government Center
4808 Tower Hill Road; Suite 3
Wakefield, RI 02879

State of Rhode Island
Department of Environmental Management
Office of Technical and Customer Asst.
235 Promenade Street
Providence, RI 02908-5767

Re: CRMC Application File Number: 2019-06-014
RIDEM Water Quality Certification Number: WQC 19-123 DP 19-174

August 26, 2019

Dear Coastal Resources Management Council and RIDEM,

The Jamestown Conservation Commission (JCC) would like to comment on an application under your consideration, submitted by the applicant: Jamestown Boat Yard, Inc. (CRMC File No. 2019-06-014/ RIDEM WQC 19-123 DP 19-174). We are writing to express concerns about the proposed marina improvements & dredging project. In reviewing the proposed plans and supporting documents provided by the applicant (Submerged Aquatic Vegetation (SAV) & Shellfish Survey-completed 7/19/19; Sediment Dredge Analysis completed 5/15/19), we have identified several environmental concerns.

Our most pressing concern is that the area for the proposed dredging plan to establish an expanded marina perimeter and increased water depth, is contiguous and immediately adjacent to very large, dense and productive eelgrass beds (*Zostera marina*). The JCC recognizes that the CRMC is an important partner and sponsor of the RI Eelgrass Mapping Task Force, led by the URI EDC, the Narragansett Bay National Estuarine Research Reserve (NBNERR) and Save The Bay. This group has coordinated eelgrass mapping efforts and developed a long-term plan for mapping and monitoring SAV throughout the state's coastal waters. Based on these mapping efforts throughout the state, it has been established that more than half of the state's eelgrass occurs around Jamestown, which has experienced a 19 percent decrease in eelgrass acreage from 2012-2016 (Bradley et al. 2017; map showing SAV change in Dumpling Area from 2012-2016: <https://arcg.is/1qKHib>).

The JCC also recognizes that the CRMC and RIDEM are keenly aware of the ecosystem services and natural benefits provided by healthy, productive eelgrass beds: providing essential habitat for many commercially important and iconic estuarine/marine organisms, while maintaining the physical, chemical, and biological integrity of the ecosystem. The direct and indirect risks and impacts to eelgrass health posed by dredging

sediment are well known and established: direct risks/impacts include the inadvertent physical removal of vegetation along with dredged material; indirect risks/impacts in adjacent un-dredged areas include increased turbidity and/or siltation associated with dredging activities (Sabot et al. 2005). Other potential risks associated with marina expansion operations include mooring chains, propeller damage, shallow-water boating, and habitat shading from docks or piers.

Considering these known risks and potential impacts to eelgrass health, and the results of the SAV & Shellfish Survey (conducted by Natural Resource Services, Inc.), the JCC strongly recommends that the CRMC and RIDEM request that the applicant revise the proposed perimeter dredging area to avoid and exclude the observed SAV and greatest concentration of shellfish located in the northwest corner (transects N-Q for SAV, transects D1-D6 for shellfish; as identified in Natural Resource Services, Inc. report) of the proposed dredging area. In addition to the findings of SAV and the greatest concentration of shellfish in this northwest corner of the proposed dredging project, the sediment substrate in this area is described as 'sandy with high organic'. Organic matter in marine surface sediments is principally from detrital material of plants and animals, and many chemical contaminants have an affinity for fine-grained sediment particles with high organic content and a propensity to bind metal ions and sorption of organic compounds.

Given these concerns about dredging adjacent to healthy eelgrass beds and the risks and impacts associated with increased turbidity and potential issues with the release of sediment contaminants during the dredging process, the JCC also recommends that "best management practice" methods such as silt/turbidity curtains be considered for deployment to prevent impacts to sensitive adjacent eelgrass beds and shellfish areas.

Thank you for your consideration of our concerns.

Respectfully,

Anne Kuhn-Hines, Chair Jamestown Conservation Commission

Erin Liese

From: James Taylor <octmtn9@gmail.com>
Sent: Sunday, January 5, 2020 9:27 AM
To: Erin Liese
Subject: Letter to Jamestown town clerk re roposed boatyard expansion

Ms. Liese

I would like to join with my Dumplings neighbors in registering my objections to the proposed expansion of the Jamestown Boatyard which I understand will be brought before the town at Monday night's meeting. My wife and I, with our two sons, are currently building a house at 28 Dumplings Drive. The Boatyard is a nuisance and an eyesore, not to mention an environmental problem, in its present form. The impact of their planned expansion: to the ecology, the quality of life of the neighborhood and the overall safety of the area, is insupportable. Our own building project has been subjected to a rigorous degree of regulation by the town and state, which is as it must be; but it would be an egregious injustice to allow this commercial expansion to flaunt those same regulations that the rest of us have been required to honor to the letter. I thank you for your attention and consideration.

Sincerely,

James V Taylor

Erin Liese

From: Thomas Shevlin <tfshevlin@gmail.com>
Sent: Sunday, January 5, 2020 9:36 AM
To: Erin Liese
Subject: Jamestown Boat Yard

Dear Council Members,

I am writing to strongly protest the proposed expansion of this enterprise on the grounds of environmental issues as well as safety to the boating community and recreational kayakers that pass through the this very overcrowded mooring field.

The "town fathers" have protected the beauty of Jamestown over the years from the golf course to the working farms.

Now is the time to protect our waters from the expansion of this facility.

The dredging of the ell grass is against every

logical argument why ell grass is critical to the improvement in the quality of the bay.

URI Graduate School of Oceanography has been a leader in the restoration of the bay and ell grass and has published numerous papers and articles addressing the importance of the ell grass.

Jamestown should not allow this expansion for safety reasons. The passage way around the mooring field is very limited especially when the tour boats are a daily occurrence and day sailors compete for a clear tack.

Add the kayaking and wind surfers along with recreational swimmers, this poses a grave safety issue to all.

Twenty years ago a house behind the boat yard burned to the ground. I question why JBY is allowed to use highly flammable materials in a residential neighborhood. I doubt our fire department would have the ability to contain a fire fueled by plastic and chemicals.

JBY is is not a good neighbor. They have expanded with little oversight and if allowed to further expand the Dumplings water front will be lost. As members of the town council I ask you individually walk around the Dumplings and see how beautiful the site.

Do not allow this expansion under any circumstances. i am sure others will express similar thoughts. Make this your legacy like the golf course and the farms and protect the Bay from one overly aggressive business owner who wants to benefit at the expanse clean waters and the safety of the public.

Sincerely

Thomas Shevlin
24 Hamilton Ave
Jamestown, R.I
02835

Erin Liese

From: Eleanor Burgess <ekcburgess@aol.com>
Sent: Sunday, January 5, 2020 1:53 PM
To: Erin Liese
Subject: expansion of JBY

To the Jamestown Town Council;

I would like to express my disapproval of the expansion of JBY in the Dumplings area.

1. The area is already too crowded to have more docks and boats 2. It is unsafe to have more traffic there with the dumplings and currents.
3. Past uses of the area should discourage dredging.
4. Strong area currents should not be dammed by new dockage 5. I swim and use the beaches in the dumplings area and would be severely negatively impacted by more boats and docks.
6. The roads and parking are already not adequate.

Thank you for soliciting comments.

Eleanor Burgess
29 Longfellow Rd
Jamestown

Jamestown Town Council
c/o Town Clerk
93 Narragansett Ave.
Jamestown, R.I. 02835

January 6, 2020

Dear Councilors,

I write to you to voice my strong opposition to an additional expansion of Jamestown Boat Yard's commercial enterprise.

Already, JBY has degraded the Dumplings' residential area by the additional construction in recent years of oversized, industrial sheds to an already unsightly assortment of rusty storage racks alongside multiple pieces of large, medium and huge equipment of various types arranged in a disorganized manner on a crowded parking area.

Already, JBY has compromised – and at times prohibited – the passage of cars down Raquet Road by crowding, and even blocking the road with massive machinery, boats on trailers, trucks, cranes and hauling equipment. This has caused cars to have to make U-turns and return up Raquet Road as no warning signs or detour signs are ever placed to give notice.

Already, JBY has created noise pollution on a daily basis throughout the warmer months, muting the sounds of birds and the lapping of waves with stinging sounds of coarse drilling, pounding of hammers, and grinding screams of cranes.

Now the same boat yard wants to encroach upon sensitive eelgrass beds, impede upon the navigability of the immediate Bay area, and make the Dumpings area far less safe for swimmers, kayakers, paddle-boarders, and recreational boaters. Any amount of dredging, and any additional dockage space would indeed negatively impact the usability and safety of the Dumplings area waters.

Since the addition of the large sheds constructed in recent years, the situation on Raquet Road has become more problematic, congestion has increased, and those trying to enjoy the area wonder how an Emergency Vehicle could get to their destination when called?

The waters are already congested by the large numbers of boats moored and docked by JBY amidst the rock outcropping. Increased numbers of children young adults, adults and seniors have taken up not only swimming, but the newly enthusiastic sports of kayaking, windsurfing and paddle boarding; they come to this protected area to enjoy the waters and exercise in a natural setting. Increasing numbers of families have been coming to this area by boat, dropping anchor and picnicking. Additional expansion by JBY would decrease the usable space on the water for the general public for the monetary profit of an already large boatyard.

Several times last summer I witnessed the JBY launch operator dangerously approaching their floating dock with a severe turn causing a strong wake and endangered the small children swimming and kayaking nearby. The JBY launch is back and forth throughout the sunlight hours, as well as tour boats showing off the "Historic Dumplings," along with the many recreational and often times novice bloaters. More dockage space by JBY to attract larger, deeper draft boats will have more traffic and of course, more wakes, thus increased dangers in an already congested situation.

The previous summer we witnessed a surge of slimy, foamy discharge into the Bay from the drainage pipes of JBY and wonder if their waste process has ever been investigated or at least monitored? Also in wonderment, is how such a small parcel of land, as theirs, is permitted to overcrowd the area they own, when private property owners are severely restricted in area they can cover? Is a boatyard's allowable coverage inclusive of the coverage on land plus what they force upon our waters?

Historically, the Dumplings area has enjoyed a peaceful coexistence of families, swimmers, boaters, kayakers, nature lovers, etc. with the already large, commercial Jamestown Boat Yard.

Only since their recent expansion on land have problems arisen. Now we all know that the Dumplings area is congested on land; and we all know that this area is congested on the water by numerous rock outcropping, shuttle boats, tours boats and recreational use. We all know that eel grass should be protected and can quote numerous recent articles by Save the Bay and URI School of Oceanography to authenticate this point. What is incomprehensible is what good for Jamestown would come out of permitting more expansion in such a confined space?

Thus, any additional expansion of JBY must not be permitted on the ground of land safety, water safety, environmental safety, noise quality and the deep consideration of the rights of the general public who live now and for the future generations. Please protect our Bay and specifically the Dumplings area.

Sincerely,

Paula S. Shevlin, RN

Erin Liese

From: Dave Chew <dchew@nyc.rr.com>
Sent: Sunday, January 5, 2020 9:55 PM
To: Erin Liese
Subject: JBY expansion regarding The Dumplings Association

Hi Erin

I would like to express my deep concerns regarding the proposed JBY expansion. Our family has been a member of The Dumplings since the 1950's and I've been swimming and enjoying the lovely views since 1965. It's probably my favorite place in the world...my spirit place. This is already a crowded area (especially more so since the '80's) and to try to fit more people and vehicles into an area with such limited space is unthinkable on an August weekend when the Dumplings parking area is already challenged. In addition the thought of dredging and potential health threats is alarming...especially for the young children and seniors who frequent our dock. Increased boat traffic is also obviously an issue since we have swimmers of all ages who tend to bypass the swim area for exercise purposes. And there are also younger kids who sail, kayak and paddle board (and adults too!) in The Dumplings area. If the rumors that Safe Harbor Marinas might be interested in buying the shipyard would be a horrible situation which I would hope the Town would block from happening. That's not Jamestown and what it stands for. I just visited one of their sprawling marinas in Charleston, SC and I would hope that our town would never come to what they do and offer. It doesn't fit our community. Thank you for taking into consideration all of our concerns,

William Chew & Nicole Shalette
53 Maple Avenue
Jamestown, RI

Sent from my iPad

Erin Liese

From: David Beretta <noneedtosallyforth@gmail.com>
Sent: Sunday, January 5, 2020 10:04 PM
To: Erin Liese
Subject: JBY Expansion

Hello,

I feel that there are many very valid reasons to oppose this. To me the biggest one is the dredging's deleterious effect on the marine environment. We need to be protecting and improving Narragansett Bay, not degrading it.

David Beretta
44 Blueberry Lane
Jamestown, RI

I don't look at peace as the absence of conflict. I look at it as the acceptance of conflict. Walt Longmire

Erin Liese

From: Cornelia Potter <cvhpotter@gmail.com>
Sent: Friday, January 3, 2020 2:25 PM
To: Erin Liese
Subject: Opposition to Jamestown Board Yard Application for Expansion

Jamestown Town Council
c/o Erin Liese
Town Clerk
93 Narragansett Avenue
Jamestown, RI 02835

January 3, 2020

Dear Ms. Liese,

I am writing to express my strong opposition to Jamestown Board Yard's application to the CRMC and DEM to extensively expand its marina. As you know, the plan includes dredging a 30,000 square foot area, as well as adding more than 145 linear feet of new dockage.

I oppose the application for environmental concerns, safety concerns (including increased large-boat traffic endangering swimmers, kayakers, and other small craft), parking concerns, and the over-commercialization of a beautiful, scenic area. A stated aim of the plan is to attract larger, deeper-draft boats to the facility, which would considerably increase big-boat traffic in an already crowded mooring field. This area is frequented by swimmers, sailors, and kayakers of all ages.

As you know, beaches and shallow marine areas provide important public shoreline access and wildlife habitat, and this commercial plan threatens these vulnerable areas simply for private financial gain for a small number of individuals. We must balance the needs of commercial endeavors with the environmental concerns and public enjoyment values, and this application favors commercial enterprise above all else.

As you know, the Town Council Goals and Objectives include (1) To Promote Quality of Life in the Community, and (2) To Ensure Public Health and Safety. Thus I ask you to please deny this application as it directly works against these two stated goals.

Thank you for your efforts to prevent the spoiling of a unique and much-loved natural area not only now, but for future generations to come.

Sincerely,

Cornelia & Spencer Potter
191 Narragansett Avenue
Jamestown, RI 02835

January 2nd, 2020

Ms. Erin Liese
Town Clerk,
93 Narragansett Avenue,
Jamestown, RI 02835

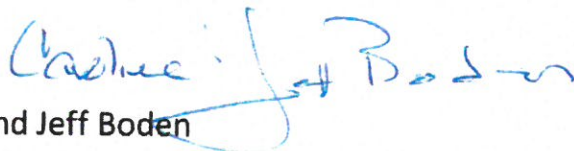
Dear Council Members,

We are writing to express our opposition to the expansion proposed by Jamestown Boatyard (JBY). We vehemently oppose their request to dredge and add additional floating docks. This expansion will have a negative impact on the marine environment, threaten recreational and navigational safety, and will further over commercialize a recreational and residential area.

I have enjoyed the dumplings area for 55+ years and have seen the impact of JBY's expansion efforts over the years. The marina is overcrowded, has insufficient parking, creates chemical fumes/dust particles and continuous noise pollution. Additionally, they were not honorable neighbors to the surrounding residents when they constructed their 2nd large indoor structure. The collective neighbors approved construction based on an approved building height. In the end, the structure was built taller than approved. When one neighbor brought this to their attention, they offered that one family financial remuneration, clearly an admission of guilt. They have yet to acknowledge nor compensate any of the other collective residents, who were also impacted by their error.

We beg the committee to deny any and ALL requests to further expand Jamestown Boat Yard.

Sincerely,



Caroline and Jeff Boden
71 Howland Avenue
Jamestown, RI 02835

101 Longfellow Road

Jamestown RI 02835

12/31/19

Ms. Erin Liese

Town Clerk

Town of Jamestown

93 Narragansett Avenue

Jamestown RI 02835

RECEIVED
JAN 02 2020 11:54 AM
Erin F. Liese, CPC
TOWN OF JAMESTOWN Town Clerk

Dear Ms. Liese,

I am a long- time resident of Jamestown and the owner of a small fishing vessel moored just north of Jamestown Boat Yard. I have spent hundreds of hours on Narragansett Bay.

I am writing in strong opposition to the proposal of the Jamestown Boat Yard to expand its marina. The proposed expansion is an obvious attempt to prepare the property for sale to Safe Harbors – a huge corporation with no ties to this community and a long history of changing the rural character of the communities it invades.

The granting of the application albeit modified from the original would be an environmental disaster. The area in question contains significant hazardous materials that are – at the moment – safely encased in over a century of sediment. Significant damage to an already fragile ecosystem will occur if these materials are disturbed. In particular, striped bass that rely on the eelgrass in the area will be decimated.

Granting the application also poses major safety risks. The Dumplings area is frequently by many small boaters and kayakers during peak summer season. Introducing larger watercraft into this mix will likely result in the injury or death of someone not familiar with the rules of navigation. At certain times of the day the field of visibility is already extremely compromised. I have seen enough close calls over the years and I am very worried about introducing more traffic of any kind. As you know just last year we lost a longtime member of the sailing community. As a town we need to stand for safety before profit.

Thank you for your consideration.

Sincerely,


William M. Pratt

Leslie Banker
William Mullins
50 Green Lane
Jamestown, RI 02835
e. leslie@lesliebanker.com

December 30th, 2019

Jamestown Town Council
c/o Erin Liese
Town Clerk
93 Narragansett Avenue
Jamestown, RI 02835

RECEIVED
JAN 02, 2020 11:54 AM
Erin F. Liese, CMC
TOWN OF JAMESTOWN Town Clerk

To the Jamestown Town Council,

We are very concerned about plans to expand the Jamestown Boat Yard and strongly encourage you to oppose these plans.

Our first concern is safety: The Dumplings area is where our family, including our young daughter, swims in the summer and the area will be significantly less safe if there are more boats and bigger boats coming and going.

Our second concern is the environment: We understand the expansion would require dredging the bottom of the bay in front of the Dumplings Association dock so that bigger boats can come through. We know from personal exploration that many little creatures live in the sand around there and we are certain that their lives will be disrupted if the sand is scraped away. This is to say nothing of the vegetation. If more boats come through that narrow area there will likely be more water pollution and air pollution. So much good work has been done to clean up the bay, why go backwards at this point?

Our third concern is the parking: As it is already, there is limited parking that gets regularly filled up during the summer. You can't talk about expanding the boat yard without a thorough discussion about where the additional cars will be parked and whether it's safe to increase the volume of traffic when there are people of all ages walking around. Again, it brings more pollution to the area to have more cars idling and driving through.

Our fourth concern is that expanding the boat yard will change the character of Jamestown: If the boat yard is expanded, it could be sold down the road to a corporate chain of boat yards. If this happens, the character of the area and Jamestown in general will be changed for the worse.

Thank you for considering our concerns, we are sure you will make the right decision to project the safety, the character and the ecosystem of our beloved island.

Sincerely,

Leslie Banker
William Mullins

Erin Liese

From: Katherine Grimes <kagrim31@gmail.com>
Sent: Thursday, January 2, 2020 10:47 AM
To: Erin Liese
Subject: Jamestown Boat Yard Expansion

Jamestown Town Council

We, the undersigned, have owned property in the Ocean Highlands (Dumplings) since the 1970s, have kept a boat at JBY continuously as far back as when Charles Wharton it, and have raised children and grandchildren on the Dumplings Association Beach and dock, with swimming there our main activity. We have witnessed first hand the ever creeping expansion of the yard's foot print, docks, mooring fields, storage areas, and boat traffic. In recent years, the recreational small fishing boats, sailboats, kayaks, canoes from north of our area have found safe passage close to the shore, thru the dumplings rocks, and south to the Salt Works Beach, their prime, safe, destination. Parking has become dangerously congested on the Town road going thru the yard, and especially by the Dumplings Assoc. property. Safety and rescue is a daily worry due to one way traffic. Our concerns for the environment are also key to our opposing this expansion. We are surrounded by fragile, irreplaceable, natural beauty!! Please do not let it be ruined!!

Paul and Katherine Grimes
227 Highland Drive
Jamestown, RI 02835

Erin Liese

From: christian smith <christiansmith246@gmail.com>
Sent: Wednesday, January 1, 2020 8:47 PM
To: mgblanco@cox.net; Mary Meagher; jtownelc@aol.com; major510@cox.net; Billpiva8@cox.net
Cc: tighejamestowntc@gmail.com; jbryer@jamestownfd.com; emello@jamestownri.com; Erin Liese
Subject: Jamestown Boatyard Marina Expansion

I am sending this letter by email as there may not be enough time for it to reach you by the postal service before your January 6 meeting when you will discuss the Jamestown Boatyard proposed marina expansion. A hard copy will be placed in the mail. Thank you very much for your attention.

January 2, 2020

To: Jamestown Town Council

I am a resident of Jamestown and a member of the Dumplings Association. I wish to share some observations and suggestions about the proposed Jamestown Boatyard Marina expansion.

Traffic Congestion, Parking, and Safety

The area of Dumpling Drive on either side of the Jamestown Boat Yard (JBY) during the summer months is already very congested with cars from the existing use of JBY and the Dumplings Pier. There is certainly not enough off-street parking for JBY employees, nor sufficient off-street parking for their boating clients. Thus, on-street parking is maximized, sometimes on both sides of the street, especially at the curve near Newport Street. There have been times during the summer when Dumpling Drive is reduced to one or one and a half lanes, making it difficult for emergency vehicles responding to a fire or reported drowning incident at the Dumplings Association Pier. This is exacerbated when boating clients keep their cars overnight in the area and park on both sides of the street.

One need not be a traffic engineer to observe that Dumpling Drive already exceeds its capacity for safety, traffic and parking within the existing employee and boat client demand. Indeed, this has been a problem for many years and some have wondered how JBY has been allowed to expand over the years without any additional parking for its employees and clients. Any further visitor expansion of the JBY will inevitably exacerbate an already difficult traffic safety problem.

At a minimum, it would seem prudent to conduct a traffic safety study during the peak demand periods of July and August to determine the full impact of the proposed expansion. Such a study would first need to determine the baseline utilization of the area by cars and visitors during the summer months, determine the road's existing capacity, and then project what the additional traffic will likely mean for the area. Accommodating larger deep-draft boats does not mean simply one captain and one crew arriving in one car. It is not unusual for bigger yachts to accommodate many individuals arriving in many cars. Adding such traffic to Dumpling Drive will inevitably result in serious parking and safety problems in an already seriously congested area in the absence of further off-street parking.

I would hope that the Town Council authorizes a traffic study this summer and asks its Traffic Committee to opine on this matter. It seems only prudent to do so before the CRMC comes to any conclusion and may also offer some solutions to the existing traffic and parking situation in the area, such as the JBY acquiring adjacent off-street parking. I am copying the Chair of the Traffic Safety Committee, Chief of Police and the Fire Chief, since their public safety responsibilities for oversight and management will be inevitably challenged in the absence of any traffic and parking amelioration plan that ensures access for fire, drowning, or other accidents.

Recreational Swimming Conflict with Big Boats

The proposed JBY expansion is extremely close to the existing recreational swimming dock operated by the Dumplings Association. Families with children use the Dumplings Pier and a lifeguard is present during the summer months for safety purposes. The idea that many more large deep-draft boats will be maneuvering in the area presents an obvious and serious conflict with those who swim there as well with small craft operators, kayaks and paddleboards. This potentially dangerous situation will only be made worse during times with choppy waters, heavy winds, poor visibility and inexperienced captains.

There is a reason why other marinas that accommodate larger deep-draft boats do not operate close to nearby swimmers, kayaks and paddleboards. It is simply too dangerous, especially in tricky tidewaters with nearby rocks and narrow channels such as those that exist in the area. I would hope that regulatory authorities place the burden on JBY for them to show whether there exists any other similar Rhode Island marina in such complex waters that allows large boats to navigate so near to swimmers, kayaks and paddle boards and to show how such dangers are ameliorated.

Thank you very much for your time and attention to this matter.

PS: My observations and suggestions are borne out my previous responsibilities for municipal government and University administration. As such, I am sympathetic to the challenges faced by the Town and am confident that what is best for Jamestown will be the outcome.

Sincerely,

Christian R. Smith

CC: Thomas Tighe, Chair of the Traffic Committee
James Bryer, Fire Chief and Head of EMS
Ed Mello, Chief of Police

Erin Liese

From: Trudy Coxe <trudy@trudycoxe.com>
Sent: Wednesday, January 1, 2020 10:18 PM
To: Erin Liese
Subject: Jamestown Boat Yard Proposal

Dear Madame Town Clerk,

I am writing in opposition to the plan of the Jamestown Boat Yard (JBY) to expand its marina, dredge a large portion of the cove, and add 145 linear feet of new dockage to the end of the yard's existing floating docks, one of which will be 90 feet in length. It is my understanding that the JBY wants to attract larger, deeper-draft boats. There is no question that this project will increase substantially the amount of boat traffic and congestion in an already crowded cove and mooring field.

The cove itself - a small one - is host to a variety of different stakeholders who currently use the cove under extremely fragile conditions. A delicate balance between swimmers, large and small boat sailors and motorboaters, kayakers, fishermen/women and others has been maintained for years and all would admit that the balance is a hard one to keep. This is primarily due to the fact that the cove is so small and there are - at this point in time - already too many users of that small cove. Expanding the marina and enlarging the docks is an invitation to upset that fragile balance forever. The cove is simply not suited for a large scale marina.

In addition, I believe that a number of studies need to be done that justify dredging of the cove and that explain what the environmental damage from that dredging could produce. Until these questions are answered, no expansion of any kind should be considered.

The unique qualities of the Dumplings area are very much at risk right now. The proposed plan by JBY is no small, simple project. It is a huge proposal that will not only change the geography of the area but will affect the quality of life of that neighborhood. It will degrade a very special part of Jamestown forever.

I implore the Town of Jamestown to stop this project immediately.

Cordially,

Trudy Coxe

Former Secretary of Environmental Affairs for the Commonwealth of Massachusetts
Former Director of Ocean and Coastal Resource Management under the National Oceanic and Atmospheric Administration
Former Executive Director of Save The Bay Property owner in Jamestown

trudy@trudycoxe.com
(c) 401-487-5644

Erin Liese

From: Jane Garnett <janemgarnett@gmail.com>
Sent: Wednesday, January 1, 2020 11:53 AM
To: Erin Liese
Subject: Please oppose the JBY expansion

Dear town councilors-

Please oppose the JBY expansion at your 1/6/20 meeting. Overall it brings too much commercial activity to this already crowded residential part of the island, not to mention the risks associated with navigational safety as there are already many recreational boats as well as swimmers in this small area. An accident is bound to happen with the increased boat traffic associated with this expansion.

In addition, there are numerous environmental concerns with dredging, which will have to be done if this expansion goes through. Jamestown's increased building and development is already a potential risk to our rural island and to the environment, let's not make it worse.

Finally, with more boaters being accommodated at this location, where are people going to park? Parking is already very tough in this neighborhood during the good-weather months, so I can't imagine where more cars are going to park. This is a residential neighborhood, and residents did not buy their properties to have something resembling a parking lot outside their windows. It is not intended to be a commercial part of the island.

Thank you very much for your consideration on this matter.
Sincerely,
Jane Garnett and David Booth

333 Beavertail Rd, Jamestown, RI
janemgarnett@gmail.com
917-363-2366 cell

Barbara Carton
153 Longfellow Rd.
Jamestown

Dec. 31 2019

Dear Town of Jamestown,

I am writing to oppose JBY's new plans for an extended marina as I cannot attend the Jan. 6 meeting. I think that JBY's plans adversely affect everyone on the island.

I am told that JBY hopes to sell the shipyard to the world's largest marina operator, Safe Harbor, which is a club, of sort, where large boats can move from one Safe Harbor mooring to the next. Do we really want another over-commercialized operation in town, especially in an area classified as "non-commercial, rural residential."

As one objector has already pointed out, the increased density of commercial boating that this facility will produce potentially monopolizes areas of public trust. There is a long-established tradition of recreational use of these waters by small sailboats, kayakers, paddle-boarders, swimmers and fishermen.

I personally like to swim along the shoreline from the Dumplings through the mooring field of small boats to Green's Pier and back. I wear an orange cap and trail a bright orange flotation device, but I swim from mooring to mooring so I can quickly duck behind a boat to avoid being plowed into by busy water traffic.

This used to be a lot of fun for my children, and me but last summer, I quit due to the overload of boat traffic to/from JBY and the -intensely crowded mooring field.

Again, this is supposed to be an area the public can enjoy, not a mega-operation owned by one person/one company that will destroy one of Jamestown's most scenic areas.

I don't want to criticize anyone who made past decisions to turn our small downtown into another dominant marina where huge powerboats dominate what used to be a lovely marine vista. But the JBY situation is worse because of the tiny cove it hopes to expand into and the 45' to 60' vessels with drafts of up to 10' it hopes to accommodate.

Furthermore, dredging of a fairway channel and turning basin to accommodate these very large boats and dock could have a potential damaging effect on the aquatic environment, including the eelgrass beds which nurture small fish. I didn't realize until recently that Jamestown owns more than 1/2 of the productive and dense eelgrass in the state!

Dredging to accommodate 145 linear feet of new dock would release toxins such as heavy metals bound to sediment from yesteryear's polluting metal/fabric and other factories up the Bay and tributary rivers. We've all worked so hard over the past few decades to promote a healthy Narragansett Bay that the possible impact of dredging contaminated sediment in our public waterway is alarming.

It's my understanding some of the beach next to JBY is used by its' visiting boaters, some of whom have babies and small children playing in the sand.

Do we really know what contaminants the shipyard already produces in the way of fumes from boat repair/re-finishing, fiberglass sanding, etc.

Sometimes, that beach has a strong solvent smell, even though I understand that JBY has erected a new pollution containment system.

Additionally, birdwatchers, including one of my daughters, are concerned about the impact on oystercatchers and other birds that frequent the Dumpling rocks, which are owned by the Audubon Society

And, what about traffic problems? I'm frankly amazed that nobody has been hurt/run over by cars/trucks/large noisy marina equipment backing in and out. It was so congested last year that police began giving tickets to those parking up and down the road.

Who are all these people? Even without JBY's expansion, you've boat owners driving to boats at JBY's 70-odd current moorings. Then, you have beach-goers, JBY workers, sightseers and people who live in the area.

There is no designated public parking lot. True, there is some parking in JBY's boat storage lot, but it's not a designated parking area. And, parking there means you have children dashing across the dirt road to get to the beach amidst all of these cars. I am frankly amazed nobody has been hurt.

Thank you for listening.

Barbara W. Carton, 153 Longfellow Rd.

Louise Potter
9 Plymouth Road
Jamestown, RI 02835

Dec. 31, 2019

Dear Town of Jamestown,

I am writing in opposition to the Jamestown Boatyard Revised Expansion Proposal dated 11.5.2019.

I own a 22' Ensign sail boat which I have sailed from the JBY mooring field for over 20 years. Over that time it has become more and more difficult to operate the boat under sail because of the increase in the number of moorings, the size of the boats and the proximity of one boat to another. Kayaks, paddleboards, motor boats and small sail boats maneuver around the beaches and docks for recreation and fun, viewing Clingstone and birds nesting on the rocks and to walk the beach. This area is rich in birds, shellfish, eelgrass, rocks, a beach and a fresh water wetland.

I am concerned about the significant dredging around the docks which will be required if 45' to 60' vessels that draw 8' to 10' are docked, there will be significant dredging. The current depth of the water is 8' to 10' (assuming the drawings are at high tide). Dredging would be necessary to get these large boats to the dock at low tide. The dredging of this area will release heavy metals and other pollutants into the swimming and small boating areas. I am also concerned about the frequency of dredging given the currents that run through the area.

I expect Save the Bay, CRMC, RIDEM, and the Audubon Society have more definitive scientific knowledge on the impact of this expansion, but these are substantial concerns to me that I believe need to be addressed.

Thank you.

Sincerely,

Louise Potter

Erin Liese

From: Maria Shevlin <mcshevlin@gmail.com>
Sent: Monday, January 6, 2020 11:22 AM
To: Erin Liese
Subject: JBY Marina Expansion
Attachments: 8-19-19 #1.jpg; 8-19-19 #2.jpg

Dear Town Council Members,

I am writing to strongly oppose any expansion by the Jamestown Boat Yard.

Having enjoyed the beautiful and incredibly special Dumplings area my entire life, I have been witness to the already very concerning expansion of JBY over the past few years and would be remiss if I did not send in my support to oppose any further expansion.

Many issues arise, all of which have equal weight, in the case against this proposed measure by JBY. Among them are Safety both on Land and Water and Environmental Protection and Preservation, all of which are absolutely vital and need to be considered wholly and vehemently. I thank the Town Council, in advance, for doing so.

For as long as I, my family and parents (who have enjoyed the Dumplings area for roughly 40 Years almost every day of every Summer) can recall, there was a peaceful co-existence with the Jamestown Boat Yard nestled in this beautiful, mainly residential part of the island. There seemed to be a respect for it's locale, neighbors and natural environment. It was not until just a few years ago when their expansion begun that very noticeable encroachments both on Land and Water to public spaces have been witnessed. Their construction of oversized sheds often came with incredibly loud drilling, sawing, banging, etc. which often started as early as 7am on weekdays. JBY has had at least double the number of cars parking all up and down both sides of the street, stretching past both ends of their perimeter. Many vehicles - at one time, a small bus of sorts - remained for weeks at a time. The overabundance of cars parked for extended periods of time did not compare to the enormous boat trailers often holding large sailboats that would be parked in the street for days resulting in even the smallest of vehicles having trouble getting by. Of course there would no chance for any Emergency Vehicle to pass through. Many pedestrians walk this road often with pets and children on bikes. On many occasions, I have not been able to drive a small vehicle past JBY as I was obstructed by very large boats on trailers, trailers alone, and on one instance, multiple enormous tour and equipment buses carrying the member of the Mumford & Sons band as well as their loads of gear to shoot a video at Clingstone. The buses were hardly able to let my small vehicle pass through and remained there, unloading and blocking numerous other vehicles, for the better part of the morning. There has been a very clear disregard by JBY for their neighbors and surroundings during the previous expansion and current operations. Any addition expansion would no doubt be a terrible detriment to this once peaceful area. Attached are photos taken of a rather minor obstruction in comparison to others I've witnessed, but obstruction nonetheless, taken August 19, 2019.

In addition to safety hazards on Land, the proposed expansions poses significant safety issues on Dumplings area water as well. There has already been a noticeable increase in the number of moored boats over the past few years, encroaching on the already narrow passageway between the Dumplings rock formations, the existing docks and designated Swim Area. Installing additional dockage will only create more hazards not only for boaters but the many people and families who enjoy kayaking and paddleboarding in the area for it's calm waters and beautiful views. Additional dockage will certainly jeopardize the safety of swimmers, adults and children alike, in the designated Swim Area and waters between the existing docks. This previous summer,

there were multiple instances witnessed by a number of people, of the JBY launch making dangerous turns as it swung into it's dock. Clearly going at a too high speed leaving a wake and waves in a no-wake zone, coming frighteningly close to swimmers and rocking kayakers leaving them startled and quite rattled. As is, there are safety concerns to the public and allowing more dock space would only increase this already alarming condition.

A final concern which is of the utmost importance are the negative Environmental effects that drudging will have on the ever important eelgrass beds that line the Dumplings shore. Drudging which will certainly harm this eelgrass should be absolutely prohibited - especially drudging for solely commercial gain. Jamestown has been at the forefront of acknowledging the dire issue of eelgrass decline in Narragansett Bay. The informational post at the Town Beach is an excellent measure taken by the town to inform the public of the vital need to protect eelgrass and promote it's growth and sustainability. In addition, taking part in an initiative to replace traditional moorings with designs to decrease damage to eelgrass beds is an inspiring and real step towards meeting this continuing problem. Having researched the issue as a result of Jamestown's involvement, the number of studies and reports from URI and Save the Bay, just to name a few, are staggering. They all report that eelgrass is not only vital to marine life but to water health, air quality and to protect the land it borders from erosion, a real concern that is presenting itself with with Climate Change and rising sea levels. All of these issues are at the forefront of many peoples' thoughts and actions, including the town of Jamestown. Surely a town that physically displays the importance of eelgrass at it's own Town Beach and Marina would hopefully not allow drudging that would harm existing eelgrass in the Dumplings waters. It leads one to think that the eelgrass should be formally protected and preserved, much like the invaluable Wildlife Preserve encompassed by Racquet Road. We need to not only protect our land but our waters and the people who enjoy both, on our beautiful Conanicut Island.

Thank you very much for your time,

Maria Shevlin



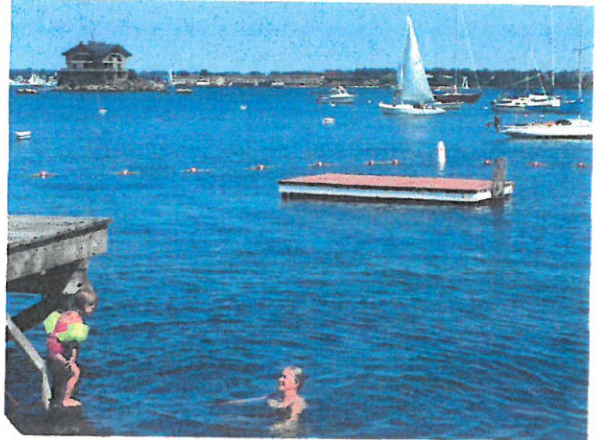


George Hutchinson 4 Ft. Wetherill Rd. Jamestown RI 02835

December 30, 2019

Jamestown Town Council,
c/o Erin Liese, Town Clerk,
93 Narragansett Avenue,
Jamestown, RI 02835

Jamestown Boat Yard proposed expansion



Dear Ms. Liese,

Please convey to the Council my opposition to the proposed expansion plan submitted by the Jamestown Boat Yard.

As a property owner the Dumplings neighborhood and a lifelong resident I think the impact of the proposed expansion will damage the environment with toxic residues disturbed by the required dredging, cause increased congestion of large boat traffic in an already crowded mooring field, create a safety hazard for swimmers and small boaters, and exacerbate an existing shortage of parking onshore.

Our family has owned property in Jamestown for three generations. We have enjoyed the small scale neighborhood experience including the use of the Dumplings Association swimming pier. My grandchildren continue to use this swimming area each summer. Stirring up toxic residues, increasing boat traffic, and trying to park more vehicles in the already crowded boat yard property (not to mention illegally parked vehicles on adjacent streets) will decrease safety and create new hazards that are unjustified by the business interests of the JBY.

I hope that the Council will go on record opposing this project.

Sincerely yours,

A handwritten signature in black ink, appearing to read "George Hutchinson". The signature is written in a cursive style and is followed by a horizontal line.

George Hutchinson

Erin Liese

From: flick674@comcast.net
Sent: Monday, January 6, 2020 1:11 PM
To: Erin Liese
Cc: 'Flick674@comcast.net'
Subject: JBY Marina Expansion

To the Jamestown Town Council,

My name is Tom Flickinger. My wife Louise and I are long time property owners on the island. As owners of 113 and 115 Melrose Avenue since the mid 1950's, we have seen first hand the excellent job the town has done of controlling the expansion of the various public waterways/adjacent land and other developments around the island. We have been swimming and boating in the dumplings area all our lives. We are writing in strong opposition to the Jamestown Boat Yard (JBY) expansion for the following reasons:

- 1 - JBY's plans are too dangerous to the ecosystem of the area. The addition of the proposed dock space is, to be quite blunt, overzealous. We are opposed to any expansion of the dock or to dredging of this area.
- 2 - The area JBY is intending to develop has already very poor and challenging sight lines. The addition of any additional boats would be dangerous to all involved particularly the swimmers at the Dumplings and the private beach south of the boatyard.
- 3 - With these additional boats, and from the plans for larger ones, comes additional and excessive amounts of petroleum pollutants. None of this is good for the environment in the area nor the swimmers and land owners on the shore.
- 4 - The additional noise this will add to the area will ruin the relatively tranquil nature of the Dumplings. Most importantly, there will be an inordinate amount of car traffic that will have no where to park.
- 5 - This expansion will create nothing but ecological, environmental and safety issues for the area. Jamestown doesn't need this.

Please help to stop this development.

Respectfully,

Tom and Louise Flickinger
847-910-8044

Erin Liese

From: Betsey Outerbridge <betseybridge@gmail.com>
Sent: Monday, January 6, 2020 4:27 PM
To: Erin Liese
Subject: Dumplings shipyard wxpqnsion

I want to go on record that I definitely disapprove of the plan to expand the present Jamestown Boatyard. This would be destroying a very lovely part of the entrance to Narragansett Bay as well as very destructive environmentally. I have lived here most of my 86 years and definitely think this expansion would be disastrous and unnecessary. Newport Shipyard is just across the water and could handle any yachting needs.
Sincerely, Betsey Coste Outerbridge, 28 Hawthorne Road, Jamestown.

Sent from my iPad



HAND DELIVERED

January 6, 2020

RECEIVED
TOWN OF JAMESTOWN, RI
20 JAN -7 PM 12:41

Honorable Members of the Jamestown Town Council:

Michael G. White, President
Mary E. Meagher, Vice President
Nancy A Beye
Randall White
William J. Piva

C/o Council Chambers
93 Narragansett Ave.
Jamestown, RI 02835

Re: Proposed dredging and expansion of Jamestown Board Yard and Dumplings waterfront

Dear Counselors White, Meagher, Beye, White and Piva:

Thank you for the opportunity to offer an opinion on the matter before this council this evening. My name is Kristen Sloan Maccini and I reside at 17 Friendship Street. For many years we have utilized the services of JBY to launch, service, repair, haul and store various sail and powerboats. We were drawn to that location due to the unique and special quality to the Dumplings waterfront that hasn't changed since I first enjoyed it as a child during the summer of 1971. The ability to boat, swim (with your dog!), paddleboard, windsurf, fish, scuba dive, enjoy unobstructed beautiful views to the bridge and Newport's Ft. Adams are just some of the wonderful activities constituting a mix of uses consistent with the boatyard's physical property dimensions and volume of business. It's felt like a nice balance of business and recreation.

As a boat owner I believe that some dredging may be useful, helpful, possibly inevitable. However, I am opposed to any development plan (by whoever proposed) that significantly expands either the physical footprint or business volume believing it will detrimentally affect all those loved seasonal recreational uses that currently are able to coexist with the boatyard. The combination feels like a rarity and frankly was a primary reason my family and I chose Jamestown as our permanent home.

Thank you.

Very truly yours,

Kristen Sloan Maccini
17 Friendship Street
ksmaccini@cox.net
(401) 458-0794

K Sloan Maccini Law & Mediation, LLC
34 Narragansett Avenue, #4
Jamestown, RI. 02835
www.ksmlawmediation.com

Erin Liese

From: Lily Malcom <lilymalcom@gmail.com>
Sent: Tuesday, January 7, 2020 6:22 PM
To: Erin Liese
Subject: Letter to oppose the Jamestown Boat Yard expansion

Dear Erin Liese,

I'm writing to opposed the Jamestown Boat Yard expansion, even with its modified plan.

The proposed expansion will place a large commercial venture in a small space. As we all know, this will create environmental and safety concerns in the Dumplings area. It is one thing to have a small marina that serves the local community than a large commercial venture that will change the landscape. The dredging and increased boat traffic and all that it brings with it (safety and parking issues, environmental damage etc) will change this area forever.

I have been swimming in this little inlet for the last 50 years. It is a special and peaceful place that should be preserved and not exploited.

I hope the Town Council agrees with opposing this expansion. I appreciate your time and thoughtful consideration of this issue.

Sincerely,
Lily Malcom

159 High Street
Jamestown, RI 02835

January 6, 2020

Jamestown Town Council
c/o Erin Liese
Jamestown Town Clerk
Jamestown, RI 02835

Dear Council Members,

Jeff and I attended this evening's Council meeting concerning the Jamestown Boatyard project. As a Racquet Road home owner and lifelong lover of the Dumplings area, I felt Mary Marshall really captured what was at stake with her closing line about the Dumplings being a natural treasure and an environmental resource for Jamestown and Narragansett Bay.

Thank you for guiding the discussion toward further investigation and I hope the Council will take a stance against this development. Our particular concern is the existing JBY-bound truck and car traffic that currently routes down Racquet Road. As Mary Marshall pointed out, the southern Dumpling Drive entrance to JBY shipyard has been choked down by JBY's encroachment into Dumpling Drive, thus discouraging a portion of the traffic from coming in from Fort Wetherill Road.

As you know Racquet Road wraps around the Audubon Society of Rhode Island Wildlife Refuge, a 17-acre rugged thicket, home to a bounty of spring/summer migratory breeding birds, and natural plant life. Racquet Road is a much beloved destination for walkers, dogwalkers, cyclists, and runners. I bird daily and know this territory well. The amount of morning (7:00 a.m.) and afternoon traffic from tradespeople going to and from JBY has grown as the yard has expanded. One has to be very careful walking, jogging, etc. especially during sunrise hours as drivers travel due East along Racquet Road with sun in their eyes, prior to turning right onto the north end of Dumpling Drive enroute to JBY. In addition, throughout the day, there are shipyard material deliveries, service vans, boaters and crew member vehicles.

We want to preserve the ability for adults and children to enjoy the peaceful beauty of the area and would support the Town looking at the traffic patterns in this residential area. We support David Cain's request for a traffic study. The residential roads to/from JBY are marginal for the existing commercial truck traffic, let alone for an expanded yard. The solution is not to make the roads more compatible with the shipyard, and *incompatible* with the quiet neighborhood. The solution is to limit the corporate expansion of JBY, and to fully enforce existing regulations that have apparently been violated over the years in a creeping abuse of the neighborhood zoning requirements.

Again, thank you for the Council's attention to this project that threatens this beautiful area.

Sincerely,

Kim and Jeff Westcott
186 Racquet Road
Jamestown, RI 02835

Cc:

Lawrence Taft, Executive Director, Audubon Society of Rhode Island
12 Sanderson Road, Smithfield, RI, 02917

Paul A LaViolette
24 Ft. Wetherill Rd
Jamestown, RI 02835

January 11, 2020

To: Erin Liese
Town of Jamestown
93 Narragansett Ave
Jamestown, RI 02835

Dear Erin:

I am writing as a neighbor of The Jamestown Boat Yard. I understand there is a permit (CRMC) in question regarding a dredging project to take place within the existing area of JBY. I have every reason to be concerned about this project as I am an immediate abutter to the JBY property and my waterfront property looks out over the JBY docks and mooring field.

I would like to make clear: I support the permit and the dredging project and I am surprised by what I understand to be meaningful opposition to this small and—I believe—environmentally responsible project. I have reviewed opposition letters and I have personally spoken with JBY management to understand explicitly the extent of the project and the safeguards being taken to assure negligible environmental impact. I am satisfied, despite being critical of development in general and protective of our natural habitat and magnificent Jamestown surroundings in particular, and I endorse JBY's efforts to complete the permitted project. I also applaud their openness and transparency with me.

By way of background, my property is on the water, overlooks the entire JBY mooring field and, though my street address is Ft Wetherill, my property also abuts Raquet road and is directly adjacent to JBY. I am a sailor and JBY does maintain my sailboat. I am also a member of the Dumplings association and the three "beaches" of JBY, the Dumplings and the beach in front of my home ("Old Salt Works Beach) are contiguous. We kayak and swim both at our beach and the Dumplings dock daily and I annually complete the Save The Bay swim. I do not believe you will find any member of the Jamestown community who lives closer to JBY or has more at stake as a result of whether or not JBY properly manages its property and the environmental obligations within its care of this property.

I have an extremely strong environmental conscience. I have the largest solar panel installation on Jamestown (with 108 solar panels) and our home is "off the grid". My daughter is majoring in Earth Science at Syracuse University. I am a major sponsor of Save the Bay and an advisor to STB management to support their strength as an organization and their mission to assure clear water and maximum attention to the health of our shorelines. I have a strong, direct and personal interest in ensuring that JBY

attends to all its obligations as a busy commercial enterprise, a close neighbor and an important part of the water recreation lifestyle so many of us on Jamestown value so highly.

With that said, the plans JBY seeks approval for seem reasonable, thoughtful and environmentally sound. In contrast to critics of the plan, my personal review of the plan concluded that it is not an expansion at all. There is no increase in or change at all in number of slips, moorings, dock capacity or shoreline structures. As we see the shore and docks today, before the project, they will appear exactly the same way when the project is completed. For anyone to describe this project as an expansion is disingenuous, misleading and unfair.

To better utilize the existing docks, I understand the permit would allow for dredging to create additional water depth in a small area underneath existing slips that are too shallow at low tide. Without adding any new expansion, dredging would actually help utilize the docks they already have, which makes tremendous sense as it creates more utility without expansion. While dredging is transiently disruptive to the sea bed, I understand that the permit process has carefully integrated protections for our fragile Eel grass and shellfish populations...they are identified in the plans as reviewed by CRMC and proper care of them should not be in dispute.

I also understand there is concern about traffic and parking. First, I'm pleased to say that I walk to JBY and the Dumplings and walk right by the Dumplings parking lot every day. Speaking honestly but not critically of my co-members at the Dumplings, WE are the ones that cause the parking overflow. This is obvious because every car at our lot and in JBY's area has a Dumplings Association sticker on its window! As we know, the proposed project by JBY does nothing to expand any capacity or usage or membership and adds no more slips or moorings or boats or traffic. Since the project is to dredge a bit of volume beneath current docks and does not expand anything, how can traffic increase? Conversely, my friends within the Dumplings Association (I think we have well over 100 members) can't possibly fit within our tiny lot...we know this but we don't (and can't) really do anything about it. It may be hard to criticize a neighborhood association and easy to criticize a business, but I am sorry to say we (Dumplings) probably go over the line. While fixing the Dumplings Association parking situation would be ideal, it has nothing to do with JBY, and JBY's proposed project to dredge some volume beneath existing docks has nothing to do with traffic or parking.

Similarly, with no added slips there will be no additional water traffic. The docks we see today will be the docks in the water next year. It is because this proposal is so benign, and because JBY management has been thoroughly considerate in its approach, that I can support this unequivocally.

As you and the Town Council consider this project, I do hope you can weigh the points I have raised and the perspective I have as THE CLOSEST neighbor on the water to JBY. I hope you can consider that it is my beachfront that is one grain of sand away from Dumplings and JBY, and that I value the water and our waterfront—I believe—as much or more than any other fellow Jamestown. I support JBY's efforts to responsibly dredge, to add a bit of depth beneath current docks to increase efficient use of existing space. Most importantly, I strongly object to mischaracterizations about expansion, parking, traffic and other made-up stories that have absolutely nothing to do with the proposed project.

Very truly yours,

Paul LaViolette

Erin Liese

From: Pamela Allen <pamelaallen4@gmail.com>
Sent: Sunday, January 12, 2020 10:17 AM
To: Erin Liese
Subject: JBY expansion

I am emailing to support the Dumplings Associations' opposition to the JBY massive expansion for the recreational, environmental and safety reasons. For decades my family and friends have enjoyed one of the most scenic areas New England. The Dumplings Association have specifically spelled out the multiple dangers of a boat yard expansion. I would hate to see future generations exposed to the negative environmental impact of such an expansion. The extensive dredging, dock extensions and further distraction of the natural beauty of the Dumplings area would jeopardize the island for future generations. Please examine & consider the multiple negative impacts for personal greed.

Pamela Allen

Sent from my iPhone

Erin Liese

From: duncan laurie <ditl66@gmail.com>
Sent: Sunday, January 12, 2020 11:52 AM
To: Erin Liese
Subject: Jamestown Boat Yard

Mr. Liese,

I am writing to express my hope the town of Jamestown will exercise oversight when it comes to the ongoing expansion of the Jamestown Boat Yard. I live directly to the south of the boatyard, only two properties away. My brother lives directly to the north, and is an abutter. I have spent the last 72 years in close proximity to JBY and watched as it grew from a few makeshift tents into large permanent structures. It now appears the boatyard has been bought by a conglomerate, which is proposing substantial development of the docks and mooring field, for starters. Should these new and larger boats arrive, with greater frequency, one can presume the land facilities will also expand exponentially.

Please consider a few problems inherent in any further development. I was privileged to chair the Ft. Wetherill Committee in its efforts to stop DEM from building its headquarters at the boat basin in the Fort. During that time I became aware of the restrictions that property was subject to, many of which certainly must apply to JBY. First, building within the flood plane is considered illegal, dangerous and environmentally unsound. Larger storms now bring flood waters across the street and into the yard, as there is scarcely any land elevation to stop them. CRMC has jurisdiction 200 ft from the coastal feature, and the first 50 feet are sacrosanct. How was it that building permits were issued for all the new construction going on as we speak? Has this expansion garnished all the attention it deserves from the town?

In addition, DEM has its own draconian rules governing septic disposal, toxic wastes, and hazardous onsite materials. One can hardly imagine a boatyard without all these materials. Has the town ever inspected the site for compliance? How much have the toxins from all the boat repair over the preceding decades leached into the ground and well water? This is a neighborhood. These substances could be spread far and wide by storm flooding. How good is the electrical wiring? How much of a fire hazard is this whole site, and how much will those dangers grow as the property continues to be developed? We are witnessing the effects fire has all over the world, when coupled with high winds. To what extent could this boatyard with all its flammables, trigger a much larger fire, if not properly safeguarded?

As a neighbor I believe my town council and inspectors to be that safeguard.

As we consider outside development of this beautiful waterfront area, we are reminded JBY has not, until now, been seen as more than a local boatyard. Now we are looking at interests that undoubtedly see this property as an opportunity for commercial exploitation far beyond its local character and utility. While that may be inevitable over time, I would suggest the council take a hard look at establishing firm boundaries for any proposed expansion, while you can. Where town interests overlap with those of DEM and CRMC, I would hope your building and waterfront inspectors consult with those agencies to establish proper legal safeguards, on or off the water.

Perhaps it is time for the town to form a new committee to investigate JBY and other commercial waterfront expansions before they become grandfathered into the properties, as has been the case to date?

Thank-you,

Duncan Laurie
2 Ft. Wetherill Rd.

Erin Liese

From: paula shevlin <psshevlin@gmail.com>
Sent: Sunday, January 12, 2020 10:50 PM
To: Erin Liese
Subject: Fwd: Eelgrass Protection

----- Forwarded message -----

From: paula shevlin <psshevlin@gmail.com>
Date: Sunday, January 12, 2020
Subject: Eelgrass Protection
To:
Cc:

Letter to the Editor

While walking along the beautifully restored sea wall in town with my children and grandchildren, we enjoyed the informative, illustrated placard on Eelgrass; its benefits, health and viability. Thank you to all who collaborated to make this important display available to the public: CRMC, DEM, Town of Jamestown, etc. It prompted all three generations to go home and read more on the importance of Eelgrass to the food chain, and health and quality of the Bay!

As stated on edc.uri.edu, "...Increased water pollution, shoreline development, boat traffic, wasting disease, and hurricane damage have significantly affected fish and wildlife populations and have virtually eliminated commercial scalloping on Narragansett Bay. Historically, Eelgrass beds flourished in many areas of Rhode Island and helped support a thriving commercial scallop industry...."

During January 6th's standing-room-only Town meeting, the Dumplings Association gave a comprehensive power point presentation with specifics of the high quality Eelgrass beds now growing and flourishing in the Dumplings area waters, which are some of the very best in the state. It also brought to the forefront the negative impact further commercial development, which would include deep dredging and redredging of the sandy bottom, to accommodate a larger and more significant mooring field and additional dockage space, might have upon the rare and valuable Eelgrass beds now existing in that area.

Our town should be proud that we have some Eelgrass beds but disheartened that the beds have decreased 19% in recent years. Rhode Island has lost the major portion of their beds through short-sided development and over commercialization of our waterfronts. Please use forward thinking and try to protect the Bay for our generation and for the future.

Gratefully,

Paula Scotti Shevlin

Hamilton Avenue

Erin Liese

From: Duval Slingluff <slingdig@gmail.com>
Sent: Monday, January 13, 2020 12:14 PM
To: Erin Liese
Subject: JBY expansion

Erin,

Please pass this on to the Town Council members.

I am a full-time resident of Jamestown. I am 100% against Jamestown Boat Yard's expansion plans. This will be bad for the health of the bay (most importantly) and bad for local use and safety of the Dumping's area both on and off the water.

Thank you.

Duval Slingluff
19 Prudence Rd

Peter Converse

162 Narragansett Avenue
Jamestown, RI 02835
peter_converse@mc.com
cell: 401.474.6972

RECEIVED:
JAN 14 2020 11:44 AM
Erin F. L'esee CNC
TOWN OF JAMESTOWN Town Clerk

1/13/20

Jamestown Town Council
93 Narragansett Avenue
Jamestown, Rhode Island 02835

Dear Councilors,

I'm writing to express my opposition to further development and expansion of Jamestown Boatyard (Safe Harbor Jamestown Boatyard).

While I applaud most new business ventures and commerce in our small town, we need to be careful when large corporate interests enter the fold. With the news of Safe Harbor's acquisition of Jamestown Boatyard, it is important that the new owners understand that any expansion would be detrimental to abutters, and frequent visitors to this island locale, both by land and water. In the best interest of our community - the whole of Conanicut Island - additional development of this shipyard must be discouraged, and ultimately, prevented!

If any consequential expansion of the marina occurs, it will destroy the idyllic New England fabric embodied in its rural character. For the most part, the boatyard has been friends and neighbors for well over a century. It's located in a quaint neighborhood where you'll always find a friendly smile and wave. I will say that in recent years, the congestion and parking around the boatyard has increased significantly. There have also been *many* occasions when the road has been blocked by boatyard activity forcing me to turn around and approach The Dumplings area from the opposite direction. I happily retreat because I know the gesture is truly appreciated by those operating the machinery. I know several of these hardworking folks.

While the proposed expansion will bring increased traffic and parking difficulties along Dumplings Drive, an expansion, if approved, will negatively impact boating passage within the already-dense mooring field of the Dumplings Archipelago.

I have spent my youth and adult years traversing these waters. Shifting winds combined with the strongest tidal currents within Narragansett Bay, make for unpredictable conditions at times. I've been witness on various occasions where recreational boaters and shipyard personnel alike have had difficulty maneuvering and docking because of these factors. While children in small skiffs and numerous other recreational boats of all sizes ply the waters of The Dumplings, any significant added traffic will detract from the enjoyment, pleasure and safety of those sailing through the area. Indeed, the shipyard would, in effect, monopolize the waters of this special place that so many Jamestown folks enjoy during much of the year. The present view shed of the area would also be altered, detracting from its true New England charm.

The dredging involved in an expansion also poses another danger to those who swim in this area. Notwithstanding the well known environmental consequences, stirred up sediment from decades of unrestricted toxins used by the shipyard in days past, would deter swimmers from entering the water. This would be an undue burden and major disruption for generations of Jamestown families who swim, sailboard, SUP, and sail small boats (which are prone to capsize, i.e., Sunfish/Sailfish) around this condensed cluster of islands and boats.

Please, by all means available, reject any further expansion to Jamestown Boatyard (Safe Harbor Jamestown Boatyard)! They are operating to capacity and remain very profitable where they presently stand.

Thank you!

Sincerely,


Peter Converse

Erin Liese

From: Rod Wright <rwright113@gmail.com>
Sent: Tuesday, January 14, 2020 9:07 PM
To: Erin Liese
Subject: Jamestown Boat Yard Expansion and Sale

Hi Erin,

Please forward these comments to the Town Council prior to their next meeting on this subject. Thank you.

As a life-long member of the Dumpling Association and similarly a life-long client of JBY and it's precursors (and having learned to sail there at age 8 in a Dyer Dhow, my boundaries were the 'dumplings' themselves) I am well familiar with both organizations and the waters surrounding both enterprises. As a supporter of free enterprise in general, I have sympathies with the JBY's needs and desire to grow. They are good people and talented professionals as well, and I don't blame them for trying. However, I am opposed to the expansion for the following reasons:

1. Navigation. It's tight in there with all those moored boats under the best of circumstances, and when the wind is blowing it can be quite difficult to navigate, particularly when sailing. The submerged rock to the West of the nearest Dumpling and just East of the docks is a major hazard. Though the JBY is kind enough to mark it each year, winds tides and currents move the marker around. Every year some poor soul hits the rock. Extending the piers will make it significantly narrower and hard to negotiate around - and it appears from the map to narrow the navigable space at the narrowest point by about half. Someone is bound to get hurt, hopefully not some kid or a swimmer.
2. Last I checked, there are two sides to every pier. So extending by 90, 30 and 25 feet adds 180' + 60' + 50' feet, or 270' feet of dock space. It depends on how big the boats are, of course, but that would be close to 7 forty-foot sailboats (not the 3 1/2 asserted at the last town meeting, unless they are planning on bringing in 80-footers). Each boat requires at least two cars (one can assume 60' or 80' boats might have even more associated cars and people?). So, expect 14+ extra cars in the 'hood, at a minimum - plus those of the additional workers they will need to hire to service the boats! Call it 14-20 extra cars? (Imagine if they put in 27 10-foot boats what the traffic would be like!?)
3. This highlights the real problem - parking, access and safety: Parking around there in the summer is a nightmare already - even with people parking illegally all over JBY's yard - and getting in from the Ft. Wetherill side is a disaster. There's no way an emergency vehicle could negotiate their way in from that side in the summer - even today - and given that in the event of a fire they might want to bring in vehicles from both sides due to the narrowness of the all the roads...it's a dangerous situation. Mary Marshall did a good job of illustrating the license that JBY and its precursors have taken over the years to consume every available inch of space. At the very least, the town should mandate that a certain number of spaces be created, but since people already park in every available spot, creating some temporary summer parking spots on the hard will not alleviate the problem - that space is already in use! And where *will* all those extra boats go in the winter??

I agree that there are cheaper, more environmentally friendly ways to deal with their 'tide' problem - a work skiff or small barge with a generator or a bank of batteries, for example, for taking power tools out to the boats would be a very cost-effective solution. But I suspect this is more about volume and dockage for the next owners - and a higher sale price for the current owners - than simply dealing with draft issues.

The only 'fair' solution - and one where the Town actually has some jurisdiction - would be to submit some additional studies on the subject as was suggested at the Town Meeting - on parking and traffic in particular. Perhaps skeptics like myself will be proven wrong, though I doubt it. But it is only fair to all parties (and a responsible action by the town) to study the parking, traffic and access issues before allowing this to go forward. Much as I appreciate the owners desire to grow, I think geographic limitations, parking, and safety create a natural boundary and limit to further expansion - though the Town may have to assert itself in order to prevent over-development of (as Mary Marshall pointed out), one of Jamestown's truly unique and special spaces.

Thank you for your consideration.

Rod Wright

Erin Liese

From: awgarnett@cox.net
Sent: Wednesday, January 15, 2020 1:43 AM
To: Erin Liese
Subject: Strong Opposition to JBY's marina expansion plans - current & future

Dear Members of The Town Council of Jamestown, RI,

I write via email to state my strenuous objection to the marina expansion plans of the Jamestown Boat Yard (JBY).

What I Ask The Town Council To Do:

I request the Town Council to vote to officially oppose the expansion proposal and share your opposition in writing with the CRMC prior to its public hearing on this application and voice your objections at that Public Hearing. (I understand that the CRMC public hearing will likely be held in either February or March 2020.)

The opinion of the Jamestown Town Council will carry considerable weight.

Why I (along with many others) Strenuously Object to JBY's Expansion Plans:

JBY's original proposal (Assent Application #2019-06-014) has now been revised downward in response to concerns raised by CRMC in its email dated October 15, 2019. However, JBY (applicant) has reserved the right to pursue its original submittal through a new application at a future date. JBY's intent was clearly stated in a letter dated November 5, 2019 from Race Coastal Engineering (RACE), on behalf of its client, Jamestown Boat Yard.

The expansion proposal in its original and revised forms need to be considered and wholly rejected.

1. Environmental Concerns: The plan to dredge in waters that include shellfish beds as well as eelgrass beds is foolhardy. The dredge materials from the marina will include at least 5 toxic heavy metals, with turbidity likely to spread spoils broadly in and beyond this priceless coastal area and 100% containment unlikely, threatening eelgrass beds, yearclasses of shellfish, crustaceans and finfish, and migrating waterfowl and other species.

Why unnecessarily jeopardize the health of Narragansett Bay, it's waters and marine life? Ingestion of contaminated waters by swimmers - human and others - could cause serious health issues.

The glacial rocks known as "dumplings" will incur direct impacts from any JBY expansion plans. These formations date prior to the Ice Age and are rookeries for marine birds.

2. Lack of Trust in JBY:

For over 55 years, I have been a member of The Dumplings Association. Since 1983, I have been a full-time resident and taxpayer in Jamestown. I have witnessed firsthand JBY's flagrant abuse of special use permits and building permits, the egregious parking, safety and traffic problems it has caused, and the unsightly blight of garbage and old tools and equipment left to deteriorate.

JBY, in my humble opinion, has a horrendous track record of non-compliance and bad faith that has created highly problematic and contentious relations with neighbors and abutters in The Dumplings area. Their selfishness impacts the safety of all who live in this neighborhood.

With such distrust and it's abysmal track record, JBY's expansion proposal should be rejected on its face.

3. Safety & Navigation Concerns:

Others, notably a letter written by Justin T. Stay, Esq. on behalf of his clients - The Dumplings Association and David Laurie - have articulated the navigational hazards to passive recreational users - swimmers of all ages, fishermen, kayakers, small boat sailors (lasers, dinghies) - from an everexpanding Marina with 77 of 79 moorings in place, increased boat traffic and boat size, and increased infrastructure footprint.

I have witnessed generations of youngsters crabbing on The Dumplings dock, jumping off the dock, learning to swim, snorkeling off the Dumplings rocks (stunningly beautiful beneath the surface), picnikers on Family Beach (this publically accessible beach is used by hundreds of families each week in the summer, mainly Jamestowners).

Why does JBY clamor for this expansion?

Greed. It wants to sell their marina to Safe Harbor Marinas, LLC with approved expansion plans. Ironically, Safe Harbor's own investors are considering a \$2B sale of the company per an article in the 1-14-2020 issue of Providence Business News.

Why should the families and individual taxpayers of Jamestown sacrifice the stunningly beautiful, historic, and environmentally valuable area known as The Dumplings, Family / Salt Works Beach and coastal waters to the greedy, untrustworthy commercial entity known as Jamestown Boat Yard?

Since The Members of Jamestown's Town Council are duly elected by registered individual residents, please protect this jewel of Narragansett Bay for the public benefit for all and not the commercial benefit of the few.

Please oppose JBY's proposed expansion in its entirety.

It is a pity that the Jamestown Boat Yard was ever granted a special use permit to expand in the first place. Such commercialization should never have been allowed in a RR80 zone.

You have a chance to turn the tide for Narragansett Bay, for current and future generations of Jamestowners.

Please Oppose this proposal that threatens so much of what makes the southern end of Jamestown truly unique and special.

Thank you.

Anne

Anne Garnett
46 Cole Street
Jamestown, RI 02835

Erin Liese

From: james boden <jamesboden11@gmail.com>
Sent: Wednesday, January 15, 2020 9:25 AM
To: Erin Liese
Subject: JBY Marina Expansion - Oppose

Dear Council Members,

Thank you for the opportunity to let me share my opposition to the JBY marina expansion. As an avid fisherman and recreational boater, I am very concerned about the proposed expansion of the Jamestown Boatyard footprint. I grew up crabbing, playing on the beach, and swimming at the dumplings and family beach. These were some of my favorite memories from growing up and I hope that more generations of children will be able to enjoy that idyllic experience. I am worried about the impact on environment issues like the removal of eel grass and contaminated water, as well as the increase in boat traffic. I think we all want Jamestown to remain a special place by preserving our local marine ecosystem, which the proposed expansion would likely compromise.

Sincerely,
James

James Boden
71 Howland Ave

Rec'd
1-15-2020

Jamestown Town Council
93 Narragansett Ave
Jamestown, RI 02835

Dear Council Members,

This letter concerns the Jamestown Boat Yard (JBY) marina expansion. I am a Jamestown resident and private mooring holder (# 759 D) within the JBY mooring field. I oppose the marina expansion on the grounds that such a plan would further congest an already over-crowded mooring field, create safety hazards, and degrade the quality of the local environment.

With regard to crowding: access to my mooring has become very difficult due to lack of adequate parking and congestion; during summer months, one lane of the street is often blocked with vehicles; the mooring field has become similar to the parking situation with little room between boats.

With regard to safety: boats in my part of the mooring field must weave through the moorings without a clear channel in or out; add to this the number of Kayaks, swimmers, fisherman, and other recreational activities and there seems to be only a matter of time before someone gets hurt; additionally, the current road and parking congestion may prohibit fire and rescue vehicles from properly accessing the vicinity of JBY.

With regard to environmental quality: the eelgrass area is incredibly sensitive to damage. The eelgrass provides habitat for fish and shellfish. Bay scallops have even seeded over the past few years, which is unusual for Narragansett Bay. In other areas where eel grass beds died off through development and resulting turbidity, they does not recover. Dredging will cause great siltation throughout the area and could kill portions of the eel grass beds that also may not recover.

There is more to say but I would like to request that the marina expansion not be approved.

Respectfully,

Glenn Mitchell
67 Howland Ave
Jamestown, RI 02835

Erin Liese

From: Evan Boden <evanboden@outlook.com>
Sent: Tuesday, January 14, 2020 1:44 PM
To: Erin Liese
Subject: JBY Marina Expansion - Oppose

Dear Council Members,

I hope this finds you well. I wanted to reach out to voice opposition to the JBY Marina expansion. My primary concern is environmental: dredging activity so close to eelgrass beds is worrisome and carries consequential left-tail risk. Secondly, though still important, this would negatively impact the Dumplings and Family Beach communities and certainly wouldn't improve what most residents view as a scenic part of the island. Finally, I think the recent acquisition by Safe Harbor Marinas will already create issues of increased traffic and commercialization. At the very least, why not wait until we have seen how that transition takes place? You can undue inaction, but it would be difficult, if not impossible, to reverse any negative impacts of the buildout, so I struggle to see the argument for rushing this through. Thank you for your consideration.

Best,
Evan

Evan Boden
evanboden@outlook.com

RECEIVED
JAN 15 2020 09:49 AM
TOWN OF JAMESTOWN Town Clerk

January 14, 2020

Dear Council members:

I suspect there is no requirement that the Town take action regarding JBY's pending CRMC application, but, just in case you are contemplating doing so, I wanted to share some thoughts with you.

About twenty years ago, I was involved as counsel for an applicant for a CRMC permit involving a marina project. There were town meetings that drew many attendees. The discussions of the project seem to generate great emotion among objectors, and many dire predictions were made by them.

Two comments by persons involved remain firmly lodged in my memory of those meetings. One came from a distinguished architect employed by the applicant. After one particularly contentious town meeting, he stated that he never would handle another case in Jamestown.

The other came from an abutter to the project. Several of his close friends were outspoken opponents of the project. Nevertheless, this man testified in favor, saying "I like boats. The more boats, the better."

Writing now, twenty years later, I want to reiterate that testimony: I like boats.

I would say that most Jamestowners consider that marinas and yacht clubs add considerably to the quality of life here, and are basic to the unique character of Jamestown. Enabling these organizations to operate and thrive is an essential part of life on an island like ours. It is also an important policy of Jamestown, one enshrined in our comprehensive plan.

For a number of years I have kept a small sailing/rowing dinghy at JBY. I enjoy rowing around the docks and waterfront between the Fort Wetherill Boat Basin and East Ferry.

I can state that I have never felt endangered by the boat traffic generated by any of the marinas in that area, and, in particular, by JBY.

I am aware of, and commend, JBY's actions to protect the environment by eliminating single-use plastics from its premises, converting its entire mooring field to environmentally "friendly" mooring systems, and increasing the number of recycling bins and encouraging their use.

JBY has more than enough space for its customers to park in its boatyard.

In summary, I view JBY as a good neighbor and applaud its efforts in developing its property in a responsible and appropriate manner.

Very truly yours,

John A. Murphy
65 Hamilton Ave
Jamestown RI
02835-1274

January 10, 2020

Jamestown Town Council
Town of Jamestown
93 Narragansett Ave.
Jamestown, RI 02835

RECEIVED:
JAN 15 2020 10:48 AM
Erin F. Liese CMC
TOWN OF JAMESTOWN Town Clerk

Dear sirs and madams:

I am writing to express my support for Jamestown Boat Yard's request to dredge the section of the Dumplings harbor adjacent to their fixed dock area and expand their slip space by approximately 40'. JBY is investing in upgrading its property within authorized boundaries and according to published regulations. The boat yard adds to the character of the Dumplings neighborhood, and it is an important landmark that helps maintain what makes Jamestown uniquely Jamestown. The boat yard's continued investment in infrastructure projects such as the one under consideration is essential to its retaining its client base, continue providing employment to many Jamestown residents, and generating a growing tax base for Jamestown.

From my limited knowledge of the proposed dredging project, I understand that JBY is not requesting a major underwater grade change. The average amount of dredging proposed is approximately 1 ½', and in increasing the depth of the water near the docks, the boat yard is improving the safety of all keeled vessels that pass through that area. Not only will it allow the boat yard to safely work on larger yachts through all tide cycles, but also it will allow transient yachts to approach the docks without accidentally grounding due to the precipitous grade changes close to the docks. JBY has been working closely with the town and environmental authorities to ensure that its dredging creates no environmental hazards, and it is being careful not to upset any environmentally sensitive areas. As a result, I feel comfortable assuming that there will be little or no change to the ecology under water or the visible consequences of the dredging above water.

Change is always hard, but one thing that has remained the same about Jamestown Boat Yard since its founding in 1903 is that it is a town landmark. As the island continues to be gentrified and more and more of the native Jamestonians are encouraged or forced to sell their properties and move to less expensive parts of Rhode Island, we need to cling to the components of the island that give it the character and special ambience that we all love. Jamestown Boat Yard is one such place. Not only does the boat yard employ many Jamestown natives, but also it nurtures a spirit of true craftsmanship that is quickly disappearing in the modern, disposable world. There are numerous specialists at JBY, finely turning wood parts, hand-fabricating now obsolete boat parts, and generally taking the role of a working boat yard very seriously. This is one of the reasons that so many high-end yachts frequent JBY – because they know and trust the level of expertise present in every department. Boats visit Jamestown from all over New England to take advantage of the services of JBY. This should be a source of pride for the island. Neighbors have

the benefit of lovely harbor views of the scenic and peaceful waters around the Dumplings filled with beautiful sailboats. Were the boat yard not to maintain its highest quality standards, the patronage could be quite different and could change dramatically the vista that all of us neighbors enjoy daily.

This obviously takes investment and attention to detail, which the current owners have dutifully engaged in. Unlike some other boat yards, JBY has continued to invest in maintaining and improving their property. Though some argue that they are trying to expand beyond their legal limits and take over the land and water areas of the neighborhood, in fact, they have merely continued developing their existing footprint. In the 15-year history our family has had with JBY, both as patrons and as property abutters, we have been impressed by the continual maintenance of the property. The docks are always in good order, the moorings strong and safe, the lots cleared of all debris, the different work buildings and sheds clean and orderly. In addition, they are part of the fabric of the neighborhood. The employees are helpful and friendly to patrons, neighbors, and transients alike. They are respectful of the fact that they are working within a residential district. They drive slowly through neighborhood streets and are conscious of the timing of noisy projects. The owners seem to go above and beyond to be good employers, good neighbors, and a good Jamestown business.

While I believe that new development projects of any kind should be reviewed to protect the environment and the look and feel of Jamestown, I also strongly believe that property investment is critical to maintaining an area. Just as the home owners in the Dumplings are continually improving their properties, JBY should do the same. Without the income stream that large yachts contribute to JBY's business model, they would not be able to continue investing in their property or employees. The result could be loss of market share to more competitive industrial areas like Portsmouth and eventual closure of the boat yard. We could end up with high density condominiums where there once was this wonderful boat yard.

Part of the reality of life on an island is the boat yard, and as far as boat yards go, JBY is among the best I've ever worked with. I consider the people at JBY family, and I believe they enhance the character of the Dumplings. I strongly support business decisions that enable them to remain profitable and continue operating at their current level, presuming that they are following local and state zoning and environmental requirements. Without Jamestown Boat Yard in the Dumplings, the area would be just another over-manicured suburban neighborhood. That would be a true loss for both the neighborhood and the town.

I strongly urge the committee to allow Jamestown Boat Yard to make the investments necessary for it to succeed and thrive.

Sincerely,


Lucia Marshall

Erin Liese

From: Numi Mitchell <numimitchell@gmail.com>
Sent: Wednesday, January 15, 2020 11:12 AM
To: Erin Liese
Subject: For Town Council: The Conservation Agency opposes any marina expansion at Dumplings.

To the Jamestown Town Council:

The Conservation Agency, 67 Howland Avenue Jamestown, is adamantly opposed to any further expansion or development of the marina in the Dumplings area. The area supports fragile and critically important eelgrass habitat that has disappeared elsewhere in the bay due to physical damage, shading, siltation, and lack of water clarity.

Since 1996, periodic seine-sampling conducted by The Conservation Agency in the Dumplings has reflected its importance as a fish nursery. The eelgrass beds there support early life stages of bass (2 species), flounder (4 species), tautog, bluefish, menhaden, scup, cunners, pipefish, sea robins (both species), silversides (both species), sand eels, larval lobster, quahogs, scallops, and more. Strikingly, it also supports native sand dollars. Have any one of you ever seen sand dollars in New England?

This cove is especially diverse because of its eelgrass habitat. Digging, dredging, dock expansion (shading), water turbidity, siltation, propellor and keel damage, and increased grey-water nutrient discharge - all associated with marina expansion - will threaten eelgrass. Eelgrass has disappeared from most of Narragansett Bay, and Jamestown shorelines support about 1/2 the State's remaining eelgrass beds.

We hope the council will aggressively protect this important community resource for all Jamestown residents instead of supporting the interests of one business owner. We will help in any way we can.

Sincerely,

Numi Mitchell, Ph.D., Biologist

Numi Mitchell, Ph.D.
The Conservation Agency
67 Howland Avenue
Jamestown, RI 02835

numimitchell@gmail.com

Desk: (401) 423 0866, Mobile: (401) 835 1400

<http://www.theconservationagency.org/coyote>



January 14, 2020

Jamestown Town Council
C/O Ms. Erin Liese
Town Clerk
93 Narragansett Avenue
Jamestown, RI 02835

RECEIVED:
JAN 15, 2020 11:54 AM
Erin F. Liese C/O
TOWN OF JAMESTOWN Town Clerk

TO: Jamestown Town Council,

I have spent summers in Jamestown since 1934 and have been a year-round resident since 1991. My home is in the Dumplings vicinity and I have witnessed first hand the negative impact of JBY's expansions. This is not the first time JBY has requested the neighbors approve their commercial interests. Each time, we, the neighbors, are asked to give up something to benefit the boatyard. The last request resulted in a structure built larger than what the neighbors had agreed to and approved by the Building inspector. That said, no more. I respectfully request the Town Council to oppose the expansion request, that will only benefit the boatyard.

Sincerely,



Stephen H. Garnett
36 Newport Street
Jamestown, RI 02835

January 10, 2020

Jamestown Town Council
C/O Ms. Erin Liese
Town Clerk
93 Narragansett Avenue
Jamestown, RI 02835

RECEIVED:
JAN 15 2020 11:54 AM
Erin F. Liese CMC
TOWN OF JAMESTOWN Town Clerk

Dear Jamestown Town Council:

I strongly urge the Council to deny the application of Jamestown Boat Yard to expand. I live in Jamestown and walk my dog in this area daily. It is my highlight to walk down racket road toward the dumplings for the beautiful views. As I approach the area, I am now always wary of cars and heavy machinery trying to bypass the narrow dirt roads. From Spring to Fall, the noise from the machinery and workman is often startling, and in stark contrast to the peaceful beauty of the area. Over the years, I have watched this boatyard expand and always wondered why and how could this have happened? Especially on Jamestown, a place that is so vigilant at protecting its scenic vistas and island from over commercialization. As you know, it is impossible to undo expansion.... What a shame if you all approve their request to expand and ruin this area for future generations, not to mention the fish, shellfish and birds that call this home.

Sincerely,



Kate Wallace
60 Ocean Avenue
Jamestown, RI 02835

January 11, 2020

Jamestown Town Council
C/O Ms. Erin Liese
Town Clerk
93 Narragansett Avenue
Jamestown, RI 02835

RECEIVED:
JAN 15, 2020 11:53 AM
Erin F. Liese CNC
TOWN OF JAMESTOWN Town Clerk

To the Jamestown Town Council:

I strongly encourage the Council to deny JBY's expansion application.

My family and I have enjoyed swimming, fishing and crabbing in this area for several decades. The proposed dredging will jeopardize the eel grass beds around the existing dock that are a natural nursery for fish, crabs and shellfish and are among the most productive and biologically diverse ecosystems on earth.

I am extremely concerned that this proposed expansion (on top of the additional moorings/boats that were added last year) will result in even more of an increase in boat traffic and accompanying air pollution from diesel and gas engines and inadvertent gasoline and oil spills.

Swimmers from the Dumplings Association and the beaches to both the north and south will be negatively impacted and from a liability standpoint at risk of physical harm.

JBY is already over capacity, with parking lots once used for cars are now filled with boats forcing beach goers, boaters and employees to park on the narrow side streets. Adding to these unsafe pedestrian conditions is the heavy equipment moving boats back and forth on the roadway while families with children are walking to the beach. Expanding the JBY facilities will only exasperate this problem, leading to confrontations and God forbid, accidents.


It seems to me that the Dallas, Texas-based Safe Harbor Marinas (the largest owner and operator of marinas in the world) is the only beneficiary of this expansion.

Once this historically scenic treasure of our island is altered, it is forever altered.

Please do not approve the expansion.

Thank you for allowing me to share my concerns,

Sincerely,


Jeff Boden
71 Howland Avenue
Jamestown, RI 02835

January 14, 2020

Jamestown Town Council
c/o Erin Liese
Town Clerk
93 Narragansett Avenue
Jamestown, RI 02835

RECEIVED:
JAN 15, 2020 11:53 AM
Erin F. Liese CMC
TOWN OF JAMESTOWN Town Clerk

Dear Town Council,

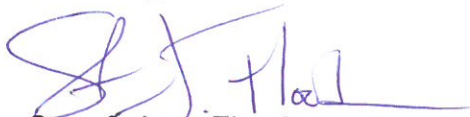
We are writing to you to express our extreme alarm at the proposed expansion to the Jamestown Boatyard site. We are longtime homeowners in Jamestown and the potential impact of such an expansion is of great concern to us.

For many years we have enjoyed the iconic view and beautiful natural landscape of the "Dumplings" waterfront area. The dredging proposed by the Jamestown Boatyard would cause irreparable harm to an already fragile ecosystem. Marine pollution from unintentional oil and gas spills is of great concern, as is the danger to shallow-water marine life. This much-loved recreational area does not have the capacity for larger boats and more volume in commercial boat traffic. This spot is frequently used by families with small children and the potential for danger would only increase with such an expansion.

Part of the great appeal of Jamestown is its relaxed pace and serene natural landscape as contrasted by the ever-increasing Newport waterfront congestion. We strongly urge the Town Council to reject the proposed dredging and expansion of the Jamestown Boatyard to maintain the integrity and beauty of Jamestown.

Thank you for your thoughtful consideration of our concerns.

Sincerely,



Sam & Jane Flood
157 Beavertail Road
Jamestown, RI

Erin Liese

From: Suzanne Ayvazian <bozehanc@gmail.com>
Sent: Wednesday, January 15, 2020 12:01 PM
To: Erin Liese
Subject: Jamestown Boat Yard expansion

Dear Jamestown Town Council

I write as a marine ecologist with over 15 years of experience in marine habitat restoration for both the National Oceanic and Atmospheric Administration's Restoration Center and The Nature Conservancy's Global Marine Team. I am concerned that the eelgrass beds in the area of the Dumplings are under threat from the expansion of the JBY facility. As you know Jamestown has approximately 50% of the state's eelgrass and these beds have been reduced by about 20% in recent years. What may be less appreciated is the value of these beds and the difficulty in restoring them once damaged.

Threat

The primary threat to eelgrass is water quality, both nutrient load and water clarity. These are photosynthesizing plants that require sunlight or they starve. Dredging, and the repeated dredging that will come with maintaining the access channel to the planned expanded marina is an obvious threat. Just as damaging is the increased turbidity that results from increased boating activity. Boating, particularly by deep draft vessels inevitably suspends sediment that blocks the light required for eelgrass to survive. The planned dredging and channel maintenance along with sediment suspended by routine use of the dredged channel, along with increased boating traffic in general, pose a real threat to the precious natural eelgrass resource.

Value

Eelgrass provides multiple valuable services to the immediate residents as well as the Jamestown community. Eelgrass (along with oyster reef and salt marsh) produce more tonnes of fish per acre than any other habitat assessed. The fish produced by eelgrass are a driver for the Jamestown and RI economies.

The eelgrass beds also protect the immediate shoreline from erosion. Erosion that is increasing as a result of climate change.

I hope the council will carefully consider the threat that the expansion of JBY poses to our valuable natural infrastructure.

Regards
Boze Hancock

76 Howland Ave, Jamestown

Erin Liese

From: Suzanne Ayvazian <bozehanc@gmail.com>
Sent: Wednesday, January 15, 2020 12:05 PM
To: Erin Liese
Subject: JBY Expansion

Town Council

c/o Erin Liese, Town Clerk

Jamestown, RI 02835

Dear Town Council,

I am writing in regards to the issue of the expansion of the Jamestown Boat Yard. I am a resident of Jamestown at 76 Howland Ave. I realize there are competing interests to consider in this issue and the subject has become divisive within the town. This expansion is not merely an economic issue, but there is a large social and environmental component to consider as well. While there may be economic gains for the JBY, the Town Council should ask 'at what cost' to the large number of neighbors and the local marine environment, particularly the critical eelgrass habitat.

The expansion requires dredging sediment to make a deeper channel for large boats. While JBY's modified expansion plan has the dredging operation offset from the main eelgrass beds there are many studies which have shown the wide spread impacts of turbidity on eelgrass function. Increased turbidity can result in siltation on the blades of the seagrass which smother the plant. More than 4 cm of sedimentation in and around the seagrass can result in up to 50 % mortality of the plants. Depending on the material being dredged there are issues of contaminants becoming exposed and resuspended in the water column potentially further impacting the sea grass blades. Additionally, dock construction and digging with subsequent shading from the dock, siltation and propeller damage will all contribute to the demise of the eelgrass beds.

Jamestown's seagrass beds are the healthiest in the Bay comprising over 50% of the state's total eelgrass beds. However recent surveys have shown a decrease in the spatial coverage over the past several years. Abundant literature supports the critical habitat designation of seagrass as it supports multiple juvenile and adult finfish and shellfish species. The seagrass also helps to attenuate wave action to protect the shoreline against erosion.

I encourage the Town Council to strongly oppose this expansion based on scientific evidence of the damage to the seagrass beds and the marine organisms that use this fragile habitat.

Kind Regards,

Suzanne Ayvazian, PhD

Howland Ave, Jamestown

Erin Liese

From: Eli Mitchell <eli.w.mitchell@gmail.com>
Sent: Wednesday, January 15, 2020 12:15 PM
To: Erin Liese
Subject: JBY Expansion

I am writing this letter today in opposition to JBY's proposed expansion plan for their boat yard. As a regular user of the beaches there (I am one of the private moorings in that field), I am deeply concerned with what they would like to do. On ecological grounds I feel that it endangers the local marine environment considerably, especially since eelgrass is so rare and special in our state. On congestion grounds, that mooring field is so packed tight, and the waters so filled with obstructions, I fear that expansion would make an already packed and hazard filled area worse. Finally, expanding their commercial business even further in the residential area they reside in would make the area even more crowded.

Thank you for your time,

Eli Mitchell

67 Howland Ave, Jamestown, RI 02835

Erin Liese

From: Anna Flickinger <Anna.Flickinger@unitedtalent.com>
Sent: Monday, January 6, 2020 12:35 PM
To: Erin Liese
Cc: Tom Flickinger; Anna Flickinger
Subject: JBY Marina Expansion

To Jamestown Town Council-

I'm writing to oppose the expansion of the JBY Marina. I grew up going to Jamestown and JBY represents the over commercialization of the island in a way that would be detrimental to the future of Jamestown. There will be too many boats, no parking, and noise pollution in what is a haven for Jamestown residents and locals.

Loving Jamestown means protecting it. JBY has proved that they are not interested in helping preserve the Jamestown I grew up loving so much. I strongly oppose the marina expansion.

Best,
Anna Flickinger

Anna Flickinger
MP Literary Agent
UTA

T: 310.971.4824

unitedtalent.com
@unitedtalent

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Thank you.

United Talent Agency
9336 Civic Center Dr. Beverly Hills, CA 90210
888 7th Ave 9th Floor New York, NY 10106 (DCA#2029434-DCA).
361 – 373 City Road London EC1V 1PQ
Bienstock, LLC, a Delaware limited liability company, dba Bienstock, A United Talent Agency Company
888 7th Ave Ste. 913 New York, NY 10106 (DCA#2077290-DCA)

Erin Liese

From: Stuart Ross <stuartross318@gmail.com>
Sent: Friday, January 3, 2020 11:03 AM
To: Erin Liese
Subject: JBY Expansion proposal

Erin —

Please circulate this email to all members of the Town Council before their meeting on Monday evening, January 6:

To the Jamestown Town Council:

One of the most scenic and historically significant areas of Conanicut Island is a coastal feature referred to on the charts as Old Salt Work Beach, scene of WW1-era salt production. Now the Jamestown Boat Yard seeks to dramatically expand their operations on that site, which would be an environmental and cultural disaster. As a lifelong Jamestown resident, I strongly urge the Council to deny the application of JBY to pursue this expansion.

There are many reasons the Town Council should reject this application:

- Boat traffic is expected to dramatically increase, with the stated goal of attracting ever-larger sail and powerboats to the shipyard facilities. Marine pollution, such as unintentional oil and gas spills, is an unavoidable consequence of this trend. Recreational use of the area, including swimmers from the Dumplings Association who have been using that dock for over a hundred years, as well as swimmers on the beaches to the north and south, would be hugely and negatively impacted. Air pollution from diesel and other engines would also increase in the area.
- The proposed dredging would be highly deleterious to shallow-water marine life around the existing docks. Just as an example, since well before I was born, children have been joyfully crabbing from the Dumplings dock. Dredging that area would jeopardize the crab population there, as well as many other marine species and bird life.
- On any given summer afternoon, parking there is at capacity, not only for yachtsmen using the existing JBY facilities but members and guests at the Dumplings Association using the beach and dock. Expanding the JBY facilities would only exacerbate this problem, potentially leading to confrontations or accidents.
- I'm sure the application takes no consideration of sea level rise from climate change, an enormous threat to all coastal areas of Rhode Island. The dirt road along the shore is essentially at sea level now, and any further development will only see more king-tide flooding of that road.

There is no dearth of reasons to deny the permit; these are only representative of why this expansion is such a bad idea. But, to my mind, the one that stands out is the negative impact on the scenic beauty of that part of our beloved island. Currently the private beaches and the shipyard are living in relative harmony, with the viewshed of the beach, the mooring field, and Clingstone and the Newport Bridge beyond being one of the iconic panoramas of Jamestown. Expansion of the shipyard would devastate that scenery forever.

I trust you will do the right thing for our island and reject the JBY application.

Many thanks,

Stuart

Stuart Ross
1026 East Shore Road
Jamestown, RI 02835
914-649-5037
stuartross318@gmail.com

MORNEAU & MURPHY
ATTORNEYS AT LAW

JOHN AUSTIN MURPHY
JOHN B. MURPHY
RICHARD N. MORNEAU*

EMILY J. MURPHY **

NEALE D. MURPHY
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(401) 423-7059

38 NORTH COURT STREET
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*ALSO ADMITTED IN MASSACHUSETTS
**ALSO ADMITTED IN CONNECTICUT

Rec'd
at meeting 1-6-
2020

Jamestown Town Council
93 Narragansett Avenue
Jamestown, RI 02835

Re: Response to letter submitted by Cameron & Mittleman regarding an application to Coastal Resource Management Council ("CRMC") for Jamestown Boat Yard ("JBY")

Dear Council Members:

I am writing today on behalf of our client JBY. You are in receipt of a letter dated December 31, 2019 authored by Justin T. Shay with Cameron & Mittleman. The reason for this response is to correct the many factual inaccuracies and false statements made throughout the submitted correspondence.

The subject property is located at 60 dumping drive, Tax Assessors Plat 10 Lots 141, 143, and 20. The property is 92,965 square feet and located in the RR80 zone.

The area in question has been used as a boat yard for well over one hundred (100) years, as early as 1903 and has continued to be used as such through today. JBY acquired the property and business in the early 80's from Coddington Yachts Center, Inc., and the current owners purchased JBY in 1995.

Prior to JBY's acquisition of the property and the business, the marina perimeter was established by a Supreme Court ruling in a 1979 case, The Girard Bank, formerly Girard Trust Company, as Trustee u/w/o Duncan I. Selfridge and Thayer Laurie vs. John Lyons, in his capacity as Chairman of the Coastal Resources Management Council and Coddington Yachts Center, Inc.. This perimeter has remained the same and has not been expanded upon northerly since said decision. The law suit is very specific in the area that defines the perimeter and the boat yards northern boundary (the boundary most likely to have an effect on Mr. Laurie's property). Since JBY acquired the property, they have remained extremely mindful of this northern marina perimeter boundary.

JBY submitted an application to CRMC, Application #2019-06-014, to perform work within its designated marina perimeter. The improvements include slight modifications to the northern, middle and southern docks as well as permission to dredge within the existing marina perimeter in order to create a fairway channel and a turning basin for vessels entering and exiting the slips.

Prior to submitting the application, JBY met with town officials to discuss the plans for review and comment. This meeting occurred in March of 2019, well before any potential inquiry into the sale of the business. Upon the conclusion of the meeting with the town officials, no objections or requested revisions to the plans were made.

This application does not request an expansion of the approved marina perimeter, rather, as mentioned above, it requests to make improvements to some of the docks and to perform some dredging within the approved CRMC perimeter. Through the application process it was brought the attention of JBY by CRMC that a portion of the requested area contained eel grass. With this new information, JBY revised the application to the one included and attached to Mr. Shay's letter. The revisions address the environmental concerns raised by CRMC. The application process worked in protecting and preserving the marine environment.

The purpose of the requested improvements within the marina perimeter is to accommodate work that is currently being performed by JBY, not to expand the services of the marina. The docking slips where the dredging is requested are working slips for vessels that the yard is currently, today, working on. These slips are not for transient customer use or an attempt to bring larger vessels to the area. JBY's customers own more robust vessels and the larger vessels cannot currently sit on the docks through an entire tide cycle. The improvements will allow JBY to continue the approved business operations within the approved marina perimeter in a more efficient and safe manner by allowing the vessels to remain on the working slips through the tide cycle rather than constantly moving them off the working slips to the moorings creating more traffic within the area.

With regards to the oppositions false claim that the approval of the application will create an area that is unsafe for recreational users, the area in question has been used as a marina for over 100 years. The marina perimeter was approved in 1979 and has not changed. The marina perimeter area will continue to be used as it is today with the same size vessels that are currently utilizing the boat yards services. The request to dredge allows the vessels that are currently being worked on by JBY to remain on the working slips through a tide cycle rather than constantly being transferred back and forth to the moorings, reducing the marine traffic and creating a safer environment than exists today.

With regards to the oppositions environmental concerns, respectfully this is one of the reasons CRMC has an application process in order to flush out the environmental concerns within their jurisdiction before approving a project. As such, revisions to the original application were made by JBY to accommodate the concerns of eel grass within the originally proposed dredging area.

With regards to the concern of over-commercialization, JBY is not requesting an expansion of of the approved marina perimeter. The request for improvements will increase efficiency for boat yard operations and the safety of all involved. The boat yard will continue to service its cliental, which own larger more robust sailing vessels that require drafts ranging from 8' to 10'. The objection and concern of over commercialization of the area is therefore unfounded and misplaced.

With regards to any of the past experiences Mr. Laurie and/or The Dumplings Association has had with JBY, Mr. Shay makes several false statements regarding these experiences. All operations of the boat yard have been duly approved and are in conformity with those approvals

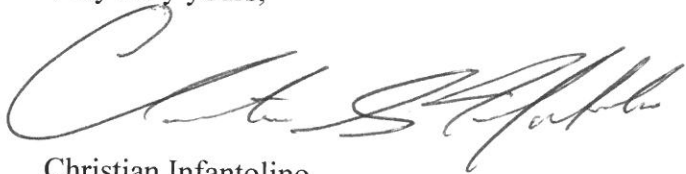
from all required state and local agencies. This includes but is not limited to obtaining any required special use permits and/or zoning variances (see attached Zoning Certificate). JBY is in compliance with the parking requirements, and in fact, allows the members of the Dumplings Association to utilize a portion of JBY property for parking in the summer time.

Lastly, the matter before you today has not only been presented to town officials in March of 2019, it has previously been on the Town's consent agenda twice, once in July of 2019 and again in September of 2019, and each time this Council has approved the consent agenda with no further comment regarding the matter. There have been no changes made to the application since this Council approved the consent agenda in September of 2019.

In conclusion, we live on an island where boating and sailing is part of the fabric of our community. JBY has been operating a boat storage and maintenance facility at the current location since 1995. JBY has continuously strived to be a good neighbor while continuing to operate a business that is well established and has been in this same location for over 100 years. They have not expanded the marina perimeter, as accused, and currently have followed all the required state and local rules, and regulations for any matter related to the business. There has been no "questionable expansion" as accused by Mr. Shay and his clients. They have followed all commercial mooring rules and regulations in both obtaining and maintaining the same. The application before the CRMC is not an effort to expand its business or the use of the property, rather to have the ability to continue the approved use in a more efficient and safe manner. As such, we respectfully request the Town Council's support for the CRMC application and to allow the CRMC application to proceed with no negative intervention.

Thank you for your time and consideration with this matter.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Christian Infantolino', written in a cursive style.

Christian Infantolino



Town of Jamestown
90 Narragansett Ave • Jamestown, RHODE ISLAND 02842

BUILDING INSPECTIONS AND ZONING
OFFICE: (401) 423-9803 • FAX: (401) 423-7230

ZONING CERTIFICATE

This is to certify that the property located at: 60 Dumping Drive

Plat: 10 Lot: 18, 20, 141, & 143

Property Owner: Jamestown Boatyard Inc.


Zoning District: R-80 Residential

Use of this property as a: Boatyard / Boat Storage

Remarks: The above referenced is a non-conforming use authorized by Special Use Permit from the Jamestown Zoning Board.

Date of Issuance:

October 23, 2019


Building/Zoning Official
Chris N. Costa



THE BAY CENTER
100 Save The Bay Drive
Providence, RI 02905
phone: 401-272-3540
fax: 401-273-7153
savebay@savebay.org
www.savebay.org

EXPLORATION CENTER
Easton's Beach
P.O. Box 851
Newport, RI 02840
phone: 401-324-6020
fax: 401-324-6022

SOUTH COAST
CENTER
Riverside Building
8 Broad Street
Westerly, RI 02891
phone/fax: 401.315.2709

August 30, 2019

Grover Fugate, Executive Director
Rhode Island Coastal Resources Management Council
Stedman Government Center - Suite 3
4808 Tower Hill Road
Wakefield, RI 02879

Janet Coit, Director
Rhode Island Department of Environmental Management
235 Promenade Street
Providence, RI 02908

Re: Jamestown Boat Yard, CRMC File No. 2019-06-014, RIDEM WQC 19-123 DP19-174

Dear Directors Fugate and Coit,

Save The Bay, on behalf of its members and supporters, objects to Jamestown Boat Yard's proposed marina expansion project. The applicant has failed to submit a complete application package or demonstrate a need for the expansion. As such, it is not possible for the Coastal Resources Management Council (CRMC) or Department of Environmental Management (DEM) to evaluate the application. Further, the project threatens submerged aquatic vegetation (SAV) beds, directly counter to the goals and policies of the Rhode Island Coastal Resources Management Program (CRMP), Rhode Island Water Quality Regulations, and the Jamestown Harbor Management Plan (HMP).

The application is subject to Category B review (CRMP §1.1.5). Applicants for a Category B assent are required to "demonstrate the need for the proposed activity or alteration" (CRMP §1.3.1.A.1). The brief response in the application indicates that the improvements are required to "provide a safe and operational boatyard and marine repair facility." It is unclear why the applicant cannot currently provide a safe and operational facility. If the issue is that depths are inadequate, the applicant should must indicate why dredging or reconfiguration within the current Marina Perimeter Limit (MPL) will not meet the facility's needs, as required by CRMP §1.3.1.D.2.c.

Based on the information available, a preliminary determination (PD) process should have preceded the application. Marina applications are subject to a PD if they are characterized as new or significantly expanded (CRMP §1.3.1.D.5.a). A significant expansion is defined as "any expansion greater than 25% of existing or previously authorized boat capacity, or an expansion of fifty (50) or more vessels (CRMP §1.1.2.A.144). Based on the information provided in the application, it is not clear whether the project meets the standards of a significant marina expansion. However, the applicant proposes to remove 1,200 square feet of docks and install 3,200 square feet of new docks. By more than doubling the available dock

Save The Bay (sāv the bā) *noun.* advocate, watchdog, steward, educator, voice for Narragansett Bay. *verb.* defend, lead, protect, improve, teach. *adj.* nimble, passionate, steadfast, inspiring, effective.

space, expanding the MPL, and dredging the project area, it is very likely that the applicant will increase capacity by more than 25%, triggering the PD requirement. The PD process allows for a comprehensive analysis of alternatives, the project's effect on public trust resources, and environmental impacts, including the impact on Class SB waters currently supporting SAV habitat. Without further information or detail, it appears clear that a PD should have been completed.

The application was put out to public notice on June 25, 2019. At the time, neither a SAV survey nor a shellfish survey had been completed. The surveys are required by the CRMP and DEM Water Quality Certification process in order to allow the state and other concerned parties to understand the area proposed for disturbance. Save The Bay submitted a letter noting the incomplete application. The public comment period was subsequently extended to allow for proper public review.

After review of the SAV survey, it is clear that the project will impact eelgrass beds in the area. The proposed MPL encompasses a portion of the SAV bed in the northwest corner of the project area, directly threatening a key Bay resource. There are fewer than 100 acres of SAV in Narragansett Bay, a small portion of the eelgrass beds that were once widespread. SAV provides critical habitat, spawning grounds, and food for many species in the Bay. It is the goal of CRMC to "preserve, protect and where possible, restore SAV habitat" (CRMP §1.3.1.R.1.a). The Jamestown HMP states, "probably the most important habitat found around the island are the lush eelgrass beds" and "every effort should be made to protect [them]."

The SAV survey remains incomplete. While it is already clear that the project threatens valuable SAV, the survey is required to include "general sediment type and mean shoot length for each station" (CRMP §1.3.1.R.3.d(4)). This level of detail is absent in the survey, and hinders the ability of CRMC and DEM to fully characterize impacts to SAV. The applicant states in the Category B narrative, an SAV "survey is scheduled to be performed in early July... depending on the results of this effort, the dredge footprint may be modified to ensure that there will be no impact to any documented SAV." The survey was completed on July 12, fewer than three weeks after the application went to public notice. Despite the clear presence of SAV in the proposed dredge area, the applicant had made no effort to modify the application at the time of Save The Bay's file review. Even if the applicant adjusts the footprint to exclude the SAV area, Save The Bay remains concerned about negative impacts due to increased boat traffic in and around existing SAV.

Save The Bay submits that the project, as currently proposed, unnecessarily threatens Bay resources including SAV and shellfish beds. If this is a significant expansion, the impacts to these SB waters must also be evaluated. The size and scope of the project indicates requirement for a PD process, which was not completed. Finally, the applicant has not provided a clear need, nor any analysis of alternatives that were considered. The application must be denied and, if the applicant desires, resubmitted beginning with a PD.

Thank you for your consideration.

Sincerely,



Michael Jarbeau
Narragansett Baykeeper

2019-06-014



Natural Resource Services, Inc.

Submerged Aquatic Vegetation Survey & Shellfish Survey
Jamestown Boat Yard
Dumpling Drive
Jamestown, Rhode Island



Prepared for:
Matt Rakowski
RACE Coastal Engineering
611 Access Rd
Stratford, CT 06615

Report Prepared by:

Scott P. Rabideau, PWS

July 19, 2019

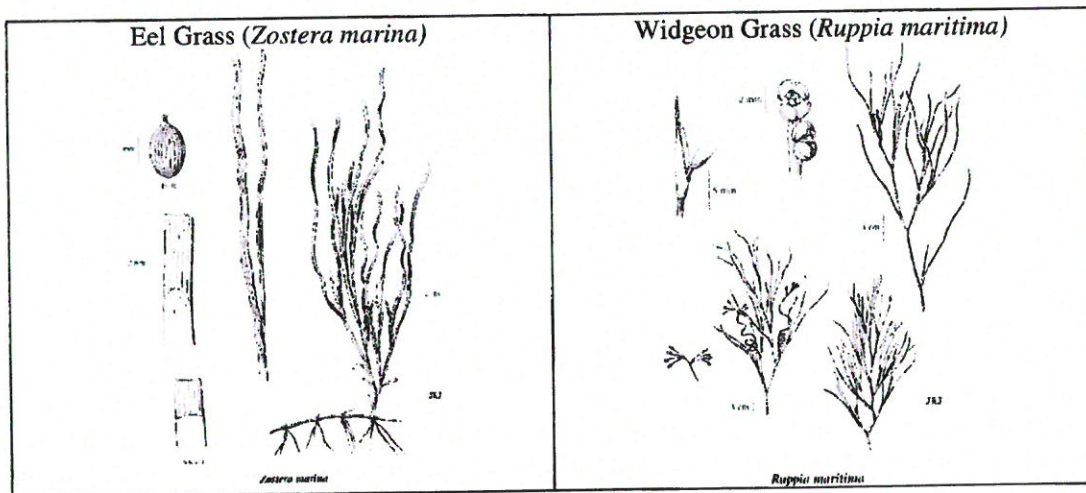
Introduction

Natural Resource Services, Inc. (NRS) has completed a Submerged Aquatic Vegetation (SAV) survey in the waters adjacent to the Jamestown Boat Yard off Dumpling Drive in Jamestown, Rhode Island. The SAV study was conducted in the project area depicted on site plans dated March 11, 2019 prepared by RACE Coastal Engineering. The SAV study was also conducted in the area along the existing dock between the shoreline and the project area. NRS has also conducted a shellfish survey in the project area. This report provides information on both the SAV survey and shellfish survey conducted by NRS July 12, 2019.

SAV Survey Methods

The SAV study was performed in accordance with the standards established within Section 1.3.1(R)(4) (a-e) of the RI Coastal Resources Management Program (CRMP). This report and the enclosed graphic and data tables can be used for any submission to the Coastal Resources Management Council (CRMC) requiring proof of an SAV study. An SAV study is valid for up to three (3) years pursuant to 1.3.1(R)(4)(c).

The primary purpose of this SAV study is to identify and map existing eelgrass (*Zostera marina*) and/or widgeon grass (*Ruppia maritima*) beds, substrate within the study area, mean height of eelgrass or widgeon grass shoots, and depth of water (at time of sampling) at each quadrat location. Eelgrass and widgeon grass are perennial, rooted, submerged, aquatic plants that occupies shallow, estuarine waters in sheltered bays and coves. The following illustration depicts eelgrass and widgeon grass.



SAV beds provide habitat and cover for various shellfish and fin fish species, while subsequently providing food for waterfowl species. Eelgrass and widgeon grass also play an important role in protecting the shorelines from sedimentation and erosion by stabilizing bottom sediments. It is for these functions and values that the CRMC requires a study of SAV habitats.

The SAV Study was performed on July 12, 2019 by NRS staff biologist Carolyn Decker and Sabrina Charron, with all work occurring between 8:30 am – 2:30 p.m. in a portion of the East Passage (Waterbody ID: RI0007029E-011) classified as CRMC Type 3 Waters. Type 3 Waters are defined as high-intensity boating use and docks are permissible in these waters.

NRS has established seventeen (17) transects (A – Q) to encompass the area along the shoreline nearest the project area. The transects were placed in relation to benchmarks including a utility light-post and the seaward corners of the existing dock/pier. The locations of the transects and the benchmarks are depicted on the enclosed GIS graphics. The first transect, transect A, was established approximately 157 feet from the light-post and 205 feet from the southern corner of the existing dock (“pier corner 2”). Transects B, C, D, and E are spaced at 30 foot intervals northwestwards from transect A. Transects E – Q are spaced at ten (10) foot intervals continuing northwestwards along the shoreline. Transect Q is 143 feet from the light post and 265 feet from pier corner 2.

All transects extend perpendicular to the shoreline and parallel to the existing dock into the water. The limit of the survey was approximately 485 feet seaward of the transect start points along the shoreline. The seaward limit of the survey was set in order to encompass the proposed project area. Sampling points were GPS located along the transects and other points throughout the surveyed area using a handheld Trimble Geo7X unit. While this GPS data should not be considered a survey plan, it can be helpful for preliminary planning purposes. At each of the established sampling stations, the water depth, substrate characteristics, percent cover of *Zostera marina* or *Ruppia maritima*, and mean shoot height were recorded.

Low tide was recorded to be at 10:52 a.m. on July 12, 2019 (Jamestown, RI (#8453742)). At the time of the survey, the water depth in the study area ranged approximately between 0 to 14 feet. The substrate consisted primarily of sand and mucky sand.

SAV Survey Findings

Upon completion of the NRS site investigation, it was determined that there are submerged aquatic vegetation (SAV) beds of eelgrass present in the surveyed area along the subject property. The eelgrass beds occupy two areas on the north and south sides of the existing dock. Eelgrass is absent from the majority of the proposed project area, except for an area in the northwest corner of the project area. Based on the bathymetry depicted on the RACE Coastal Engineering plan, the eelgrass bed lies between the -2 ft. and -7 ft. contours. No eelgrass was observed in waters deeper than seven feet in the surveyed area.

To the north of the existing dock, the eelgrass forms a bed of variable density (5-35%) that extends into the northwest corner of the proposed project area. This eelgrass bed starts approximately 82 – 104 feet along transects F-Q. The eelgrass bed ends approximately 99 – 278 seaward of transects F-Q. The eelgrass bed extends within the

project area along transects N-Q. The eelgrass bed is not present along transect E. The area immediately north of the dock displays extremely sparse eelgrass (1-2%). We did not include this extremely sparse area within the broader eelgrass bed. This eelgrass bed extends to the northwest beyond the surveyed area.

To the south of the dock, the eelgrass forms a slightly less dense (5-25%) bed. A narrow band of the eelgrass bed is present between the existing dock and the existing set of underwater rails. The broader portion of this eelgrass bed lies south beyond the underwater rails toward the off-site dock. The eelgrass bed south of the dock starts approximately 89 – 102 feet seaward of transects A – D. The eelgrass bed south of the dock ends approximately 176 – 207 feet seaward of transects A – D. This eelgrass bed extends beyond the surveyed area to the southeast, but is not present within the project area.

The following table summarizes the extent of the eelgrass bed along each transect.

Location of Eelgrass Bed along Transects Jamestown Boat Yard: July 19, 2019		
Transect	Distance to Start of Bed (ft.)	Distance to End of Bed (ft.)
A	102	198
B	94	206
C	89	207
D	93	176
E	n/a	n/a
F	95	99
G	82	112
H	85	178
I	89	184
J	92	187
K	89	189
L	88	195
M	94	200
N	100	261
O	101	266
P	103	278
Q	104	272

The enclosed geographic information systems (GIS) graphic illustrates the findings of the SAV survey. The field GPS locations of the SAV survey and reference points within the property were located using a handheld GPS unit (Trimble Geo7X). While this data is not survey grade, the information shall assist your design professional when their field work is performed.

Shellfish Survey Methods

The shellfish survey was conducted by Edward J. Avizinis, CPSS, PWS from a 15-foot-long shallow boat with the assistance of a local experienced fisherman. The survey was performed on July 12, 2019 between the hours of 8:30 am and 2:00 pm. Low tide was documented at 10:52 am July 12, 2019.

A typical commercial bull rake was used to drag transect lines randomly throughout the project area. The survey methods were chosen based on the DEM Division of Marine Fisheries (DMF) Guidance for Conducting Shellfish Surveys for Dredging Projects and a phone conversation with Dennis Erkan, Principal Marine Biologist (June 6, 2019). Because the proposed project, and this SAV / shellfish survey, is within a shellfishing restricted area, DEM Division of Law Enforcement was notified of the activity prior to starting.

The bull rake used measured 19 inches wide with two-inch-long teeth. The handle was extendable out to twenty feet. The layout of the project area was overlaid onto a hand-held GPS unit (Trimble GeoXT) and survey drags were GPS located. After each drag, contents of the rake were deposited on a central sorting area where contents were organized and documented.

Data was entered into Microsoft Excel to create a formulaic spreadsheet to calculate quahogs per square yard for each transect. A value of total number of quahogs per square yard as averaged throughout the entire project site was also given. The purpose of this calculation was to determine if the area exceeds the state required limit for relocation of one quahog per square yard. The spreadsheet is attached with this report.

Shellfish Survey Findings

Shellfish species observed include quahogs (*Mercenaria mercenaria*), blue mussels (*Mytilus edulis*), and bay scallops (*Argopecten irradians*) as well as numerous slipper limpets (*Crepidula fornicata*). Twenty-four drags were conducted in total ranging from two to 30 feet depending on difficulty of the pull. These are labeled as D1 – D24 on the accompanying datasheet and graphic.

The greatest concentration of shellfish by far was located in and around the identified eelgrass bed in the northwest corner of the project area. This area is represented by sample locations (D1 – D6) where concentrations ranged from 3.79 to 22.74 quahogs per square yard. The remainder of the site had little to no shellfish besides numerous limpets. However, sample drags D8, D11, D12, and D22 all had values greater than 1 quahog per square yard. The number of quahogs per square yard as averaged throughout the entire survey area is 1.20 quahogs/sq. yd. This value exceeds the state's threshold thus requiring relocation of shellfish prior to dredging.

Conclusion

The purpose of this work was to determine the extent of submerged aquatic vegetation and shellfish, specifically eelgrass (*Zostera marina*) and quahogs (*Mercenaria mercenaria*) that are within the proposed dredge area. The State of Rhode Island regulates certain activities that may impact eelgrass and quahogs including dredging. Specifically, should the proposed dredge project propose to alter an eelgrass bed, mitigation will likely be required via planting a new area. Likewise, if dredging is proposed within an area that contains a density of greater than one quahog per square yard, relocation of all shellfish is required prior to the commencement of dredging.

There appears to be a fairly dense eelgrass bed in the northwest most corner of the project area. There is also a high concentration of quahogs and other shellfish in this area as well. No eelgrass was observed in the remainder of the project area and only few shellfish were found aside from limpets.

The number of quahogs per square yard as averaged throughout the entire survey area is 1.20 quahogs/sq. yd. This value exceeds the state's threshold thus requiring relocation of shellfish prior to dredging. As currently proposed, it appears that mitigation will be required for the impacts to eelgrass and shellfish.

It should also be noted that if the proposed dredge limit were to be changed to exclude the area of eelgrass, west of approximately the seven-foot contour as depicted on the provided site plan, no mitigation for eelgrass would be required. Similarly, this would then exclude shellfish survey sample locations D1 – D6 and bring the project area quahog average down to 0.65 shellfish per square yard. Thus, shellfish relocation may also be avoided. However, the Coastal Resources Management Council and DEM make that determination. Please do not hesitate to contact NRS if you require additional information.

Appendix

Natural Resource Services, Inc. - Shellfish Survey Data Table

Jamestown Boatyard

Dumpling Drive - Jamestown, Rhode Island

Transect	Transect Width (feet)	Transect Length (feet)	Sample Area (square feet)	Number of Quahogs	Quahogs per square yard	Relocation Required? (yes/no)	Comments
D1	1.58	6	9.50	5	4.74	Yes	1 Scallop, 1 mussel. Substrate: sandy with high organic
D2	1.58	6	9.50	4	3.79	Yes	1 mussel. Substrate: sandy with high organic
D3	1.58	6	9.50	7	6.63	Yes	Substrate: sandy with high organic
D4	1.58	3	4.75	3	5.68	Yes	Substrate: sandy with high organic
D5	1.58	2	3.17	8	22.74	Yes	Substrate: sandy with high organic
D6	1.58	2	3.17	2	5.68	Yes	1 Scallop. Substrate: Sandy
D7	1.58	6	9.50	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D8	1.58	10	15.83	3	1.71	Yes	2 Scallops. Substrate: Sandy muck with numerous Limpets
D9	1.58	6	9.50	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D10	1.58	6	9.50	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D11	1.58	12	19.00	7	3.32	Yes	Substrate: Sandy muck with numerous Limpets
D12	1.58	6	9.50	3	2.84	Yes	Substrate: Sandy muck with numerous Limpets
D13	1.58	10	15.83	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D14	1.58	25	39.58	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D15	1.58	30	47.50	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D16	1.58	20	31.67	3	0.85	No	2 Scallops. Substrate: Sandy muck with numerous Limpets
D17	1.58	12	19.00	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D18	1.58	10	15.83	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D19	1.58	10	15.83	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D20	1.58	10	15.83	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D21	1.58	6	9.50	0	0.00	No	Substrate: Sandy muck with numerous Limpets
D22	1.58	8	12.67	2	1.42	Yes	Substrate: Sandy muck with numerous Limpets
D23	1.58	8	12.67	1	0.71	No	Substrate: Sandy muck with numerous Limpets
D24	1.58	8	12.67	0	0.00	No	Substrate: Sandy muck with numerous Limpets

Total number of Quahogs per square yard throughout entire sampling area = 1.20 (relocation required)

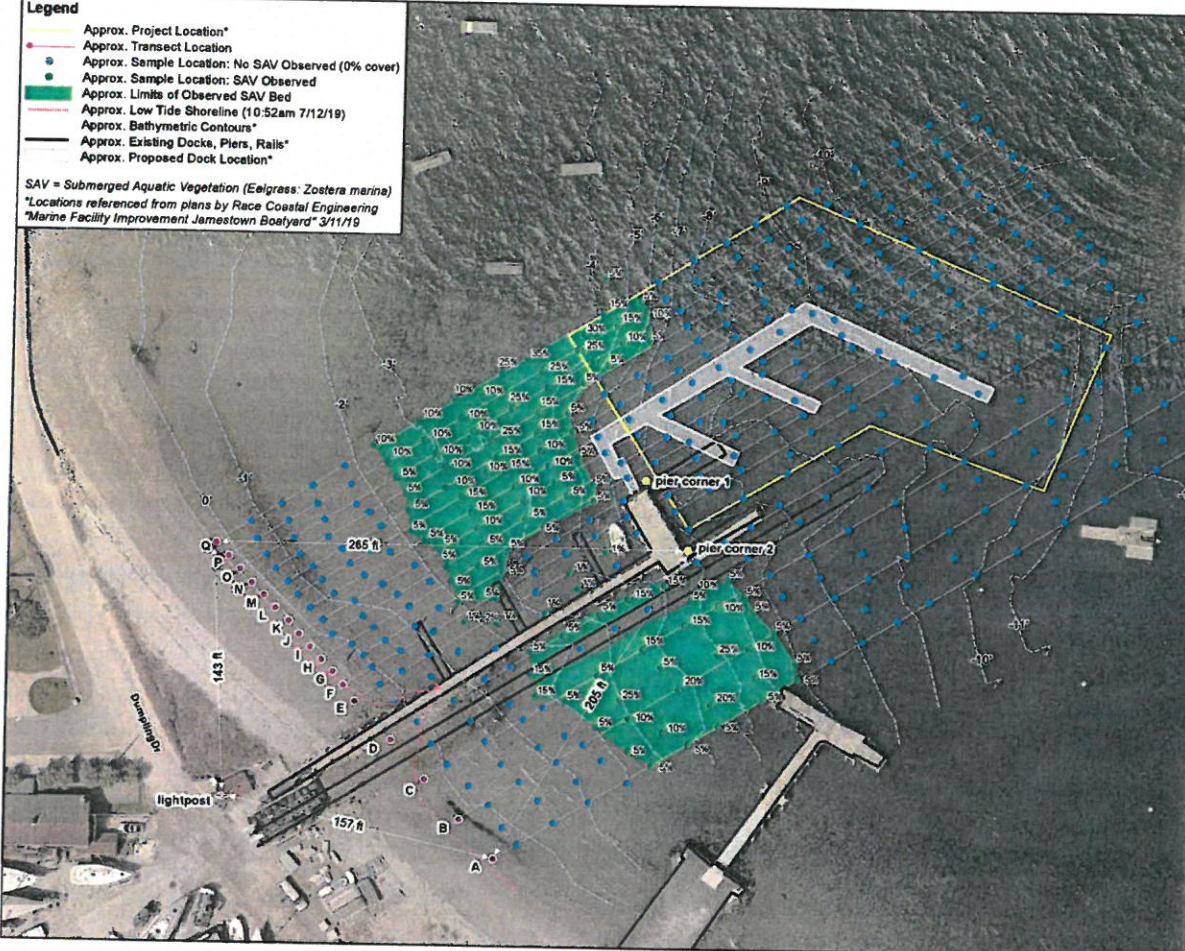
Prepared by: Edward J. Avizinis, CPSS, PWS - Survey conducted July 12, 2019

- Legend**
- Approx. Project Location*
 - Approx. Transect Location
 - Approx. Sample Location: No SAV Observed (0% cover)
 - Approx. Sample Location: SAV Observed
 - Approx. Limits of Observed SAV Bed
 - Approx. Low Tide Shoreline (10:52am 7/12/19)
 - Approx. Bathymetric Contours*
 - Approx. Existing Docks, Piers, Rails*
 - Approx. Proposed Dock Location*

SAV = Submerged Aquatic Vegetation (*Eelgrass: Zostera marina*)
 *Locations referenced from plans by Race Coastal Engineering
 "Marine Facility Improvement Jamestown Boatyard" 3/11/19

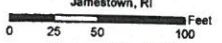
Location of Eelgrass Bed along Transects

Transect	Distance to Start of Bed (ft)	Distance to End of Bed (ft)
A	102	198
B	94	206
C	89	207
D	93	176
E	n/a	n/a
F	95	99
G	82	112
H	85	178
I	89	184
J	92	187
K	89	189
L	88	185
M	94	200
N	100	261
O	101	295
P	103	278
Q	104	272



FOR ILLUSTRATIVE PURPOSES ONLY
 NOT A SURVEY PLAN

Sheet 1 of 2:
Submerged Aquatic Vegetation Survey
Dumping Drive, Jamestown Boat Yard
A.P. 10, Lots 17 & 18
Jamestown, RI



Performed July 12, 2019
 By Carolyn Decker and Sabrina Charron
 Using hand-held Trimble Geo7X



RIS April 2018 aerial
 RI DEM Mapping
 Natural Resource Services, Inc.
 1000 Main Street
 Pawtucket, RI 02860
 (401) 845-1100
 © RIS

Legend

- Approx. Project Location* (limit of proposed dredging)
- Approx. Shellfish Transect Locations (see data tables)
- Approx. Limits of Observed SAV Bed (see Sheet 1)
- Approx. Low Tide Shoreline (10:52am 7/12/19)
- Approx. Bathymetric Contours*
- Approx. Existing Docks, Piers, Rails*
- Approx. Proposed Dock Location*

*Locations referenced from plans by Race Coastal Engineering
 "Marine Facility Improvement Jamestown Boatyard" 3/11/19



FOR ILLUSTRATIVE PURPOSES ONLY
 NOT A SURVEY PLAN

Sheet 2 of 2:
Shellfish Survey
Dumpling Drive, Jamestown Boat Yard
A.P. 10, Lots 17 & 18
 Jamestown, RI

0 25 50 100 Feet

Performed July 12, 2019
 By Edward J. Avizinis, CPSS, PWS
 Using hand-held Trimble GeoXT

April 2018 aerial
 RI DEM Mapping
 Natural Resource Services, Inc.
 277 West Main Street
 Pawtucket, RI 02860
 (401) 941-1133
 (c) 2018

C R M C

COASTAL RESOURCES MANAGEMENT COUNCIL

STATE OF RHODE ISLAND COASTAL RESOURCES MANAGEMENT COUNCIL

APPLICATION OF ASSENT

APPLICANT:

Jamestown Boat Yard, Inc.
60 Dumping Drive
Jamestown, RI 02835

Marina Improvements & Dredging

June 2019

Prepared by:



611 Access Road
Stratford, CT 06615
Tel: (203) 377-0663
Fax: (203) 375-6561
Project No. 2018006

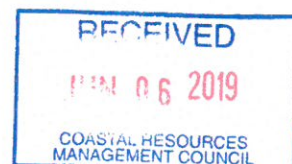
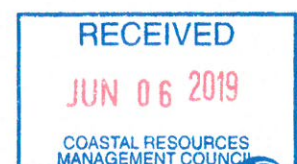


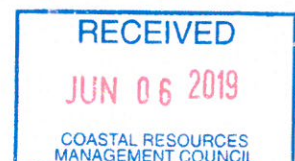
Table of Contents

<u>Section</u>	<u>Attachment</u>	<u>Description</u>
1.		Assent Application Form
2.	A	Project Plans
3.	B	Property Ownership
4.	C	Site Photographs
5.	D	Site Plan 24" x 36"
6.	E	Category B Requirements
7.	F	Historic Assent-1995
8.	G	Building Official Form
9.	H	SAV Survey
10.	I	Sample Results



SECTION 1

Assent Application Form





June 5, 2019

State of Rhode Island and Providence Plantations
Coastal Resources Management Council
Oliver H Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879-1900

Attention: Coastal Resources Management Council

Reference: CRMC Application for State Assent
Waterfront Improvements to Jamestown Boat Yard
Front Street, New Haven CT
RACE Project No. 2018097

To whom it may concern:

RACE COASTAL ENGINEERING ("RACE"), on behalf of Jamestown Boat Yard (the "Applicant"), is pleased to submit the enclosed Assent Application for the proposed waterfront improvements.

You will find the following with this cover:

- Check for \$ 2,500.00 for the application fee;
- One (1) original and three (3) copies of the Assent Application, including ancillary required information;

The application includes supporting photographs and other required materials. We look forward to a timely review of this Application. Should you have any questions concerning this application, please contact the undersigned at our office at (203) 377-0663.

Very truly yours,

RACE COASTAL ENGINEERING

A handwritten signature in blue ink, appearing to read "Matthew Rakowski", is written over a light blue horizontal line.

Matthew Rakowski
Project Manager

Enclosures: As stated





State of Rhode Island and Providence Plantations
Coastal Resources Management Council
 Oliver H. Stedman Government Center
 4808 Tower Hill Road, Suite 3
 Wakefield, RI 02879-1900

(401) 783-3370
 Fax (401) 783-2069

APPLICATION FOR STATE ASSENT

To perform work regulated by the provisions of Chapter 279 of the Public Laws of 1971 Amended.

Project Location <u>60 Dumpling Road Jamestown, RI 02835</u> <small style="display: flex; justify-content: space-between; width: 100%;"> No. Street City/Town </small>	File No. (CRMC USE ONLY) <div style="font-size: 1.5em; color: blue; font-family: cursive;">2019-06-014</div>
Owner's Name <u>Jamestown Boat Yard, Inc.</u>	Plat: 10 Lot(s): 18
Mailing Address <u>60 Dumpling Road</u> <small style="display: flex; justify-content: space-between; width: 100%;"> City/Town <u>Jamestown</u> State <u>RI</u> Zip Code <u>02835</u> </small>	Contact No.: <u>Stephen DeVoe</u>
Contractor RI Lic. # <u>N/A</u> Address <u>TBD</u>	Tel. No. <u>N/A</u>
Designer <u>RACE Coastal Engineering, LLC.</u> Address <u>611 Access Road Stratford, CT 06615</u>	Tel. No. <u>203-377-0663</u>
Name of Waterway <u>East Passage</u>	Estimated Project Cost (EPC): <u>\$421,000</u> Application Fee: <u>\$2,500</u>
Describe accurately the work proposed. (Use additional sheets of paper if necessary and attach this form.) The Applicant is proposing to complete the project in three phases: First to expand their marina perimeter limit to the proposed coordinates shown on the attached survey plans provided in Section 5 Attachment D, Second to dredge to El. -10 Mean Low Water Datum, & Third to improve the existing marine. See Assent Attachment	

Have you or any previous owner filed an application for and/or received an assent for any activity on this property?

(If so please provide the file and/or assent numbers): A93-10-95

Is this site within a designated historic district? YES NO

Is this application being submitted in response to a coastal violation? YES NO

If YES, you must indicate NOV or C&D Number: _____

Name and Addresses of adjacent property owners whose property adjoins the project site. (Accurate addresses will insure proper notification. Improper addresses will result in an increase in review time.)

See Attachment.

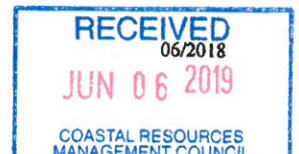
STORMTOOLS (<http://www.beachsamp.org/resources/stormtools/>) is a planning tool to help applicants evaluate the impacts of sea level rise and storm surge on their projects. The Council encourages applicants to use STORMTOOLS to help them understand the risk that may be present at their site and make appropriate adjustments to the project design.

NOTE: The applicant acknowledges by evidence of their signature that they have reviewed the Rhode Island Coastal Resources Management Program, and have, where possible, adhered to the policies and standards of the program. Where variances or special exceptions are requested by the applicant, the applicant will be prepared to meet and present testimony on the criteria and burdens of proof for each of these relief provisions. The applicant also acknowledges by evidence of their signature that to the best of their knowledge the information contained in the application is true and valid. If the information provided to the CRMC for this review is inaccurate or did not reveal all necessary information or data, then the permit granted under this application may be found to be null and void. Applicant requires that as a condition to the granting of this assent, members of the CRMC or its staff shall have access to the applicant's property to make on-site inspections to insure compliance with the assent. This application is made under oath and subject to the penalties of perjury.

08/04

 Owner's Signature (sign and print)

PLEASE REVIEW REVERSE SIDE OF APPLICATION FORM



STATEMENT OF DISCLOSURE AND APPLICANT AGREEMENT AS TO FEES

The fees which must be submitted to the Coastal Resources Management Council are based upon representations made to the Coastal Resources Management Council by the applicant. If after submission of this fee the Coastal Resources Management Council determines that an error has been made either in the applicant's submission or in determining the fee to be paid, the applicant understands that additional fees may be assessed by the Coastal Resources Management Council. These fees must be paid prior to the issuance of any assent by the Coastal Resources Management Council.

The applicant understands the above conditions and agrees to comply with them.



Signature

5-30-19

Date

Steve DeVoe, 60 Dumpling Road, Jamestown, RI, 02835

Print Name and Mailing Address



NOTICE TO APPLICANTS

The Coastal Resources Management Council regulations require that the following must accompany every application otherwise these applicants will be deemed incomplete and returned.

ALL OF THE FOLLOWING REQUIRED APPLICATION DOCUMENTS **MUST BE ORGANIZED INTO FOUR (4) ASSEMBLED PACKETS** WHEN SUBMITTED TO BE CONSIDERED A COMPLETE APPLICATION

1. **Four copies** of completed application form including plans are required. If the project requires a type "B" or involves work in the waterway, plans must be 8 1/2" x 11". If the project is type "P" or Prohibited, a Special Exception form will be required, staff will provide you with the necessary forms.

For Formal Applications (Category B): **Site Plans must also be submitted in PDF format and if possible, application materials as well in PDF format.**

2. **Application fee – Please have a currently dated check. Checks older than 2 weeks will not be accepted. (see attached CRMC Fee Schedule for Application fee amount).**
3. **Proof of Ownership.** The CRMC requires a letter from the local tax assessor stating ownership of the property.
4. A completed and signed **CRMC Building Official letter** stating that a building permit will be issued upon receipt of a CRMC permit, with the exception of recreational boating facilities.
5. Supply **photos of coastal feature construction site.**

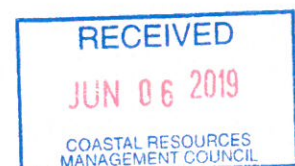
In addition, where these additional items are applicable, they are also required:

- a. Affirmation that the proposed structure will be serviced by municipal sewers. (For large projects, local community approval and construction details of the tie-in are required).
- b. An approved Onsite Wastewater Treatment System (OWTS) permit from DEM/OWTS, 291 Promenade Street, Providence, RI, 02908; phone (401) 222-2306.
- c. An approved "Change of Use" permit from DEM/OWTS is required in un-sewered areas when an increase in the number of bedrooms, an increase in "flow units", or a change from season to year-round use is proposed.

Your application receives a thorough review by our staff biologists and engineers during which they may require additional information to complete their review. If this becomes necessary you will receive a separate information request form.

You are urged during this process to be as complete as you can in fulfilling all informational requirements. In addition, you are also urged to adhere as closely as you can to all the Coastal Resources Program requirements. Failure to do so could cause delays in processing your application.

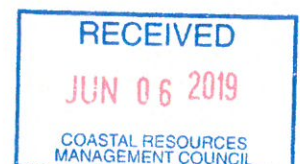
We thank you for your cooperation in this matter and look forward to working with you in protecting our coastal environment.



CRMC FEE SCHEDULE
(CURRENT DATED CHECK OR MONEY ORDER ONLY)

Project Description	Description/Comments	Fee
Residential Boating Facility	New Facility	\$1,500.00
New Structural Shoreline Protection Facility	First 100 linear feet	\$1,500.00
	Each additional linear foot	\$15.00/ft
Residential Development Project (condominiums, subdivisions, paper subdivisions, etc.)	First 6 units/lots	\$3,500.00
	Each additional unit/lot	\$400.00
	Infrastructure (roads, drainage, etc.)	(.005 * EPC)
Review of units/lots within a Council approved Subdivision	Submitted in accordance with all Council conditions/stipulations	1/2 of the All Others fee
Buffer Zone Alterations and Management Plans	For areas less than or equal to 1 acre	\$100.00
	For areas between 1 and 5 acres	\$250.00
	For areas greater than 5 acres	\$500.00
Onsite Wastewater Treatment Systems (OWTS) -- with new construction	New Construction	All Others Fee
OWTS Repair or Alteration Only	Repair, Alterations	Single Family Home
		All Other \$105.00
All Others Fee (includes Section 320 reviews)	Based on Estimated Project Cost:	
	EPC is less than or equal to \$1,000	\$50.00
	EPC Between \$1,000.01 - \$2,500	\$100.00
	\$2,500.01 - \$5,000	\$150.00
	\$5,000.01 - \$10,000	\$200.00
	\$10,000.01 - \$25,000	\$250.00
	\$25,000.01 - \$50,000	\$500.00
	\$50,000.01 - \$100,000	\$750.00
	\$100,000.01 - \$150,000	\$1,000.00
	\$150,000.01 - \$200,000	\$1,250.00
	\$200,000.01 - \$250,000	\$1,500.00
	\$250,000.01 - \$300,000	\$1,750.00
	\$300,000.01 - \$350,000	\$2,000.00
	\$350,000.01 - \$400,000	\$2,250.00
	\$400,000.01 - \$450,000	\$2,500.00
	\$450,000.01 - \$500,000	\$2,750.00
	\$500,000.01 - \$20,000,000	(\$2,750.00 + .005 * EPC beyond \$500,000.00)
EPC greater than \$20,000,000	(\$100,250.00 + .0025 * EPC beyond \$20,000,000)	

EPC = Estimated Project Cost. The EPC shall include all costs associated with site preparation (e.g., earthwork, landscaping, etc.) sewage treatment (e.g., cost of OWTS, sewer tie-ins, etc.) and construct costs (e.g., materials, labor, and installation of all items necessary to obtain a certification of occupancy).

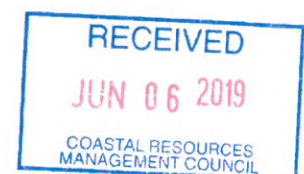


Preliminary Determinations

	Fee
Individual residential homeowner/potential homeowner	\$150.00
All other projects (e.g., subdivisions, commercial, industrial, etc.)	\$1,000.00
Jurisdictional determinations	\$100.00
Jurisdictional Determination for Individual Lot Development of Residential Properties Adjacent to New Sewer Lines that no longer require an ISDS for Development	\$25.00
Coastal Feature verification	\$300.00

Other Fees

	Fee
Single Family Residence Assent Renewal/Extension	\$75.00
All Other Assent Renewal/Extension	\$250.00
Modification-Single Family Residence w/no public hearing	\$100.00
Modification of under 50% of a recreational boating facility	\$250.00
All other Modification Requests	All Other fee or \$250.00 whichever is greater
Lightering Permits	\$250.00
Beach Vehicle Permits: Rhode Island registration	\$100.00
Out-of-State registration	\$200.00
Declaratory Rulings	\$1,000.00
Petitions for regulation changes	\$1,000.00
Contested cases with sub-committee hearings	Applicant pays all costs of hearing process
Temporary Dock Application	\$100.00
Dock Registration	\$20.00
Transatlantic Cable Fee (effective August 16, 2012)	\$40,000 per year
-- One time fee per inactive cable	\$2,500.00



Administrative Fees for Activities which have occurred without a valid CRMC Approval

1. Administrative Reviews

All such activities will be assessed an application fee based on above plus:

- a) Illegally constructed structures and unauthorized activities located in tidal waters and/or on adjacent coastal or shoreline features (See RICRMP Section 1.2.1 and Section 1.2.2) shall be assessed **\$500.00** administrative fee;
- b) Illegal activities excluding those classified as maintenance activities under the RICRMP shall be assessed a **\$250.00** administrative fee; and,
- c) Unauthorized maintenance activities shall be assessed a **\$100.00** administrative fee.

2. Applications before the Council

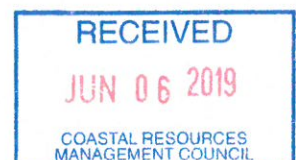
- a) In accordance with Council regulations, all activities or alterations which have already occurred, or have been constructed or partially constructed without a Council Assent shall be subject to the fee schedule contained in Section 1.4.7. In addition, the Council shall assess an appropriate administrative fee based on a recommendation by the Executive Director. The recommended administrative fee shall take into account the impact on coastal resources, additional demand on Council resources, and hardship on an applicant (see RICRMP Section 1.1.12).

Hardships

Where an applicant can demonstrate that the fee schedule described herein presents an undue hardship, the Council may adjust the application fee, administrative fee, and/or contested case fees.

** NOTE: All fees are Summative. In addition, all fees are filing fees and non-refundable.*

***NOTE: Applicants should consult Section 1.4 of the CRMC's Management Procedures for a more detailed description of the CRMC's fee schedule.*



Assent Attachment

1. Describe accurately the work proposed.

The Applicant is proposing to complete the project in three phases:

- First to expand their marina perimeter limit to the proposed coordinates shown on the attached survey plans provided in Section 5 Attachment D,
- Second to dredge to El. -10 Mean Low Water Datum, &
- Third to improve the existing marine.

Phase 1: Expansion of the Marina Perimeter limit

The Applicant seeks to expand the marina perimeter limit to allow for the proposed floating dock expansion which is anticipated to be completed in Phase 3. The proposed expansion of the marina perimeter limit and docks will increase the Applicants ability to provide efficient and safe maintenance to the transient and moored vessels.

Phase 2: Dredging

The Applicant proposes to complete maintenance dredging of the marina to an elevation of -10 MLW with an allowable overdredge limit of 1' for dredging tolerance. The expected base dredge volume is $\pm 2,100$ cubic yards. The proposed dredge footprint area is approximately 30,000 square feet. It is anticipated that the proposed dredge material will be removed with the use of a mechanical dredge and dump scow. The Applicant is seeking to relocate the material to the Providence CAD cell.

Based on the sediment sampling test results as provided in Section 10 Attachment I herein. The dredge material is noted to be a silty gravel and sand material. It was noted that one sample size has greater than 10% fines while the other sample has only 8% fines. Beneficial reuse of the material was considered and rejected due to the significantly limited upland area and the amount of material that is anticipated to be dredged.

Beach nourishment was considered as a potential option since the two samples were classified fine sand and silty gravel and sand respectively. While one sample does have more fines associated with it sample 2 is mostly sand. Consideration of nourishing the beach on site as well as the adjacent beach was considered but rejected due the amount of material that is anticipated to be dredged and the adjacent property not being owned by the Applicant.

Upland relocation or disposal was also considered as an option but due to the limited upland storage space this option was rejected. The site is significantly limited and does not have enough area to stage the dredge material for dewatering. In addition the upland rehandling and trucking of 2,100 cubic yards of material is not a viable option. Therefore, the only viable option for this project is the Providence CAD cell.

Phase 3: Proposed docks

The Applicant proposes to remove, demolish, and legally disposed of;

- (2)- 8' x 40' finger dock
- (1) 8' x 20'
- (1) 8' x 50'
- Associated anchor piles
- (1) Gangway

Following removal of the docks, the Applicant seeks to install;

- (1) 6' x 20' aluminum gangway
- (1) 10'x 18' landing dock.
- (1) 10'x 146' main
- (1) 8'x 105' main, and
- (2) - 6' x 50' finger docks
- (4) Railway Marker Piles

The new floating dock system will be supported by timber float anchor piles. The purpose of the proposed project is to allow for temporary berthing of vessels for maintenance. The proposed improvement will provide the Applicant a more efficient and safe operation for performing maintenance work versus completing the work on while the vessels are on moorings. The floating docks are anticipated to be prefabricated and delivered to the site. Once at the site they will be moved into position with a work boat/barge. It is anticipated that a barge mounted cranes will install the float anchor piles through the floats pile guides securing the docks in place.

Timeline:

The work is anticipated to take about 4 months to complete and is anticipated to start in the Fall/Winter of 2019, pending any time of the year dredging restrictions.

Adjacent Property Owners

Project Address

1. Parcel ID:10-18
60 Dumpling Drive
Jamestown, RI 02835

Mailing Address

Jamestown Boat Yard, Inc.
60 Dumpling Drive
Jamestown, RI 02835

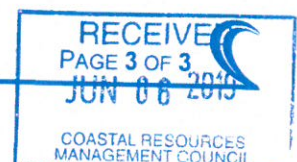
Adjacent Property

2. Parcel ID: 10-17
15 Dumpling Drive
Jamestown, RI 02835
3. Parcel ID: 06-1945/S
Dumpling Drive
Jamestown, RI 02835

Owner / Mailing Address

Ocean Highlands, LLC.C/O David Laurie
25 Woodland Road, Room #225
Stoneham, MA 01280-1705

Dumplings Assocation, Inc.
P.O. Box 273
Jamestown, RI 02835



ATTACHMENT: SITE PHOTOGRAPHS

Aerial Imagery taken February 26, 2018 from the Google Earth
Site Photographs were taken April 19, 2019

**PROJECT
AREA**



Photograph 1 – Aerial image of the site



Photograph 2 – Existing site looking south



Photograph 3 – Existing marine railway looking east



Photograph 4 – Existing site looking southwest



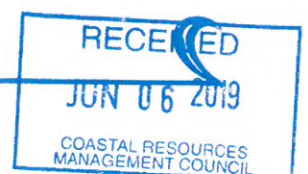
Photograph 5– Existing site looking west



Photograph 6 – Existing pier and float looking west

SECTION 3

Attachment B Project Plans



JAMESTOWN BOATYARD MARINA IMPROVEMENTS

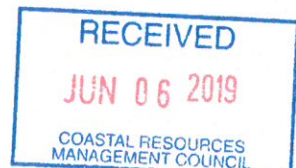
DRAWING LIST	
DRAWING No.	DRAWING TITLE
1	TITLE SHEET & GENERAL NOTES
2	VICINITY MAP
3	AERIAL IMAGE
4	EXISTING SITE PLAN
5	PROPOSED PLAN
6	DREDGE COORDINATES & VOLUMES
7	SECTION A-A
8	SECTION B-B

GENERAL NOTES:

1. THE PURPOSE OF THESE DRAWINGS ARE FOR REGULATORY REVIEW ONLY.
2. VICINITY MAP TAKEN FROM USGS QUADRANGLE SAKONNET POINT .
3. ELEVATIONS REFERENCE MEAN LOW WATER, UNLESS NOTED OTHERWISE.
4. THIS SITE INFORMATION HAS BEEN TAKEN FROM A DRAWING TITLED "JAMESTOWN BOAT YARD, INC.", PREPARED FOR JAMESTOWN BOAT YARD, BY DARVEAU LAND SURVEYING, INC., DATED 3/12/2019.
5. TIDAL ELEVATION DATA HAS BEEN TAKEN FROM BENCH MARK SHEET FOR NEWPORT, RI 8452660 FROM THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION TIDES AND CURRENTS WEBSITE.

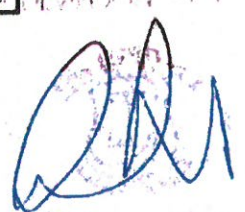

PROJECT TIDAL ELEVATIONS:

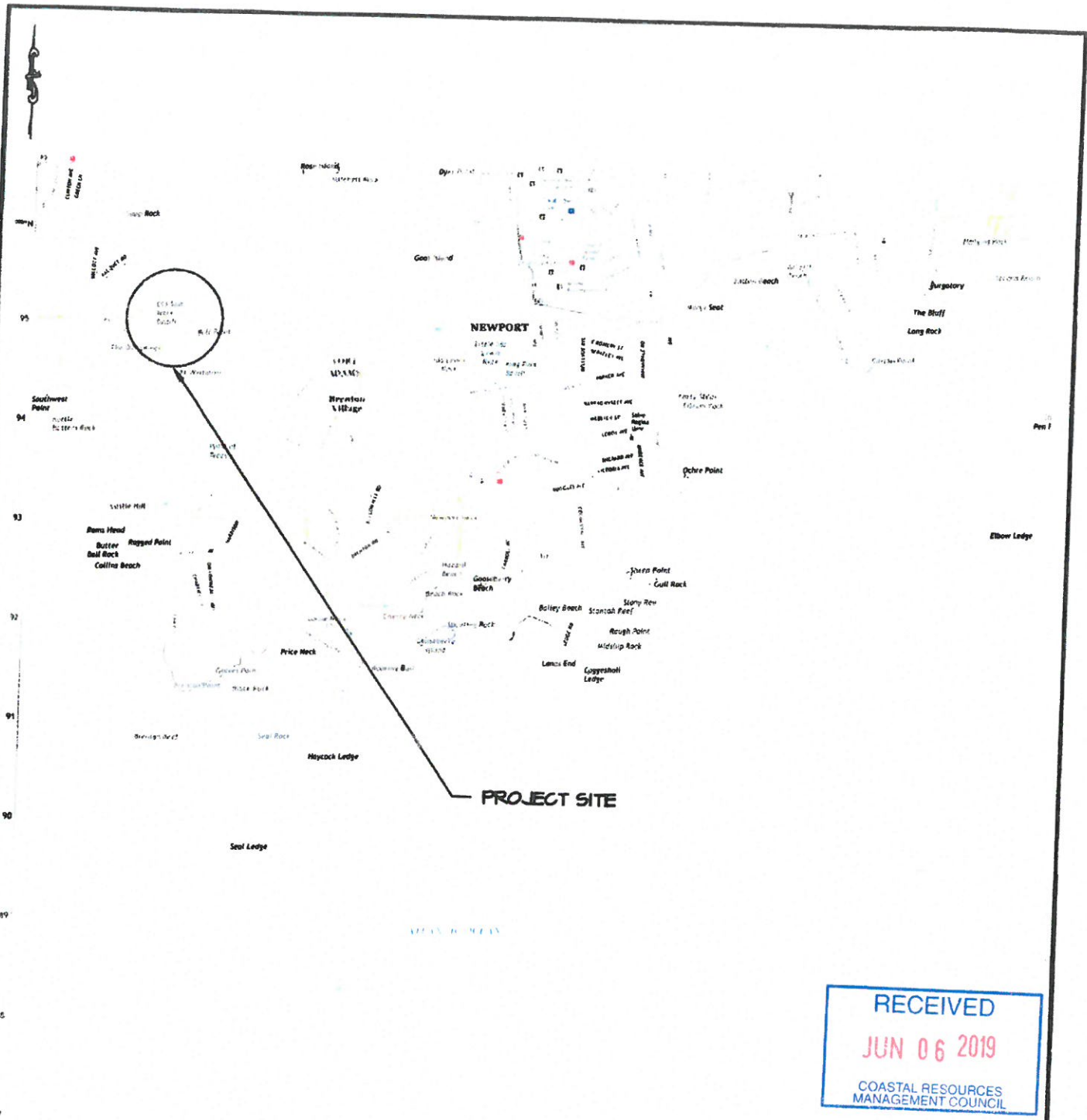
DATUM	NAVD 88 (FT)	NGVD 29 (FT)	MLW (FT)
MEAN HIGH WATER	-0.21	0.83	+1.70
NAVD 88	0.0	+0.87	+1.91
NGVD 29	+1.04	0.0	+1.04
MEAN LOW WATER	-1.91	-1.04	0.0



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DRAWN BY: CBK CHECKED BY: MRR DATUM: N/A SCALE: N/A DATE: 3/26/2019 REV: PROJECT #: 2018006	SEAL:  NOT VALID WITHOUT ENGINEER'S SEAL	PROJECT MARINE FACILITY IMPROVEMENT JAMESTOWN BOAT YARD JAMESTOWN, RI 02835 APPLICANT JAMESTOWN BOAT YARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835	 611 Access Road Stratford, CT 06615 Tel: 203-377-0663 www.racecoastal.com DRAWING NO. 1 of 8
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VICINITY MAP

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DRAWN BY: CBK CHECKED BY: MRR DATUM: N/A SCALE: N/A DATE: 3/26/2019 REV: PROJECT # 2018006	SEAL: DEVIN JON SANTA REGISTERED PROFESSIONAL ENGINEER CIVIL NOT VALID WITHOUT ENGINEER'S SEAL	PROJECT: MARINE FACILITY IMPROVEMENT JAMESTOWN BOAT YARD JAMESTOWN, RI 02835 APPLICANT: JAMESTOWN BOAT YARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835	 RACE COASTAL ENGINEERING 611 Access Road Stratford, CT 06615 Tel: 203-377-0663 www.racecoastal.com DRAWING NO. 2 of 8
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AERIAL PLAN

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DRAWING NO. 3 of 8

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Tel: 203-377-0663 www.racecoastal.com

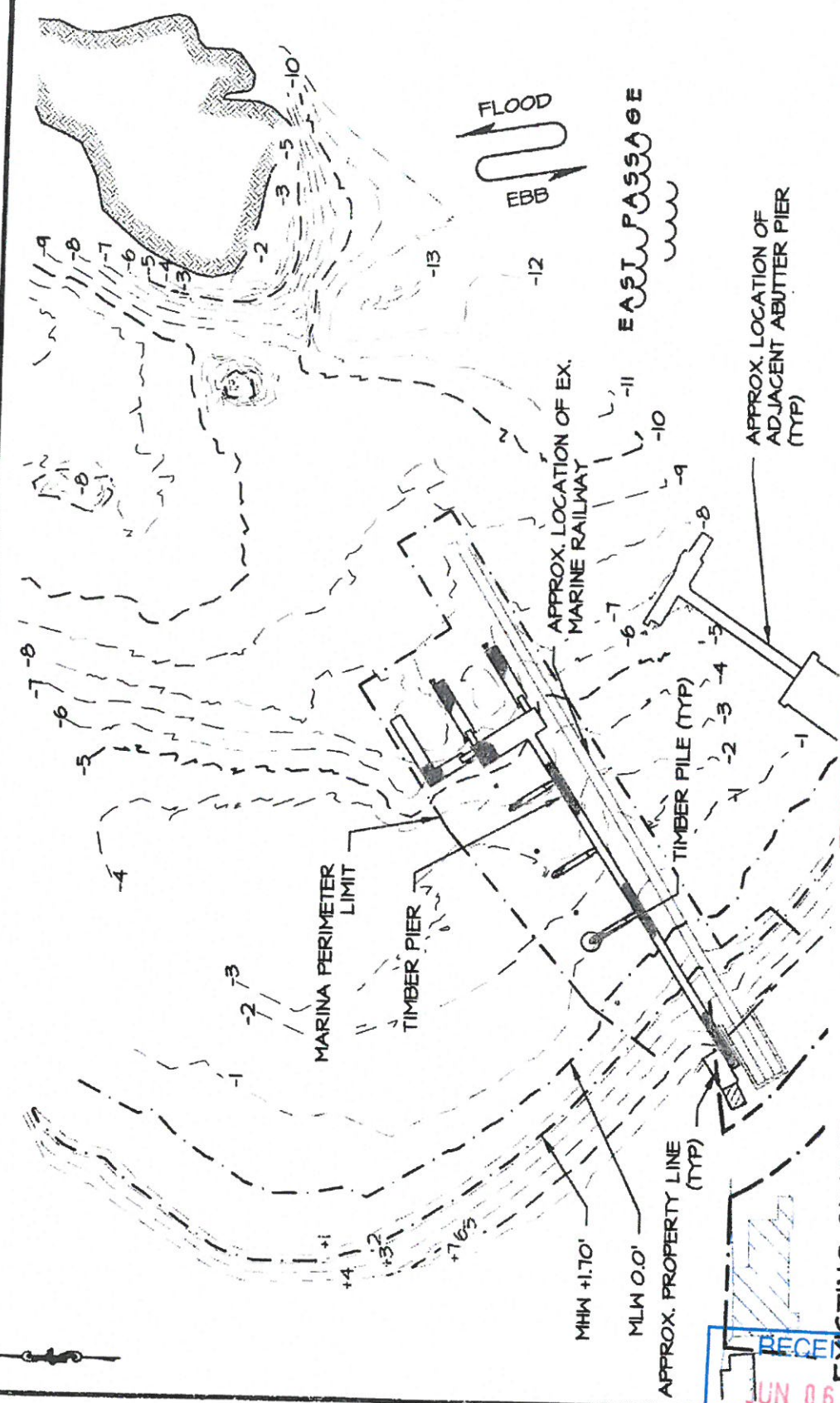
DRAWING NO. 4 of 8

PROJECT:
MARINE FACILITY IMPROVEMENT
JAMESTOWN BOAT YARD
JAMESTOWN, RI 02835

APPLICANT:
JAMESTOWN BOAT YARD
60 DUMPLING DRIVE
JAMESTOWN, RI 02835

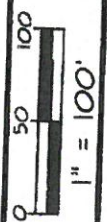
SEAL: DEVIN JON SANTA
No. 17854
REGISTERED PROFESSIONAL ENGINEER
CIVIL
NOT VALID WITHOUT ENGINEER'S SEAL

DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	MLW
SCALE:	1" = 100'-0"
DATE:	3/26/2019
REV:	
PROJECT #:	2018006

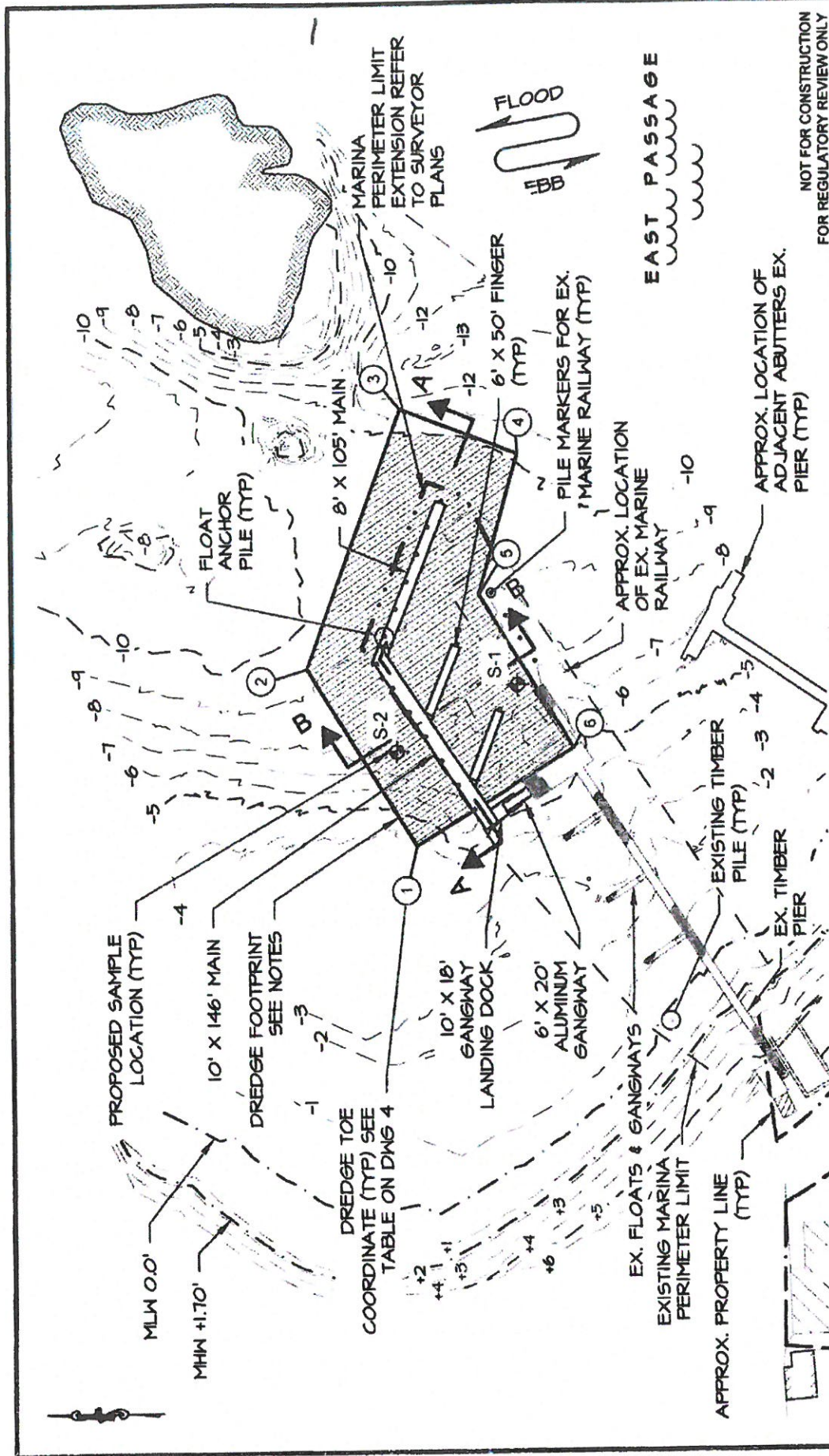


EXISTING SITE PLAN

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DRAWING NO. 5 of 8

PROJECT:
MARINE FACILITY IMPROVEMENT
JAMESTOWN BOAT YARD
JAMESTOWN, RI 02835

APPLICANT:
JAMESTOWN BOAT YARD
60 DUMPLING DRIVE
JAMESTOWN, RI 02835

SEAL: DEVIN JON SANTA

REGISTERED PROFESSIONAL ENGINEER
NOT VALID WITHOUT ENGINEER'S SEAL

DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	MLW
SCALE:	1"=100'-0"
DATE:	3/26/2014
REV:	
PROJECT #	20180006

NOTES:

1. PROPOSED DREDGE AREA

2. DREDGE DEPTH -10 MLW

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0 50 100
1" = 100'

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/

**DREDGE TOE COORDINATES
(STATE PLANE 83 RI)**

LOCATION	NORTHING	EASTING
1	145730.7	366557.3
2	145805.0	366678.7
3	145740.9	366855.6
4	145660.7	366824.4
5	145688.0	366728.7
6	145623.0	366623.3

NOTES:

1. DREDGE TOE COORDINATES ARE IN STATE PLANE NAD 83 RI



JBY MATERIAL DREDGING

BASE DREDGE VOLUME	±2,100 CY
1' OVERDREDGE ALLOWANCE VOLUME	±3,500CY
DREDGE FOOTPRINT AREA	±30,000 SF

DREDGE COORDINATES & VOLUMES

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DRAWN BY: CBK CHECKED BY: MRR DATUM: N/A SCALE: N/A DATE: 3/26/2019 REV: PROJECT # 2018006	SEAL  NOT VALID WITHOUT ENGINEER'S SEAL	PROJECT: MARINE FACILITY IMPROVEMENT JAMESTOWN BOAT YARD JAMESTOWN, RI 02835	 RACE COASTAL ENGINEERING 611 Access Road Stratford, CT 06615 Tel: 203-377-0663 www.racecoastal.com
		APPLICANT: JAMESTOWN BOAT YARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835	RECEIVED DRAWING NO. 4 of 8 COASTAL RESOURCES MANAGEMENT COUNCIL

MHW EL. +1.7'

MLW EL. 0.0'

FLOAT ANCHOR PILE (TYP)

FLOATING DOCK

TURNING SECTION

MATERIAL TO BE DREDGED

BASE DREDGE EL. -10'

1' OVERDREDGE ALLOWANCE

ELEVATION (FT)
[MLW DATUM]

1V:3H
SIDE
SLOPE

STATIONING (FT)
0+00 0+25 0+50 0+75 1+00 1+25 1+50 1+75 2+00 2+25 2+50 3+00 3+25

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DEVELOPED SECTION A-A

GRAPHIC SCALES:



1" = 40'



1" = 4'

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DRAWING NO. 7 of 8

PROJECT: MARINE FACILITY IMPROVEMENT
JAMESTOWN BOAT YARD
JAMESTOWN, RI 02835

APPLICANT: JAMESTOWN BOAT YARD
60 DUMPLING DRIVE
JAMESTOWN, RI 02835

SEAL: DEVIN JON SANTA
No. 17864
REGISTERED PROFESSIONAL ENGINEER
CIVIL
NOT VALID WITHOUT ENGINEER'S SEAL

DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	N/A
SCALE:	N/A
DATE:	3/26/2019
REV:	
PROJECT #	20180006

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MHW EL. +1.7'
MLW EL. 0.0'

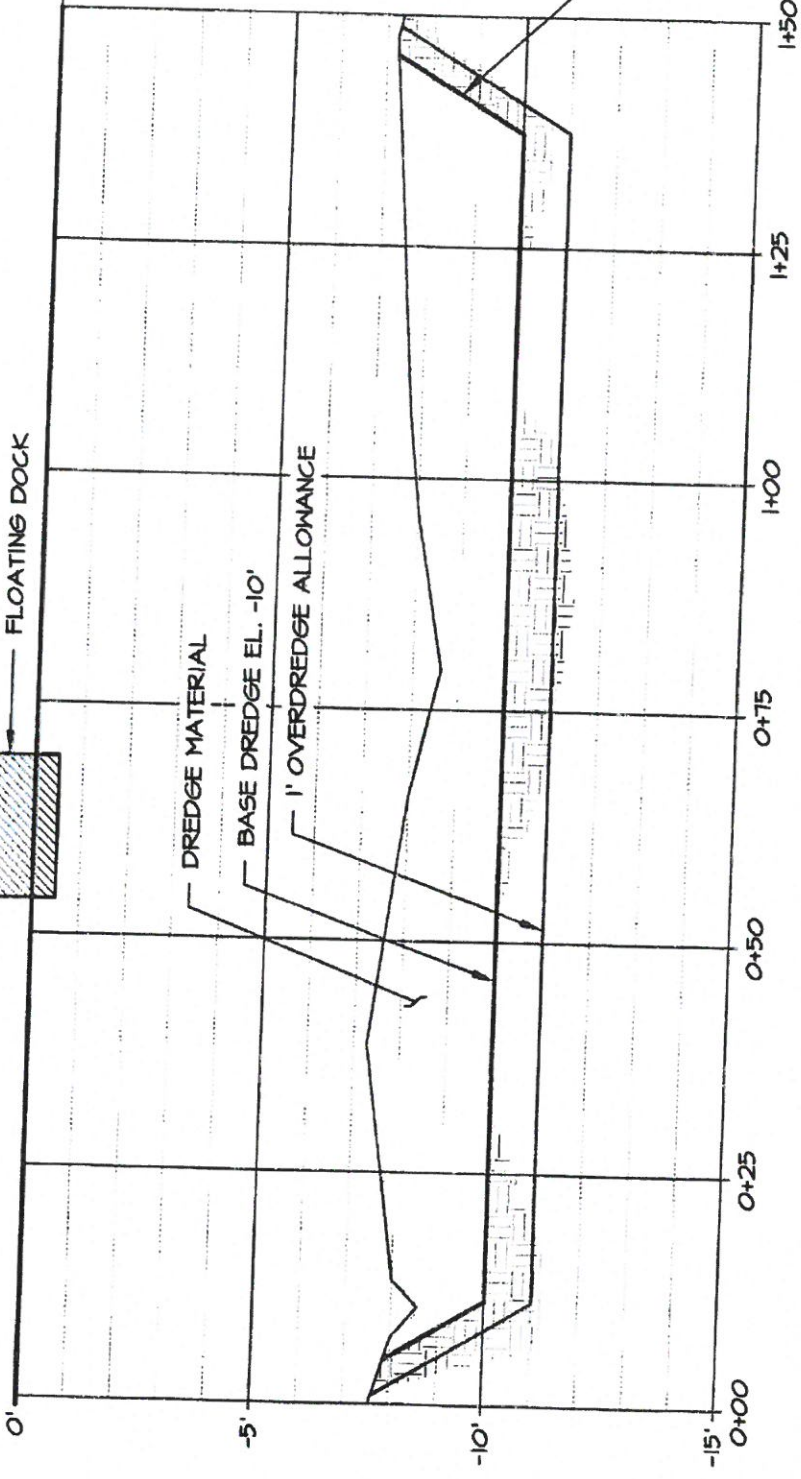
FLOATING DOCK

IV:3H SIDE
SLOPE (TYP)

DREDGE MATERIAL

BASE DREDGE EL. -10'

1' OVERDREDGE ALLOWANCE



ELEVATION (FT)
[MLW DATUM]

SECTION B-B

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DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	N/A
SCALE:	N/A
DATE:	3/26/2019
REV:	
PROJECT #	2018006

GRAPHIC SCALES:

HORIZONTAL:



VERTICAL:



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611 Access Road
Tel: 203-377-0663
www.racecoastal.com

DRAWING NO. 9 of 8

PROJECT:
MARINE FACILITY IMPROVEMENT
JAMESTOWN BOAT YARD
JAMESTOWN, RI 02835

APPLICANT:
JAMESTOWN BOAT YARD
60 DUMPLING DRIVE
JAMESTOWN, RI 02835

SEAL: DEVIN JON SANITA
No. 1328
REGISTERED
PROFESSIONAL ENGINEER
CIVIL
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SECTION 4

Attachment C Property Ownership





Town of Jamestown
Tax Assessor

93 Narragansett Ave ♦ Jamestown, RI 02835 – 1509

Phone: (401) 423-9802
Fax: (401) 423-7230
cbrochu@jamestownri.net

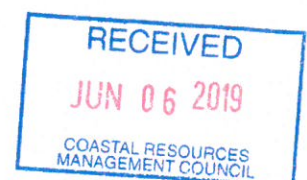
March 29, 2019

TO WHOM IT MAY CONCERN:

According to the Tax Assessor's records, as of this date, the apparent owner of Plat 10, Lot 18 is Jamestown Boat Yard, Inc., with a mailing address of P.O. Box 347, Jamestown, RI, 02835. Said property is located on Dumping Drive, Jamestown, RI, 02835.

Christine Brochu

Christine Brochu
Tax Assessor



DUMPLING DRIVE

Location DUMPLING DRIVE

Plat (blank) Lot 10 / / 18 / /

Owner JAMESTOWN BOAT YARD, INC

Assessment \$115,200

Appraisal \$115,200

PID 2716

Building Count 1

Current Value

Appraisal			
Valuation Year	Improvements	Land	Total
2019	\$0	\$115,200	\$115,200

Assessment			
Valuation Year	Improvements	Land	Total
2019	\$0	\$115,200	\$115,200

Owner of Record

Owner JAMESTOWN BOAT YARD, INC

Sale Price \$0

Co-Owner

Certificate

Address P.O. BOX 347
JAMESTOWN, RI 02835

Book & Page 203/ 287

Sale Date 02/24/1993

Ownership History

Ownership History				
Owner	Sale Price	Certificate	Book & Page	Sale Date
JAMESTOWN BOAT YARD, INC	\$0		203/ 287	02/24/1993

Building Information

Building 1 : Section 1

Year Built:

Living Area: 0

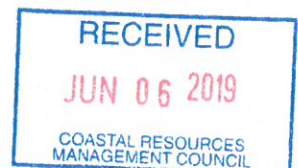
Building Percent

Good:

Replacement Cost

Less Depreciation: \$0

Building Attributes	
Field	Description
Style	Vacant Land



Model	
Grade:	
Stories:	
Occupancy	
Exterior Wall 1	
Exterior Wall 2	
Roof Structure:	
Roof Cover	
Interior Wall 1	
Interior Wall 2	
Interior Flr 1	
Interior Flr 2	
Heat Fuel	
Heat Type:	
AC Type:	
Total Bedrooms:	
Total Bthrms:	
Total Half Baths:	
Total Xtra Fixtrs:	
Total Rooms:	
Gas Fireplaces	
FPL Openings	
Basement Garage	

Building Photo



(<http://images.vgsi.com/photos/JamestownRIPhotos//default.jpg>)

Building Layout

(<http://images.vgsi.com/photos/JamestownRIPhotos//Sketches/2>)

Building Sub-Areas (sq ft)	Legend
No Data for Building Sub-Areas	

Extra Features

Extra Features	Legend
No Data for Extra Features	

Land

Land Use

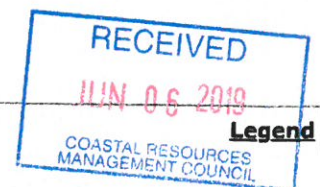
Use Code 3030
Description ACC COM LD MDL-00
Zone R80
Alt Land Appr No
Category

Land Line Valuation

Size (Sqr Feet) 10000
Depth
Assessed Value \$115,200
Appraised Value \$115,200

Outbuildings

Outbuildings	Legend
No Data for Outbuildings	



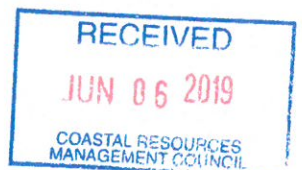
No Data for Outbuildings

Valuation History

Appraisal			
Valuation Year	Improvements	Land	Total
2018	\$0	\$96,400	\$96,400

Assessment			
Valuation Year	Improvements	Land	Total
2018	\$0	\$96,400	\$96,400

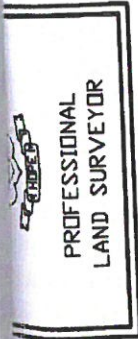
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SECTION 5

Attachment D Site Plan 24" x 36"





CONDUCTED AND THE PLAN HAS BEEN PREPARED PURSUANT TO REGULATIONS ADOPTED BY THE RHODE ISLAND STATE BOARD OF PROFESSIONAL LAND SURVEYORS ON NOVEMBER 25, 2015, AS FOLLOWS:

MEASUREMENT SPECIFICATION:
CLASS I
CLASS III

SURVEY
SURVEY

PURPOSE OF THE SURVEY AND FOR THE PREPARATION OF THE PLAN UNDER THE FOLLOWING CONDITIONS PLAN.

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DATE
COA #LS-A497

#1978
D SURVEYING, INC.

PROJECT NO: 2017-022	SHEET NO: 1 OF 1
REVISOR: SC	DATE: MAR. 11, 2019
SCALE: 1"	DR: S.A

SECTION 6

Attachment E Category B Requirements



Section 300

In Tidal and Coastal Pond Waters, on Shoreline Features, and Their Contiguous Areas

Section 300.1

Category B Requirements

All persons applying for a Category B Assent are required to:

1. Demonstrate the need for the proposed activity or alteration;

The proposed marina improvements are required by the Applicant to continue to provide a safe and operational boatyard & marine repair facility. The proposed improvements will allow the Applicant to perform maintenance on vessels in a safe and efficient manner versus the current configuration which requires employees to performance on vessels at the existing moorings. The increase in water depth will also provide adequate depths for vessels to maneuver to and from the docks.

2. Demonstrate that all applicable local zoning ordinances, building codes, flood hazard standards, and all safety codes, fires codes, and environmental requirements have or will be met; local approvals are required for activities as specifically prescribed for nontidal portions of a project in Sections 300.2, 300.3, 300.6, 300.8, 300.11, 300.13, 300.15 and 300.17; for projects on state land, the state building official, for the purposes of this section, is the building official;

The proposed project will take place waterward of Mean High -Water line (MHW). The proposed floating dock system have been designed to CRMC's recreational boating facility requirements.

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

The existing facility and proposed work would take place in Type 3 – High-intensity boating waters. Based on the water type classification the proposed work appears within the requirements for this classification. Prior to the start of work a shellfish survey will be performed to verify density of the shellfish. In accordance with the requirements if there is a significant amount of shellfish present, they will be relocated prior to the dredging activity. In regards to the floating dock no significant impact is anticipated.

4. Demonstrate that the alteration or activity will not result in significant impacts on erosion and/or deposition processes along the shore and in tidal waters.

The proposed project is to improve the existing marine facility for maintenance of vessels. These improvements consist of modifying the marina perimeter limit, dredging the proposed marina to -10 MLW, installing a 6' x 20' aluminum gangways, a 10'x 18' landing dock, 10'x 146' main with two 6'x50' fingers, and an 8'x 105' main. It is anticipated that the floating docks will be anchored into place with float anchor piles. Impacts to the tidal waters are limited to the dredging activities. Temporary increase turbidity associated with dredging will impact the area until completed. Prior to completing dredging activities, a shellfish survey

will be performed. If required, shellfish will be relocated outside of the proposed work area and or as directed by CRMC.

5. *Demonstrate that the alteration or activity will not result in significant impacts on the abundance and diversity of plant and animal life;*

A Submerged Aquatic Vegetation (SAV) survey is scheduled to be performed in early July to determine the presence of SAV depending on the results of this effort, the dredge footprint may be modified to ensure that there will be no impact to any documented SAV within the area. It is also noted that dredging activities will occur during the non-growing season therefore reduction any potential impact to SAV due to turbid waters. Also as noted above a shellfish survey will be performed prior to dredging to verify if there are significant shellfish within the area. If there are a significant number of shellfish, they will be removed from the project area and relocated as required.

6. *Demonstrate that the alteration will not unreasonable interfere with, impair, or significantly impact existing public access to, or use of, tidal waters and/or the shore;*

The existing facility and waterfront consist of a boat yard upland and docks, moorings, and railway along the shore and within the harbor. The proposed activities will take place within and immediately adjacent to an active commercial boat yard facility and will not impact the existing public access. There will be an appropriate fairway from the rock outcrop to the proposed dock location.

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

The proposed project will not restrict the flow of water or contain any water therefore allowing for the normal flushing, turbidity and sedimentation to occur.

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

Water quality will be temporarily impacted due to dredging activities. It is anticipated that the proposed work will be completed by mechanical means, i.e. clam shell and scow. During dredging it is anticipated that the turbidity levels will be elevated for a short duration. Once dredging is completed it is anticipated that the water quality will return to its previous condition.

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

The site has no known historic or archaeological significance. Therefore, the anticipated work will have no impact.

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

SECTION 7

Attachment F Historic Assent-1995



State of Rhode Island and Providence Plantations

COASTAL RESOURCES MANAGEMENT COUNCIL

NOTICE OF

ASSENT

No. A93-10-95

Date: December 1, 1993

This certifies that Coddington Yacht Center
has permission to establish a marina perimeter limit
(d/b/a James Town Boat Yard, Inc.)

situated at Dumpling Drive

Plot No. 10 Lot No. 18, 20, 191 & 113

Said construction operations to be done in accordance with an approved assent on file in the Office of the Coastal Resources Management Council and subject further to all the provisions of the building ordinances of the

and to all the applicable State, local and Federal provisions. Town of Jamestown
This assent shall expire three (3) years from date of issuing

Richard H. James
Official Designee

COASTAL RESOURCES MANAGEMENT COUNCIL

**THIS CARD MUST BE DISPLAYED IN A CONSPICUOUS PLACE ON THE PREMISES.
FAILURE TO DISPLAY WILL RESULT IN LEGAL ACTION**

CRMC Form 11-10-92

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STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

COASTAL RESOURCES MANAGEMENT COUNCIL

Oliver H. Stedman Government Center
4808 Tower Hill Road
Wakefield, R.I. 02879-1900
(401) 277-2476

December 1, 1993

Coddington Yacht Center
d/b/a Jamestown Boat Yard, Inc.
P.O. Box 347 Dumplings Drive
Jamestown, RI 02835

RE: CRMC Administrative Assent A93-10-95, to establish a marina perimeter limit, located at Dumpling Drive, Jamestown, Plat 10, Lots 18, 20, 141 & 143.

Dear Sir/Madam:

A site inspection and review of plans submitted to this office for the above cited project indicates it will have no adverse effect on the plan and program adopted by the Coastal Resources Management Council.

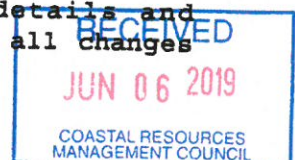
The Coastal Resources Management Council will interpose no objection to the work proposed, as long as all work is done in accordance with plans submitted into this office and provided the following stipulations are adhered to.

General Stipulations

A. THE APPLICANT SHALL RECORD THIS ASSENT IN ITS ENTIRETY (ALL PAGES OF IT) IN THE LAND EVIDENCE RECORDS OF THE TOWN OF JAMESTOWN WITHIN THIRTY (30) DAYS OF THE DATE OF ISSUANCE. ALL PAGES OF THIS ASSENT MUST BE CERTIFIED BY THE TOWN CLERK'S OFFICE THAT THIS STIPULATION IN FACT HAS BEEN COMPLIED WITH. COASTAL RESOURCES MANAGEMENT COUNCIL SHALL BE FURNISHED WITH, BY THE APPLICANT, A FULL COPY (ALL PAGES) OF THE ASSENT STAMPED BY THE TOWN CLERK'S OFFICE WITHIN FIFTEEN (15) DAYS THEREAFTER. FAILURE TO COMPLY WITH THIS PROVISION WILL RENDER THIS ASSENT NULL AND VOID.

B. For the purpose of this permit, the coastal feature shall be the sandy coastal beach and the inland edge of the coastal feature shall be the inland edge of the coastal beach.

C. The approved site plan(s) shall be those entitled "Plan showing the Marina Perimeter Limit for Coddington Yacht Center, Inc., d/b/a Jamestown Boat Yard, Inc.," dated October 1993, last revised November 1993 bearing the stamp of Lloyd L. Whaley, P.L.S. and bearing CRMC approval stamp dated November 30, 1993. Except/unless as stipulated/modified herein, all details and specifications thereon shall be strictly adhered to. Any and all changes require written approval from this office.



Coddington Yacht Center
CRMC Administrative Assent A93-10-95
December 1, 1993
Page 3

This Assent is granted with the specific proviso that the construction authorized therein will be maintained in good condition by the owner thereof, his heirs, successors, or assigns for a period of fifty (50) years from the date thereof, after which time this permission shall terminate necessitating either complete removal or a new application.

Permits issued by the CRMC are issued for a finite period of time, confer no property rights, and are valid only with the conditions and stipulations under which they are granted. Permits imply no guarantee of renewal, and may be subject to denial, revocation, or modification.

CAUTION:

The limits of authorized work shall be only for that which was approved by the CRMC. Any activities or alterations which deviate from the approved plans will require a separate application and review. If the information provided to the CRMC for this review is inaccurate or did not reveal all necessary information or data, then this permit may be found to be null and void. Plans for any future alteration of the shoreline or construction or alteration within the 200' zone of CRMC jurisdiction or in coastal waters must be submitted for review to the CRMC prior to commencing such activity.

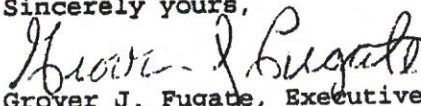
ATTENTION: ALL STRUCTURES IN THE TIDAL, COASTAL, OR NAVIGABLE WATERS OF THE STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS ARE SUBJECT TO:

1. The Superior Property Rights of the State of Rhode Island and Providence Plantations in the Submerged and Submersible Lands of the Coastal, Tidal, and Navigable Waters;
2. The Superior Navigation Servitude of the United States;
3. The Police Powers of the State of Rhode Island and the United States to regulate Structures in the Tidal, Coastal, or Navigable Waters.

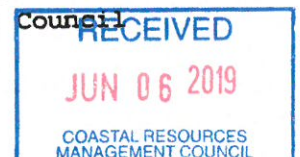
THE SUBMERGED AND SUBMERSIBLE LANDS OF THE TIDAL, COASTAL, AND NAVIGABLE WATERS OF THE STATE ARE OWNED BY THE STATE AND HELD IN TRUST FOR THE PUBLIC. CONVEYANCE OF THESE LANDS IS ILLEGAL; TITLES PURPORTING TO TRANSFER SUCH LANDS ARE VOID. ASSENTS THAT INVOLVE THE FILLING OR USE OF THE STATES SUBMERGED LANDS ARE GRANTED WITH THE PROVISIO THAT IT IS SUBJECT TO THE IMPOSITION OF A USAGE FEE TO BE ESTABLISHED BY THE COASTAL RESOURCES MANAGEMENT COUNCIL.

The Coastal Resources Management Council wishes to thank you for being given the opportunity to assess and review these plans. If you need additional information, please feel free to contact this office.

Sincerely yours,

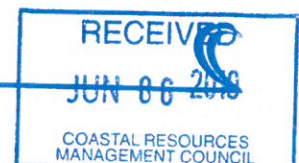

Grover J. Fugate, Executive Director
Coastal Resources Management Council

GJF/jmm



SECTION 8

Attachment G Building Official Form



TO: Coastal Resources Management Council
4808 Tower Hill Road Suite 3
Wakefield, RI 02879
Phone: (401) 783-3370



FROM: Building Official

DATE: March 28, 2019

SUBJ: Application of: Timothy Boat Yard

Location: _____

Address: 60 RACQUET ROAD Plat No. _____ Lot No. _____
TIMMSTOWN RI 02835

To Construct: Modify existing Marine Protection, Dredge^{area} and Reconfigure
ROCKS pursuant to the Plans Drawn by RACE Engineering

I hereby certify that I have reviewed _____ foundation plan(s).
_____ plan(s) for entire structure
 site plans

Titled: proposed marina improvement & Dredge PLAN
By RACE 3/12/19

Date of Plan (last revision): None

and find that the issuance of a local building permit is not required as in accordance with Section _____ of the Rhode Island State Building Code.

_____ and find that the issuance of a local building permit is required. I hereby certify that this permit shall be issued once the applicant demonstrates that the proposed construction/activity fully conforms to the applicable requirements of the RISBC.

_____ and find that a Septic System Suitability Determination (SSD) must be obtained from the RI Dept. of Environmental Management.

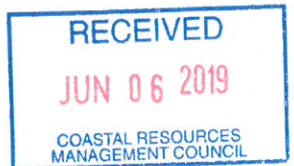
_____ and find that a Septic System Suitability Determination (SSD) need not be obtained from the RI Dept. of Environmental Management.

_____ and find that said plans conform with all elements of the zoning ordinance, and that if said plans require zoning board approval, that the applicant has secured such approval and that the requisite appeal period has passed with no appeal filed or appeal is final. The Zoning Board approval shall expire on _____

Chris M. Costa 3-28-19
Building Official's Signature Date

and find that said plans conform with all elements of the zoning ordinance, and that if said plans require zoning board approval, that the applicant has secured such approval and that the requisite appeal period has passed with no appeal filed or appeal is final.

Chris M. Costa 3-28-19
Zoning Officer's Signature Date



SECTION 9

Attachment H SAV Survey

SECTION 10

Attachment I Sample Results



SOP Number: WR-GNUWW-1
 Effective Date: 3/11/09
 Revision No. 5
 Last Revision Date: 3/11/09
 Page No. 1

APPENDIX 1

Date: 3/22/2018 Applicant(s): Jamestown Boatyard
 Project Name: JBY Marina Improvements Address: 60 Racquet Road Jamestown, RI 02835
 Estimated Volume of Dredge (cy): 3500 New (cy): 3500 Maintenance (cy): 0
 Area of Dredge (sf): 30000 Depth of Dredge (ft): -11 MLW
 Proposed Disposal Location (include Plat/Lot if on land): Providence CAD Cell
 WQ Class of Dredge Area (if known): _____ GW Class of Disposal Area (if known): _____

Sediment Sampling Plan for Dredging Projects

Submit Site plan 8 1/2" x 11" (Google Earth printout and Navigation Chart or engineered plans) Mark all within 200' of proposed dredge limits:
 Outfalls and Gas docks or any other potential areas of contamination
 eelgrass, salt marsh, flounder or shellfish habitat
 Proposed dredge footprint and average depth of dredge

Proposed Depth of Samples 0 TO -11 MLW
 Proposed Coring Method STANARD
 # of Sampling Locations 2 locations

Submit Proposed Analysis and detection limits depending on disposal location: The detection limits for an analyte should be no greater than one-third (one-half log unit) of the appropriate value for the analyte and matrix of concern. Whenever possible, an MDL of three to five times below the criteria is expected: if the criteria are Non-Detect then the procedures and MRL's set forth in the OTM (USEPA and USACE 1991) below are appropriate to follow. In-water disposal must meet all Army Corps Requirements.
 Place a CHECK in each box you are proposing to sample and CIRCLE intended laboratory method.

Sample	Beach Criteria	CAD Cap Criteria	GA Leachability Criteria TCLP/SPLP	Residential Disposal Criteria ¹	Commercial/Industrial Exposure ²	TCLP Criteria for Haz. Waste ³	Acceptable EPA Method(s)	MRL**
Grain Size	<input type="checkbox"/> <10% silt/clay	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
% Moisture	<input type="checkbox"/> <25%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
TPH	<input type="checkbox"/> ND	<input type="checkbox"/>	<input type="checkbox"/> 500 mg/kg	<input type="checkbox"/> 500 mg/kg	<input type="checkbox"/> 2500 mg/kg			
SVOC	<input type="checkbox"/> ND	<input type="checkbox"/>	<input type="checkbox"/> Table 2 ³	<input type="checkbox"/> Table 1 ¹	<input type="checkbox"/> Table 1 ²		SW 8015C	100 mg/Kg
PCB	<input type="checkbox"/> *ND	<input checked="" type="checkbox"/> 0.4 mg/kg	<input type="checkbox"/> 10 mg/kg	<input type="checkbox"/> 10 mg/kg	<input type="checkbox"/> 10 mg/kg		8270 SIM	10 ug/Kg
PAH	<input type="checkbox"/> ND	<input checked="" type="checkbox"/> 4.0 mg/kg					8082	* .02 mg/Kg
Arsenic (As)	<input type="checkbox"/> 1.7 mg/kg	<input checked="" type="checkbox"/> 10 mg/kg		<input type="checkbox"/> 7.0 mg/kg	<input type="checkbox"/> 7.0 mg/kg	<input type="checkbox"/> 5.0 mg/L	6010, 6020, 7081, 7062, 7000, 7010	0.4 mg/Kg
Cadmium (Cd)	<input type="checkbox"/> 1 mg/kg	<input checked="" type="checkbox"/> 5 mg/kg	<input type="checkbox"/> 0.03 mg/L	<input type="checkbox"/> 39 mg/kg	<input type="checkbox"/> 1000 mg/kg	<input type="checkbox"/> 1.0 mg/L	6010, 6020, 7000, 7010	0.07 mg/Kg
Chromium (Cr)	<input type="checkbox"/> 10 mg/kg	<input checked="" type="checkbox"/> 100 mg/kg	<input type="checkbox"/> 1.1 mg/L	<input type="checkbox"/> 390 mg/kg	<input type="checkbox"/> 10000 mg/kg	<input type="checkbox"/> 5.0 mg/L	6010, 6020, 7000, 7010	0.5 mg/Kg
Copper (Cu)	<input type="checkbox"/> 10 mg/kg	<input checked="" type="checkbox"/> 200 mg/kg		<input type="checkbox"/> 3100 mg/kg	<input type="checkbox"/> 10000 mg/kg	<input type="checkbox"/> 5.0 mg/L	6010, 6020, 7000, 7010	0.5 mg/Kg
Lead (Pb)	<input type="checkbox"/> 25 mg/kg	<input checked="" type="checkbox"/> 100 mg/kg	<input type="checkbox"/> 0.04 mg/L	<input type="checkbox"/> 150 mg/kg	<input type="checkbox"/> 500 mg/kg	<input type="checkbox"/> 5.0 mg/L	6010, 6020, 7000, 7010	0.5 mg/Kg
Mercury (Hg)	<input type="checkbox"/> 0.5 mg/kg	<input checked="" type="checkbox"/> 0.5 mg/kg	<input type="checkbox"/> 0.02 mg/L	<input type="checkbox"/> 23 mg/kg	<input type="checkbox"/> 610 mg/kg	<input type="checkbox"/> 0.2 mg/L	7470, 7471, 7472	0.07 mg/Kg
Nickel (Ni)	<input type="checkbox"/> 5 mg/kg	<input checked="" type="checkbox"/> 50 mg/kg	<input type="checkbox"/> 1 mg/L	<input type="checkbox"/> 1000 mg/kg			6010, 6020, 7000, 7010	0.5 mg/Kg
Zinc (Zn)	<input type="checkbox"/> 25 mg/kg	<input checked="" type="checkbox"/> 200 mg/kg		<input type="checkbox"/> 6000 mg/kg			6010, 6020, 7000, 7010	1.0 mg/Kg
TCLP or SPLP							6010, 6020, 7000, 7010	1.0 mg/Kg
Barium (Ba)						<input type="checkbox"/> 100 mg/L	1311 or 1312	
Selenium (Se)						<input type="checkbox"/> 1.0 mg/L	6010, 6020	
Silver (Ag)						<input type="checkbox"/> 5.0 mg/L	6010, 6020, 7741, 7742	

* For each analyte **For Beach Criteria - any other MRL should be at least three to five times below the criteria
¹ Residential Direct Exposure Criteria are defined in Table 1 in Section 8 of the Rules and Regulations for the Investigation and Remediation of Hazardous Material Releases.
² Commercial/Industrial Direct Exposure Criteria are defined in Table 1 in Section 8 of the Rules and Regulations for the Investigation and Remediation of Hazardous Material Releases.
³ GA Leachability Criteria are defined in Table 2 in Section 8 of the Rules and Regulations for the Investigation and Remediation of Hazardous Material Releases.

Approvals

Dredge Coordinator (CRMC): [Signature] Date: 28 MARCH 2019
 WQC Program (DEM): [Signature] Date: 3-28-19
 GW Program (DEM), if upland _____ Date: _____
 Dredge Coordinator (DEM): [Signature] Date: 3/28/2019

I'm fine w/ sampling locations, but have some with design



LABORATORY REPORT

Race Coastal Engineering
Attn: Matthew Rakowski
611 Access Road
Stratford, CT

Date Received: 4/29/2019
Date Reported: 5/15/2019
P.O. Number

Work Order #: 1904-07676

Project Name: JAMESTOWN, RI BOAT YARD - DREDGE ANALYSIS

Enclosed are the analytical results and Chain of Custody for your project referenced above. The sample(s) were analyzed by our Warwick, RI laboratory unless noted otherwise. When applicable, indication of sample analysis at our Hudson, MA laboratory and/or subcontracted results are noted and subcontracted reports are enclosed in their entirety.

All samples were analyzed within the established guidelines of US EPA approved methods with all requirements met, unless otherwise noted at the end of a given sample's analytical results or in a case narrative.

The Detection Limit is defined as the lowest level that can be reliably achieved during routine laboratory conditions.

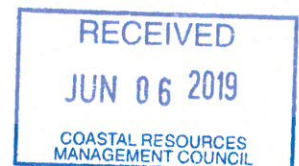
These results only pertain to the samples submitted for this Work Order # and this report shall not be reproduced except in its entirety.

We certify that the following results are true and accurate to the best of our knowledge. If you have questions or need further assistance, please contact our Customer Service Department.

Approved by:



Dawne E. Smart
Data Reporting Manager



Laboratory Certification Numbers (as applicable to sample's origin state):

Warwick RI * RI LAI00033, MA M-RI015, CT PH-0508 Hudson MA * M-MA1117, RI LAO00319

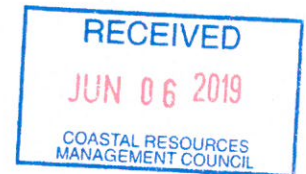
R.I. Analytical Laboratories, Inc.

Laboratory Report

Race Coastal Engineering

Work Order #: 1904-07676

Project Name: JAMESTOWN, RI BOAT YARD - DREDGE ANALYSIS



Sample Number: 001
 Sample Description: JBY-1
 Sample Type: GRAB
 Sample Date / Time: 4/29/2019 @ 09:00

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Wet Sieve analysis	See Attached			ASTM	5/15/2019 0:00	*GT
Polychlorinated Biphenyls (PCB'S)						
Aroclor-1016	<0.1	0.1	mg/kg dry	SW-846 8082A	4/30/2019 18:08	JBW
Aroclor-1221	<0.1	0.1	mg/kg dry	SW-846 8082A	4/30/2019 18:08	JBW
Aroclor-1232	<0.1	0.1	mg/kg dry	SW-846 8082A	4/30/2019 18:08	JBW
Aroclor-1242	<0.1	0.1	mg/kg dry	SW-846 8082A	4/30/2019 18:08	JBW
Aroclor-1248	<0.1	0.1	mg/kg dry	SW-846 8082A	4/30/2019 18:08	JBW
Aroclor-1254	<0.1	0.1	mg/kg dry	SW-846 8082A	4/30/2019 18:08	JBW
Aroclor-1260	<0.1	0.1	mg/kg dry	SW-846 8082A	4/30/2019 18:08	JBW
Surrogate			RANGE		4/30/2019 18:08	JBW
Tetrachloro-m-xylene (TCMX)	32		30-150%	SW-846 8082A	4/30/2019 18:08	JBW
Decachlorobiphenyl	21*		30-150%	SW-846 8082A	4/30/2019 18:08	JBW
Extraction Date				SW-846 3546	4/30/2019 10:00	JBW
PAH						
Naphthalene	<0.45	0.45	mg/kg dry	SW-846 8270D	5/2/2019 22:48	TLW
Acenaphthylene	<0.45	0.45	mg/kg dry	SW-846 8270D	5/2/2019 22:48	TLW
Acenaphthene	<0.45	0.45	mg/kg dry	SW-846 8270D	5/2/2019 22:48	TLW
Fluorene	<0.45	0.45	mg/kg dry	SW-846 8270D	5/2/2019 22:48	TLW
Phenanthrene	<0.45	0.45	mg/kg dry	SW-846 8270D	5/2/2019 22:48	TLW
Anthracene	<0.45	0.45	mg/kg dry	SW-846 8270D	5/2/2019 22:48	TLW
Fluoranthene	<0.45	0.45	mg/kg dry	SW-846 8270D	5/2/2019 22:48	TLW
Pyrene	<0.45	0.45	mg/kg dry	SW-846 8270D	5/2/2019 22:48	TLW
Benzo(a)anthracene	<0.45	0.45	mg/kg dry	SW-846 8270D	5/2/2019 22:48	TLW
Chrysene	<0.45	0.45	mg/kg dry	SW-846 8270D	5/2/2019 22:48	TLW
Benzo(b)fluoranthene	<0.45	0.45	mg/kg dry	SW-846 8270D	5/2/2019 22:48	TLW
Benzo(k)fluoranthene	<0.45	0.45	mg/kg dry	SW-846 8270D	5/2/2019 22:48	TLW
Benzo(a)pyrene	<0.45	0.45	mg/kg dry	SW-846 8270D	5/2/2019 22:48	TLW
Indeno(1,2,3-cd)pyrene	<0.45	0.45	mg/kg dry	SW-846 8270D	5/2/2019 22:48	TLW
Dibenzo(a,h)anthracene	<0.45	0.45	mg/kg dry	SW-846 8270D	5/2/2019 22:48	TLW
Benzo(g,h,i)perylene	<0.45	0.45	mg/kg dry	SW-846 8270D	5/2/2019 22:48	TLW
2-Methylnaphthalene	<0.45	0.45	mg/kg dry	SW-846 8270D	5/2/2019 22:48	TLW
Moisture	25.7		%	SM2540G 18-21ed	5/2/2019 22:48	TLW
Surrogates			RANGE		5/6/2019 11:25	BR
Nitrobenzene-d5	66		30-130%	SW-846 8270D	5/2/2019 22:48	TLW
2-Fluorobiphenyl	68		30-130%	SW-846 8270D	5/2/2019 22:48	TLW
P-Terphenyl-d14	71		30-130%	SW-846 8270D	5/2/2019 22:48	TLW
Semi Extraction Date				SW-846 3546	4/30/2019 10:00	NRG
Total Metals Analyzed by ICP						
Arsenic	<3.3	3.3	mg/kg dry	SW-846 6010C	5/7/2019 21:28	AJD

R.I. Analytical Laboratories, Inc.

Laboratory Report

Race Coastal Engineering

Work Order #: 1904-07676

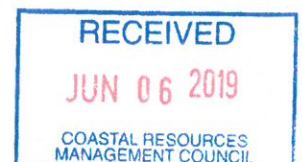
Project Name: JAMESTOWN, RI BOAT YARD - DREDGE ANALYSIS

Sample Number: 001
Sample Description: JBY-1
Sample Type : GRAB
Sample Date / Time : 4/29/2019 @ 09:00

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Cadmium	<0.33	0.33	mg/kg dry	SW-846 6010C	5/7/2019 21:28	AJD
Chromium	14	2.0	mg/kg dry	SW-846 6010C	5/7/2019 21:28	AJD
Copper	6.2	3.3	mg/kg dry	SW-846 6010C	5/7/2019 21:28	AJD
Lead	7.3	2.6	mg/kg dry	SW-846 6010C	5/7/2019 21:28	AJD
Mercury	<0.12	0.12	mg/kg dry	SW-846 7471B	5/1/2019 16:25	AJD
Nickel	11	1.3	mg/kg dry	SW-846 6010C	5/7/2019 21:28	AJD
Zinc	43	2.6	mg/kg dry	SW-846 6010C	5/7/2019 21:28	AJD
Percent Solids	74.3		%	SM2540G 18-21ed	5/6/2019 11:25	BR
ICP Digestion				SW-846 3050B	5/7/2019 12:12	MEM
Mercury Digestion				SW-846 7471B	5/1/2019 14:00	MEM

*GT Wet Sieve analysis analyzed by GeoTesting Express.

8082 * = Surrogate recovery below QC acceptance criteria due to suspected sample matrix interference.
 Sample was re-extracted with similar results.



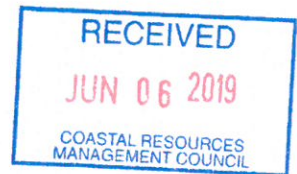
R.I. Analytical Laboratories, Inc.

Laboratory Report

Race Coastal Engineering

Work Order #: 1904-07676

Project Name: JAMESTOWN, RI BOAT YARD - DREDGE ANALYSIS



Sample Number: 002
 Sample Description: JBY-2
 Sample Type: GRAB
 Sample Date / Time: 4/29/2019 @ 09:45

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Wet Sieve analysis	See Attached			ASTM	5/15/2019 0:00	*GT
Polychlorinated Biphenyls (PCB'S)						
Aroclor-1016	<0.1	0.1	mg/kg dry	SW-846 8082A	4/30/2019 18:36	JBW
Aroclor-1221	<0.1	0.1	mg/kg dry	SW-846 8082A	4/30/2019 18:36	JBW
Aroclor-1232	<0.1	0.1	mg/kg dry	SW-846 8082A	4/30/2019 18:36	JBW
Aroclor-1242	<0.1	0.1	mg/kg dry	SW-846 8082A	4/30/2019 18:36	JBW
Aroclor-1248	<0.1	0.1	mg/kg dry	SW-846 8082A	4/30/2019 18:36	JBW
Aroclor-1254	<0.1	0.1	mg/kg dry	SW-846 8082A	4/30/2019 18:36	JBW
Aroclor-1260	<0.1	0.1	mg/kg dry	SW-846 8082A	4/30/2019 18:36	JBW
Surrogate			RANGE	SW-846 8082A	4/30/2019 18:36	JBW
Tetrachloro-m-xylene (TCMX)	55		30-150%	SW-846 8082A	4/30/2019 18:36	JBW
Decachlorobiphenyl	36		30-150%	SW-846 8082A	4/30/2019 18:36	JBW
Extraction Date				SW-846 3546	4/30/2019 10:00	JBW
PAH						
Naphthalene	<0.42	0.42	mg/kg dry	SW-846 8270D	5/2/2019 23:20	TLW
Acenaphthylene	<0.42	0.42	mg/kg dry	SW-846 8270D	5/2/2019 23:20	TLW
Acenaphthene	<0.42	0.42	mg/kg dry	SW-846 8270D	5/2/2019 23:20	TLW
Fluorene	<0.42	0.42	mg/kg dry	SW-846 8270D	5/2/2019 23:20	TLW
Phenanthrene	<0.42	0.42	mg/kg dry	SW-846 8270D	5/2/2019 23:20	TLW
Anthracene	<0.42	0.42	mg/kg dry	SW-846 8270D	5/2/2019 23:20	TLW
Fluoranthene	<0.42	0.42	mg/kg dry	SW-846 8270D	5/2/2019 23:20	TLW
Pyrene	<0.42	0.42	mg/kg dry	SW-846 8270D	5/2/2019 23:20	TLW
Benzo(a)anthracene	<0.42	0.42	mg/kg dry	SW-846 8270D	5/2/2019 23:20	TLW
Chrysene	<0.42	0.42	mg/kg dry	SW-846 8270D	5/2/2019 23:20	TLW
Benzo(b)fluoranthene	<0.42	0.42	mg/kg dry	SW-846 8270D	5/2/2019 23:20	TLW
Benzo(k)fluoranthene	<0.42	0.42	mg/kg dry	SW-846 8270D	5/2/2019 23:20	TLW
Benzo(a)pyrene	<0.42	0.42	mg/kg dry	SW-846 8270D	5/2/2019 23:20	TLW
Indeno(1,2,3-cd)pyrene	<0.42	0.42	mg/kg dry	SW-846 8270D	5/2/2019 23:20	TLW
Dibenzo(a,h)anthracene	<0.42	0.42	mg/kg dry	SW-846 8270D	5/2/2019 23:20	TLW
Benzo(g,h,i)perylene	<0.42	0.42	mg/kg dry	SW-846 8270D	5/2/2019 23:20	TLW
2-Methylnaphthalene	<0.42	0.42	mg/kg dry	SW-846 8270D	5/2/2019 23:20	TLW
Moisture	20.5		%	SM2540G 18-21ed	5/2/2019 21:05	BR
Surrogates			RANGE	SW-846 8270D	5/2/2019 23:20	TLW
Nitrobenzene-d5	66		30-130%	SW-846 8270D	5/2/2019 23:20	TLW
2-Fluorobiphenyl	68		30-130%	SW-846 8270D	5/2/2019 23:20	TLW
P-Terphenyl-d14	62		30-130%	SW-846 8270D	5/2/2019 23:20	TLW
Semi Extraction Date				SW-846 3546	4/30/2019 10:00	NRG
Total Metals Analyzed by ICP						
Arsenic	<3.1	3.1	mg/kg dry	SW-846 6010C	5/7/2019 21:33	AJD

R.I. Analytical Laboratories, Inc.

Laboratory Report

Race Coastal Engineering

Work Order #: 1904-07676

Project Name: JAMESTOWN, RI BOAT YARD - DREDGE ANALYSIS

Sample Number: 002
Sample Description: JBY-2
Sample Type : GRAB
Sample Date / Time : 4/29/2019 @ 09:45

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Cadmium	<0.31	0.31	mg/kg dry	SW-846 6010C	5/7/2019 21:33	AJD
Chromium	13	1.8	mg/kg dry	SW-846 6010C	5/7/2019 21:33	AJD
Copper	4.6	3.1	mg/kg dry	SW-846 6010C	5/7/2019 21:33	AJD
Lead	6.4	2.5	mg/kg dry	SW-846 6010C	5/7/2019 21:33	AJD
Mercury	<0.11	0.11	mg/kg dry	SW-846 7471B	5/1/2019 16:26	AJD
Nickel	12	1.2	mg/kg dry	SW-846 6010C	5/7/2019 21:33	AJD
Zinc	34	2.5	mg/kg dry	SW-846 6010C	5/7/2019 21:33	AJD
Percent Solids	79.5		%	SM2540G 18-21ed	5/2/2019 21:05	BR
ICP Digestion				SW-846 3050B	5/7/2019 12:12	MEM
Mercury Digestion				SW-846 7471B	5/1/2019 14:00	MEM

*GT Wet Sieve analysis analyzed by GeoTesting Express.





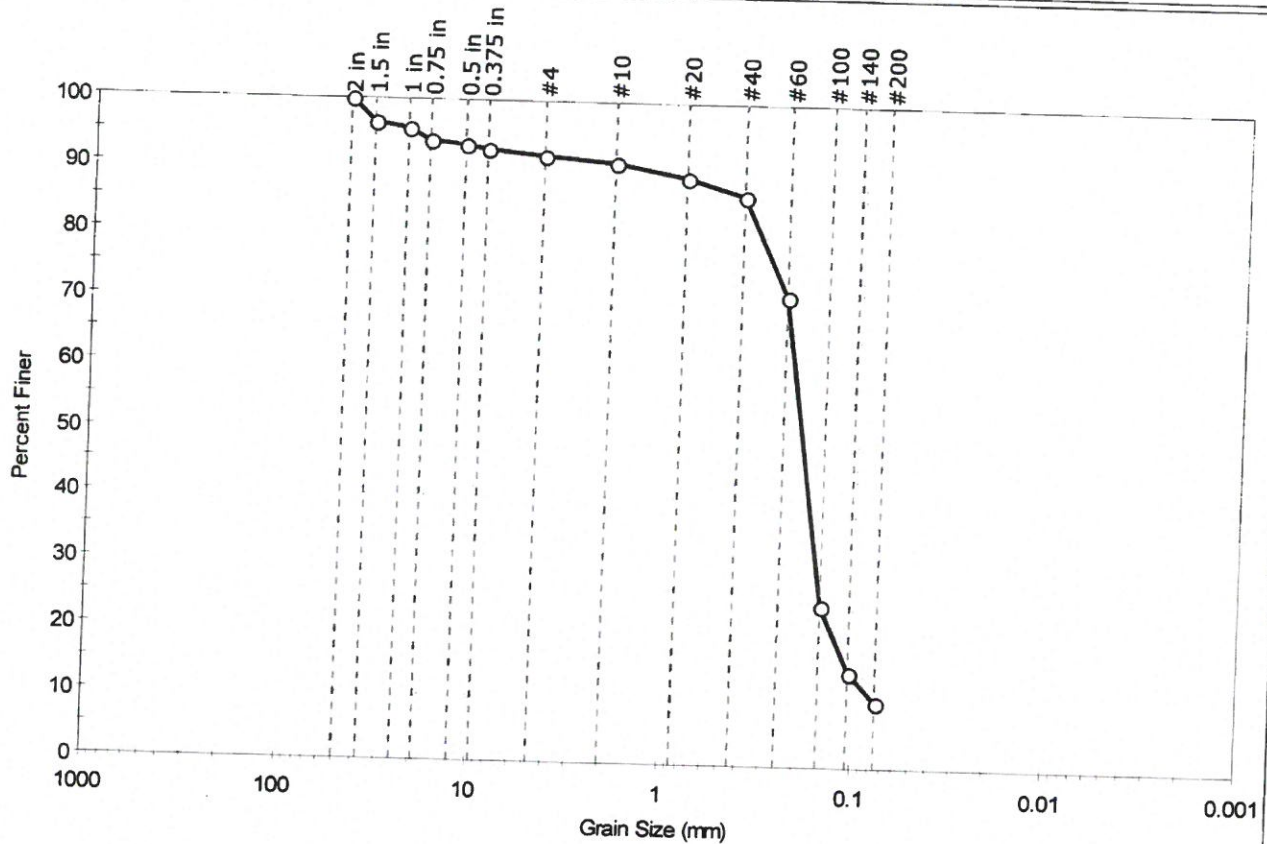
Client: R.I. Analytical Laboratories, Inc.
 Project: 1904-07676
 Location:

Page 6 of 8
 Project No: GTX-309933

Boring ID: ---
 Sample ID: JBY-1
 Depth: ---
 Test Comment: ---
 Visual Description: Moist, greenish black sand with silt
 Sample Comment: ---

Sample Type: tube
 Tested By: ckg
 Check Date: 05/15/19
 Checked By: bfs
 Test Id: 503179

Particle Size Analysis - ASTM D6913



% Cobble	% Gravel	% Sand	% Silt & Clay Size
—	8.1	81.8	10.1

Sieve Name	Sieve Size, mm	Percent Finer	Spec. Percent	Complies
2 in	50.00	100		
1.5 in	37.50	97		
1 in	25.00	95		
0.75 in	19.00	94		
0.5 in	12.50	93		
0.375 in	9.50	92		
#4	4.75	92		
#10	2.00	91		
#20	0.85	89		
#40	0.42	86		
#60	0.25	71		
#100	0.15	25		
#140	0.11	14		
#200	0.075	10		

Coefficients

D ₈₅ = 0.4100 mm	D ₃₀ = 0.1592 mm
D ₆₀ = 0.2213 mm	D ₁₅ = 0.1083 mm
D ₅₀ = 0.1983 mm	D ₁₀ = N/A
C _u = N/A	C _c = N/A

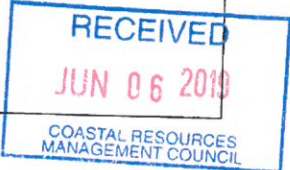
Classification

ASTM N/A

AASHTO Silty Gravel and Sand (A-2-4 (0))

Sample/Test Description

Sand/Gravel Particle Shape : ---
 Sand/Gravel Hardness : ---





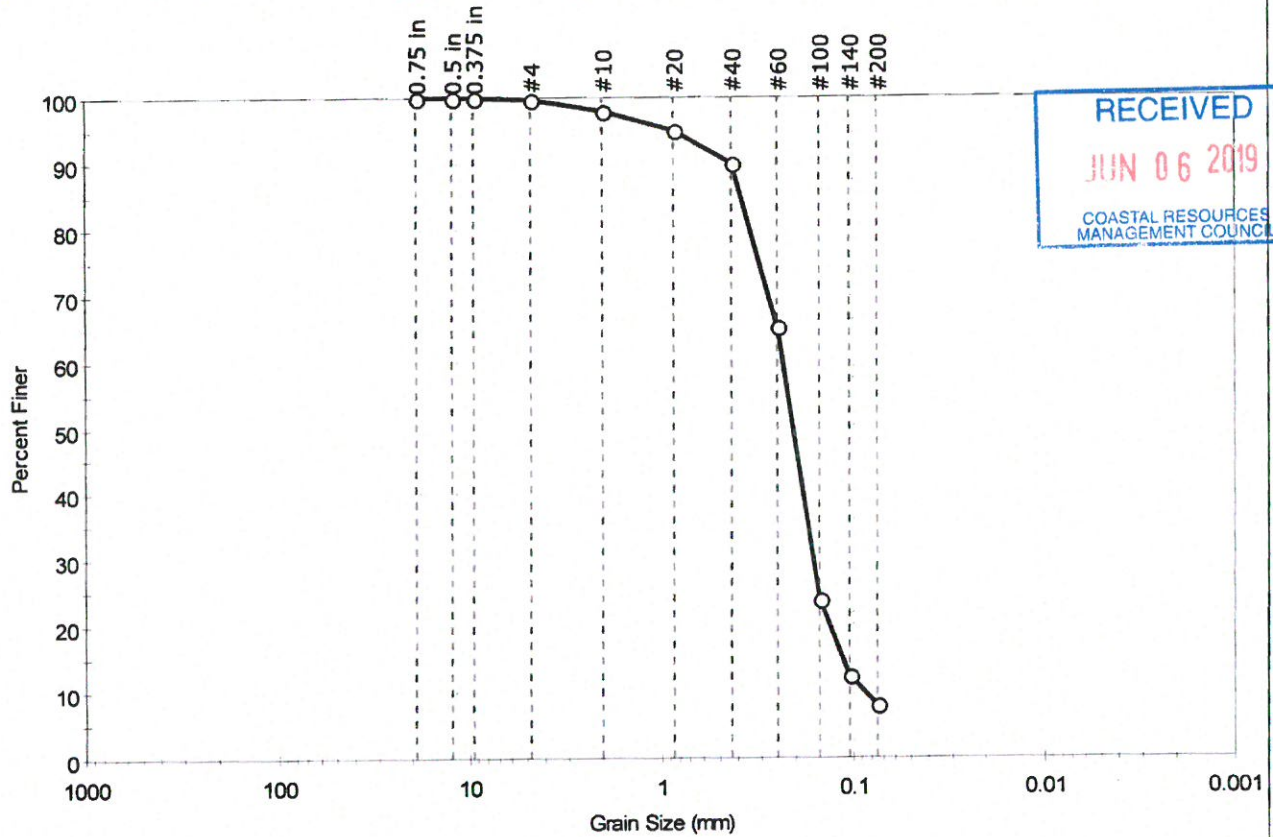
Client: K.I. Analytical Laboratories, Inc.
 Project: 1904-07676
 Location:

Page 7 of 8
 Project No: GTX-309933

Boring ID: --- Sample Type: tube Tested By: ckg
 Sample ID: JBY-2 Test Date: 05/15/19 Checked By: bfs
 Depth: --- Test Id: 503180

Test Comment: ---
 Visual Description: Moist, greenish black sand with silt
 Sample Comment: ---

Particle Size Analysis - ASTM D6913



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% Cobble	% Gravel	% Sand	% Silt & Clay Size
—	0.3	91.6	8.1

Sieve Name	Sieve Size, mm	Percent Finer	Spec. Percent	Complies
0.75 in	19.00	100		
0.5 in	12.50	100		
0.375 in	9.50	100		
#4	4.75	100		
#10	2.00	98		
#20	0.85	95		
#40	0.42	90		
#60	0.25	65		
#100	0.15	24		
#140	0.11	12		
#200	0.075	8.1		

Coefficients

D ₈₅ = 0.3827 mm	D ₃₀ = 0.1617 mm
D ₆₀ = 0.2348 mm	D ₁₅ = 0.1148 mm
D ₅₀ = 0.2073 mm	D ₁₀ = 0.0877 mm
C _u = 2.677	C _c = 1.270

Classification

ASTM	N/A
AASHTO	Fine Sand (A-3 (1))

Sample/Test Description

Sand/Gravel Particle Shape : ---
Sand/Gravel Hardness : ---

CHAIN OF CUSTODY RECORD

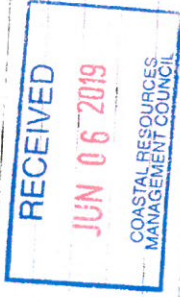
R.I. Analytical Laboratories, Inc.

41 Illinois Avenue
 Warwick, RI 02888-3007
 Tel: 800-937-2580
 Fax: 401-738-1970

131 Coolidge St, Suite 105
 Hudson, MA 01749-1331
 Tel: 800-937-2580
 Fax: 978-568-0078

Date Collected: 6/19/19
 Time Collected: 0900
 Field Sample Identification: JB4-1

6/19/19 0945 JB4-2



Grab or Composite	# of Containers & Type	Preservation Code	Matrix Code	Metals: As, Cd, Cr, Cu, Pb, Ni, Zn, Hg	Polychlorinated Biphenyls (PCB)	Polynuclear Aromatic Hydrocarbons (PAH)	Total Solids ***	Wet Sieve Analysis
G	2AG NP	S	S	X	X	X	X	X
G	3P NP	S	S	X	X	X	X	X
G	2AG NP	S	S	X	X	X	X	X
G	3P NP	S	S	X	X	X	X	X

Company Name: Race Coastal Engineering
 Address: 611 Access Road
 City / State / Zip: Stratford, CT
 Telephone: 203-377-0663
 Contact Person: Matthew Rakowski

Client Information
 Project Name: Jamestown, RI Boat Yard - Dredge Analysis
 P.O. Number:
 Report To: Matthew Rakowski
 Sampled by: [Signature]
 Quote No: RIA1903045
 Relinquished By: [Signature]
 Date: 6/19/19
 Time: 1325

Project Information
 Project Name: Jamestown, RI Boat Yard - Dredge Analysis
 Project Number:
 Phone:
 Email report to these addresses:
 Fax: matt@racecoastal.com

Relinquished By	Date	Time	Received By	Date	Time
[Signature]	6/19/19	1325	[Signature]	4/29/19	1325
[Signature]	4/29/19	1505	[Signature]	4/29/19	1525

Turn Around Time
 Normal EMAIL Report
 7-10 Business days
 Rush (business days)

Lab Use Only
 Sample Pick Up Only
 RIAL sampled; attach field hours
 Shipped on ice
 Workorder No: 109-02-76
 T=Na₂S₂O₈, Z=ZnOAc

Temp. Upon Receipt: 97.39 °C
 MCP Data Enhancement QC Package? No

Project Comments: GW-1, GW-2, GW-3, S-1, S-2, S-3
 Moisture report as % Moisture

Units: P=Poly, G=Glass, AG=Amber Glass, V=Vial, ST=Sterile Preservatives: A=Ascorbic Acid, NH4=NH₄Cl, H=HCl, M=MeOH, N=HNO₃, NP=None, S=H₂SO₄, SB=NaHSO₄, SH=NaOH, T=Na₂S₂O₈, Z=ZnOAc
 Codes: GW=Groundwater, SW=Surface Water, WW=Wastewater, DW=Drinking Water, S=Soil, SL=Sludge, A=Air, B=Bulk/Solid, O=



Summary Guidance for Reviewing Sediment Sampling Plans for Dredging Projects

1. **APPLICABILITY.** This Standard Operating Procedure (SOP) applies to the Water Quality Certification Program, the Groundwater Certification Program and the Dredging Program. This Procedure is intended to assist the RIDEM, CRMC, and Applicant with the proper design and testing of sediment in accordance with Rule 7 of the Dredging Regulations.

The applicable regulations are: State of Rhode Island Water Quality Regulations: Authority: Chapter 42-35 pursuant to Chapters 46-12 and 42-17.1 of the Rhode Island General Laws of 1956, as amended; State of Rhode Island Rules and Regulations for Dredging and the Management of Dredged Material, Regulation # DEM-OWR-DR-02-03: Authority: Marine Infrastructure Maintenance Act of 1996, the Marine Waterways and Boating Facilities Act of 2001, R.I. General Laws Chapter 46-1; and the State of Rhode Island Rules and Regulations for Groundwater Quality: Authority: Chapter 42-35 pursuant to Chapters 46-12, 46-13.1, 23-18.9, 23-19.1, 42-17.1, of the Rhode Island General Laws of 1956, as amended.

2. **PURPOSE.** To establish standardized methods and standards for DEM staff to follow when assessing the completeness and adequacy of an applicant's proposed sediment sampling protocol. The sediment sampling protocol is the precursor step to an applicant taking sediment samples for the purpose of applying for and marine dredge permit. The sediment sampling protocol is a Department requirement with the purpose of securing assurance that sediment sampling is performed in such a way as to result in compliance with applicable state and federal regulation and mandates. Establishing standardized methods for performing common repetitive tasks improves the DEM's communication with the public and CRMC as well as improving our efficiency, consistency, verifiability, credibility, and our ability to attain the highest levels of Quality Assurance, Quality Control, and Quality Improvement (QA/QC/QI). RIDEM has shared responsibility with the CRMC and within RIDEM there is shared responsibility between DEM Fish and Wildlife, Water Quality Certification, Groundwater Certification, and the Dredge Program. Standardizing the procedures and the requirements for the methods, are essential to the efficiency of the program.

3. **DEFINITIONS.**

Applicant - The entity(ies) proposing a dredge/disposal activity that requires Departmental approval under one or more of the applicable Rules and Regulations cited above.

CAD Cap – The approximate top two feet within the sediment of any of the eight Confined Aquatic Disposal (CAD) cells created for dredge disposal for the U.S.



Army Corps of Engineers Federal Dredge Navigation Project of the Providence River.

Data Plan Review – A technical review performed to compare sampling plan and detection limits with established quality criteria to ensure that data will be adequate for the intended use. Sampling Plan Approval confirms that the plan provides the highest overall quality requirements of the intended use. The submitted sediment sampling protocol must propose the appropriate suite of chemical and physical parameters that will adequately characterize the sediment proposed for dredging and disposal.

Detection Limit (DL)/Method Detection Limit (MDL) – the lowest concentration of a substance that can be measured with 99% confidence that the substance is present in the sample, i.e., greater than zero. Detection limits refer to a minimum concentration of an analyte that can be measured above the instrument background noise. Thus, when detection limits are used as reporting limits, the laboratory is saying that the analyte is not present at or above the value given. It may be present at a lower concentration, but cannot be "seen" by the instrument.

Dredged Material - Material excavated from the marine waters of the state, including rock, gravel, sand, clay, silt, mud, organic material, and material discarded by humans.

Habitat – Specific type of place within an ecosystem occupied by an organism, population, or community that contains both living and nonliving components with specific biological, chemical, and physical characteristics including the basic life requirements of food, water and cover or shelter.

Inland Testing Manual – The Inland Testing Manual (ITM) contains up-to-date procedures to implement requirements in the Clean Water Act (CWA) Section 404(b)(1) Guidelines for evaluation of potential contaminant-related impacts associated with the discharge of dredged material in fresh, estuarine, and saline (near-coastal) waters. Formally titled "Evaluation of Dredged Material Proposed for Discharge in Waters of the U.S. - Testing Manual," it was prepared by a joint Environmental Protection Agency/Corps of Engineers (EPA/CE) Workgroup. In 1991, EPA and CE revised an Ocean Testing Manual ("Evaluation of Dredged Material Proposed for Ocean Disposal - Testing Manual") for evaluation of potential contaminant-related impacts associated with the discharge of dredged material in the ocean, under the Marine Protection Research and Sanctuaries Act (MPRSA). The ITM is patterned after this manual.

Maintenance Dredging - Dredging an area within state waters to restore channels and basins to previously authorized dimensions.

Minimum Reporting Limit (MRL) / Quantitation Limit (QL)—refers to a minimum concentration of an analyte that can be measured within specified limits of precision and accuracy. They are generally 5-10 times the detection limit.



Thus, when quantitation limits are used as reporting limits, the laboratory is saying that the analyte is not present in a sufficient amount to be reliably quantified (i.e., at a concentration above the quantitation limit). It may be present and even positively identified or "seen" at a lower concentration. The lowest concentration of a substance that can be reliably measured and reported with some degree of confidence.

New Dredging – Dredging an area within state waters that has never been dredged previously and /or dredging an area within state waters to dimensions not previously authorized.

Sampling Protocol – An applicant's proposed plan for both the collection of sediment samples and the identification of the proposed parameters.

Sediment – The sand, silt, and clay components of a marine substrate located below the mean high water elevation as identified on a site plan.

SOP – Standard Operating Procedure: The description of prescribed methods that must be used by DEM staff to assess the completeness of a sediment sampling protocol submitted by the applicant.

4. RESPONSIBILITIES.

The Water Quality Certification (WQC) technical staff is responsible for the analysis of a sediment sampling protocol submitted to the Department. The WQC technical staff must be familiar with the requirements set forth in each of the Rules and Regulations cited above for the purpose of assessing the protocol's completeness in terms of compliance with each Rule and Regulation cited above. The WQC staff is responsible for coordinating with other state and federal agencies, including but not limited to the State Dredge Coordinator, and for communicating to the applicant any deficiencies in the protocol as well as communicating any additional information required for the staff to complete the review of the protocol. The WQC staff may distribute the Sampling Protocol Form to the public. The WQC staff, in cooperation with the State Dredge Coordinator, will approve a sediment sampling plan so that the applicant may proceed with the sediment sampling. All staff involved in reviewing dredge sampling plans are required to be familiar with this protocol and with the standard laboratory and sampling methods proposed in the plans. Supervisors are responsible for ensuring that staff are familiar with and adhere to this SOP.

5. GUIDELINES AND PROCEDURES

5.1 General

A primary goal of the dredge program is to ensure that dredging in the marine environment and management of the associated dredge material



is conducted in a manner that is protective of groundwater and surface water quality so as to ensure the continued viability and integrity of drinking water and fish and wildlife resources. Ultimately, environmental and regulatory decisions are supported by the data of the type and quality needed for their intended use.

The dredged material must be properly sampled, analyzed and characterized to locate the best disposal options. A sampling protocol form, is used as the means through which an applicant provides their proposed sediment sampling plan information for how a sediment sample(s) is/are collected and analyzed. This sampling protocol form is included as part of this SOP as Appendix 1 and serves to provide method detection limits and appropriate sampling methods thereby ensuring that the material is characterized to the standards required to adhere to the applicable regulations.

It is also the responsibility of the Department to encourage the beneficial use of dredged material for Brownfields, redevelopment, beach nourishment, landscaping, habitat restoration and/or creation, construction projects, landfill cover and other useful purposes. The best options can be chosen after the material is properly characterized.

5.2 Procedures

- WQC staff provides an applicant the sediment sampling protocol which specifies the information needed for a sampling plan.
- A pre-application meeting may be held at the request of the applicant.
- The applicant provides a sediment sampling plan with a site plan to the Dredge Coordinator.
- The dredge coordinator will also coordinate comments from Office of Waste Management, RICRMC, USEPA, NOAA/NMFS, ACOE as appropriate.
- WQC staff reviews the completed sediment sampling protocol. Specific review items include:

5.3 Data Representation

- Is there an adequate number of samples based on the volume of the dredge proposed;
- WQC staff will assure that sample locations provide a representative profile of the majority of the sediment type within the project dredge area.
- WQC staff will confirm that the areas of potential contamination (i.e. gas/fuel docks, outfalls, known contamination sources, etc..) are properly represented;
- WQC staff will confirm that the depth of sampling is consistent with the proposed depth of dredge;



- WQC staff will confirm that the proposed detection limits are low enough to provide the necessary accuracy for the selected disposal option;
- WQC staff will confirm that the suite of chemical parameters and the sampling methods are consistent with the proposed disposal location (residential or industrial exposure criteria, beach nourishment criteria, CAD/CAD Cap criteria or in-water criteria) ;
- WQC staff will confirm that the suite of chemical and physical parameters and methods are consistent with the water quality classification and status of the water body (impaired or meeting water quality classification);

5.3.1 If all of these conditions are met; WQC staff will approve the sampling plan. The sampling plan must also be approved by DEM Groundwater, DEM Fish and Wildlife.

6.0 References

U.S. Army Corps of Engineers & USEPA. *Evaluation of Dredged Material Proposed for Ocean Disposal - Testing Manual, EPA 823-F-98-005*, <http://www.epa.gov/waterscience/itm/>

RIDEM, *Rules and Regulations for Dredging and the Management of Dredged Material*, February 2003, Regulation # DEM-OWR-DR-02-03



APPENDIX I

Date: _____ Applicant(s): _____
 Project Name: _____ Address: _____
 Estimated Volume of Dredge (cy): _____ New (cy): _____ Maintenance (cy): _____
 Area of Dredge (sf): _____ Depth of Dredge: _____
 Proposed Disposal Location (include Plat/Lot if on land): _____
 WQ Class of Dredge Area (if known): _____ GW Class of Disposal Area (if, known): _____

Sediment Sampling Plan for Dredging Projects

Submit Site plan 8½" x 11" (Google Earth printout and Navigation Chart or engineered plans) Mark all within 200' of proposed dredge limits:
 Outfalls and Gas docks or any other potential areas of contamination
 eelgrass, salt marsh, flounder or shellfish habitat
 Proposed dredge footprint and average depth of dredge

Proposed Depth of Samples _____
 Proposed Coring Method _____
 # of Sampling Locations _____

Submit Proposed Analysis and detection limits depending on disposal location: The detection limits for an analyte should be no greater than one-third (one-half log unit) of the appropriate value for the analyte and matrix of concern. Whenever possible, an MDL of three to five times below the criteria is expected: If the criteria are Non-Detect then the procedures and MRL's set forth in the OTM (USEPA and USACE 1991) below are appropriate to follow. In-water disposal must meet all Army Corps Requirements.
 Place a CHECK in each box you are proposing to sample and CIRCLE intended laboratory method.

Sample	Beach Criteria	CAD Cap Criteria	GA Leachability Criteria TCLP/SPLP	Residential Disposal Criteria ¹	Commercial/Industrial Exposure ²	TCLP Criteria for Haz. Waste ³	Acceptable EPA Method(s)	MRL**
Grain Size	<input type="checkbox"/> <10% silt/clay	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
% Moisture	<input type="checkbox"/> <25%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
TPH	<input type="checkbox"/> ND	<input type="checkbox"/>	<input type="checkbox"/> 500 mg/kg	<input type="checkbox"/> 500 mg/kg	<input type="checkbox"/> 2500 mg/kg		SW 8015C	100 mg/Kg
SVOC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Table 2 ³	<input type="checkbox"/> Table 1 ¹	<input type="checkbox"/> Table 1 ²		8270 SIM	10 ug/Kg
PCB	<input type="checkbox"/> *ND	<input type="checkbox"/> 0.4 mg/kg	<input type="checkbox"/> 10 mg/kg	<input type="checkbox"/> 10 mg/kg	<input type="checkbox"/> 10 mg/kg		8082	* .02 mg/Kg
PAH		<input type="checkbox"/> 4.0 mg/kg					8270- Six (6) Tier 1 compounds	
Arsenic (As)	<input type="checkbox"/> 1.7 mg/kg	<input type="checkbox"/> 10 mg/kg		<input type="checkbox"/> 7.0 mg/kg	<input type="checkbox"/> 7.0 mg/kg	<input type="checkbox"/> 5.0 mg/L	6010,6020,7061,7062,7000, 7010	0.4 mg/Kg
Cadmium (Cd)	<input type="checkbox"/> 1 mg/kg	<input type="checkbox"/> 5 mg/kg	<input type="checkbox"/> 0.03 mg/L	<input type="checkbox"/> 39 mg/kg	<input type="checkbox"/> 1000 mg/kg	<input type="checkbox"/> 1.0 mg/L	6010,6020,7000,7010	0.07 mg/Kg
Chromium (Cr)	<input type="checkbox"/> 10 mg/kg	<input type="checkbox"/> 100 mg/kg	<input type="checkbox"/> 1.1 mg/L	<input type="checkbox"/> 390 mg/kg	<input type="checkbox"/> 10000 mg/kg	<input type="checkbox"/> 5.0 mg/L	6010,6020,7000,7010	0.5 mg/Kg
Copper (Cu)	<input type="checkbox"/> 10 mg/kg	<input type="checkbox"/> 200 mg/kg		<input type="checkbox"/> 3100 mg/kg	<input type="checkbox"/> 10000 mg/kg		6010,6020,7000,7010	0.5 mg/Kg
Lead (Pb)	<input type="checkbox"/> 25 mg/kg	<input type="checkbox"/> 100 mg/kg	<input type="checkbox"/> 0.04 mg/L	<input type="checkbox"/> 150 mg/kg	<input type="checkbox"/> 500 mg/kg	<input type="checkbox"/> 5.0 mg/L	6010,6020,7000, 7010	0.5 mg/Kg
Mercury (Hg)	<input type="checkbox"/> 0.5 mg/kg	<input type="checkbox"/> 0.5 mg/kg	<input type="checkbox"/> 0.02 mg/L	<input type="checkbox"/> 23 mg/kg	<input type="checkbox"/> 610 mg/kg	<input type="checkbox"/> 0.2 mg/L	7470,7471,7472	0.07 mg/Kg
Nickel (Ni)	<input type="checkbox"/> 5 mg/kg	<input type="checkbox"/> 50 mg/kg	<input type="checkbox"/> 1 mg/L	<input type="checkbox"/> 1000 mg/kg			6010, 6020,7000, 7010	0.5 mg/Kg
Zinc (Zn)	<input type="checkbox"/> 25 mg/kg	<input type="checkbox"/> 200 mg/kg		<input type="checkbox"/> 6000 mg/kg			6010,6020,7000,7010	1.0 mg/Kg
TCLP or SPLP							1311 or 1312	
Barium (Ba)						<input type="checkbox"/> 100 mg/L	6010, 6020	
Selenium (Se)						<input type="checkbox"/> 1.0 mg/L	6010, 6020, 7741, 7742	
Silver (Ag)						<input type="checkbox"/> 5.0 mg/L	6010, 6020	

* For each analyte **For Beach Criteria - any other MRL should be at least three to five times below the criteria
¹ Residential Direct Exposure Criteria are defined in Table 1 in Section 8 of the Rules and Regulations for the Investigation and Remediation of Hazardous Material Releases.
² Commercial/Industrial Direct Exposure Criteria are defined in Table 1 in Section 8 of the Rules and Regulations for the Investigation and Remediation of Hazardous Material Releases.
³ GA Leachability Criteria are defined in Table 2 in Section 8 of the Rules and Regulations for the Investigation and Remediation of Hazardous Material Releases.

Approvals

Dredge Coordinator (CRMC) : _____ Date: _____
 WQC Program (DEM): _____ Date: _____
 GW Program (DEM), if upland _____ Date: _____
 Dredge Coordinator (DEM): _____ Date: _____



**COVERSHEET
 STANDARD OPERATING PROCEDURE
 APPROVALS:**

DEM Quality Assurance Manager:

Thomas Getz
 Print Name

Thomas Getz
 Signature

Date: 4/8/09

Assistant Director of Water Resources

Alicia Good, PE
 Print Name

Alicia Good
 Signature

Date: 3/19/09

Assistant Director of Air, Waste and Compliance

Terrance Gray
 Print Name

Terrance Gray
 Signature

Date: 3/25/09

If Appropriate,
 Associate Director of Natural Resources

Larry Mouradian
 Print Name

Larry Mouradian
 Signature

Date: 3/25/09

DISTRIBUTION:

- | | | |
|--|----------------|----------------------|
| (X) Office of Air Resources..... | By: _____ | Date: _____ |
| (X) Division of Agriculture..... | By: _____ | Date: _____ |
| (X) Office of Waste Management..... | By: _____ | Date: _____ |
| (X) Office of Compliance and Inspection..... | By: _____ | Date: _____ |
| (X) Office of Technical and Customer Assistance..... | By: <u>FLG</u> | Date: <u>3/11/09</u> |
| (X) Groundwater and Wetlands Protection..... | By: <u>RSJ</u> | Date: <u>3/16/09</u> |
| (X) Surface Water Protection..... | By: <u>WV</u> | Date: <u>3/26/09</u> |
| (X) Water Quality and Standards..... | By: _____ | Date: _____ |
| () Office of the Director..... | By: _____ | Date: _____ |
| (X) Quality Management Team..... | By: _____ | Date: _____ |

Title: Summary Guidance for Reviewing Sediment Sampling Plans for Dredging Projects

Originator Name: Alisa Richardson / Terry Walsh



November 5, 2019

State of Rhode Island and Providence Plantations
Coastal Resources Management Council
Oliver H Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879-1900

Reference: Application #2019-06-014, RIDEM WQD 19-123 DP19-174
Jamestown Boat Yard
60 Dumpling Drive Jamestown, RI 02835
RACE Project No. 2018006

Dear Mr. Goulet:

RACE COASTAL ENGINEERING ("RACE"), on behalf of Jamestown Boat Yard (the "Applicant"), provides the following revisions to the CRMC Assent Application #2019-06-014 in response to your email dated October 15, 2019. The Applicant reserves the right to pursue the configuration as presented in the original submittal through a new application at a future date. In order to expedite the permitting of the proposed project and to minimize adverse impacts to their operations for the coming season, the Applicant is seeking to modify their Application as follows;

Marina Perimeter Limit:

The Applicant is seeking to maintain the current perimeter limit.

Marina Improvement:

The Applicant seeks to extend the existing docks to the marina perimeter limit. This will provide for some minor improvements to the docking facility to assist with servicing the vessels that are being moored in the mooring field.

Therefore, as depicted in the attached permit drawings, the Applicant seeks to extend the currently existing docks as follows;

- Northern Dock – 8' x 25'
- Middle Dock - 8' x 25'
- Southern Dock – 8' x 90'

Marina Dredging

Due to the above modifications, the Applicant is seeking to dredge within the currently authorized marina perimeter limit as depicted in the attached drawings as well as dredge a fairway channel to allow access to and from the floating docks as well as provide a turning basin for the vessels entering and leaving the slips.

As noted previously, the Applicant is seeking to dredge the marina to allow for the 45' to 60' vessels which are mostly sailing vessels with drafts ranging from 8' to 10'. Over the years, the size and draft of vessels have been increasing resulting in facilities like JBY to evolve in order to accommodate the demands. These changes in vessel population have resulting in the need for marine facilities to dredge more frequently to maintain depths and / or increase the original dredge depths to accommodate vessel drafts.

Please do not hesitate to contact the undersigned with any questions or comments.

Very truly yours,

RACE COASTAL ENGINEERING



Matthew Rakowski
Project Manager

Copy: Jamestown Boat Yard
US Army Corps of Engineers New England District
CRMC
RI DEM

Enclosures: Revised Permit drawings



JAMESTOWN BOATYARD MARINA IMPROVEMENTS

DRAWING LIST	
DRAWING No.	DRAWING TITLE
1	TITLE SHEET & GENERAL NOTES
2	VICINITY MAP
3	AERIAL IMAGE
4	EXISTING SITE PLAN
5	PROPOSED PLAN
6	DREDGE COORDINATES & VOLUMES
7	SECTION A-A
8	SECTION B-B

GENERAL NOTES:



1. THE PURPOSE OF THESE DRAWINGS ARE FOR REGULATORY REVIEW ONLY.
2. VICINITY MAP TAKEN FROM USGS QUADRANGLE SAKONNET POINT .
3. ELEVATIONS REFERENCE MEAN LOW WATER, UNLESS NOTED OTHERWISE.
4. THIS SITE INFORMATION HAS BEEN TAKEN FROM A DRAWING TITLED "JAMESTOWN BOAT YARD, INC.", PREPARED FOR JAMESTOWN BOAT YARD, BY DARVEAU LAND SURVEYING, INC., DATED 3/12/2019.
5. TIDAL ELEVATION DATA HAS BEEN TAKEN FROM BENCH MARK SHEET FOR NEWPORT, RI 8452660 FROM THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION TIDES AND CURRENTS WEBSITE.

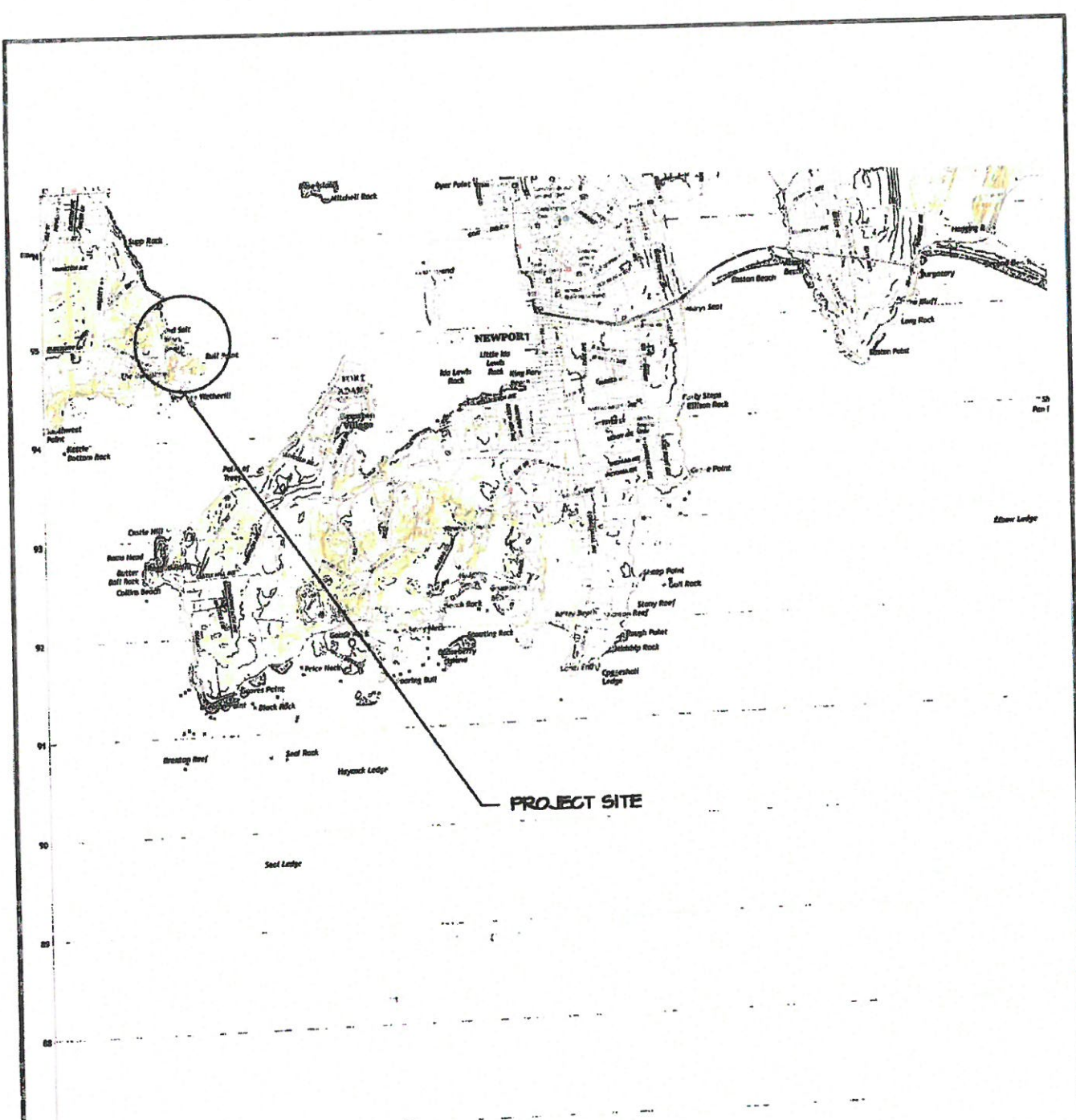
PROJECT TIDAL ELEVATIONS:

DATUM	NAVD 88 (FT)	NGVD 29 (FT)	MLW (FT)
MEAN HIGH WATER	-0.21	0.89	+1.70
NAVD 88	0.0	+0.87	+1.91
NSVD 29	+1.04	0.0	+1.04
MEAN LOW WATER	-1.91	-1.04	0.0

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NOT FOR CONSTRUCTION
FOR REGULATORY REVIEW ONLY

DRAWN BY: CBK	SEAL: DEVIN JON SANTA	PROJECT: MARINE FACILITY IMPROVEMENT JAMESTOWN BOAT YARD JAMESTOWN, RI 02835	 <p>RACE COASTAL ENGINEERING</p> <p>611 Access Road Stratford, CT 06615 Tel: 203-377-0663 www.racecoastal.com</p>
CHECKED BY: MRR	 <p>REGISTERED PROFESSIONAL ENGINEER CIVIL</p> <p>NOT VALID WITHOUT ENGINEER'S SEAL</p>	APPLICANT: JAMESTOWN BOAT YARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835	
DATUM: N/A			
SCALE: N/A			
DATE: 10/31/2019			
REV: 2 11/1/2019			
PROJECT #: 2018006			



PROJECT SITE

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VICINITY MAP

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DRAWN BY:	CEK
CHECKED BY:	MRR
DATUM:	N/A
SCALE:	N/A
DATE:	3/26/2019
REV: 2	11/1/2019
PROJECT #	2018006

SEAL: **DEVIN JON SANTA**

No. 18

REGISTERED PROFESSIONAL ENGINEER

NOT VALID WITHOUT ENGINEER'S SEAL

PROJECT:	MARINE FACILITY IMPROVEMENT JAMESTOWN BOAT YARD JAMESTOWN, RI 02835
APPLICANT:	JAMESTOWN BOAT YARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835

RACE
COASTAL ENGINEERING

611 Access Road Stratford, CT 06615
Tel: 203-377-0663 www.racecoastal.com

DRAWING NO. 2 of 8



Jamestown Boat Yard

Newport St

Dumpling Dr
Ct

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AERIAL PLAN

NOT FOR CONSTRUCTION
FOR REGULATORY REVIEW ONLY

DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	N/A
SCALE:	N/A
DATE:	3/26/2019
REV. 2	11/1/2019
PROJECT #	2018006

SEAL: **EVIN JON SANTA**

**REGISTERED
PROFESSIONAL ENGINEER
CIVIL**

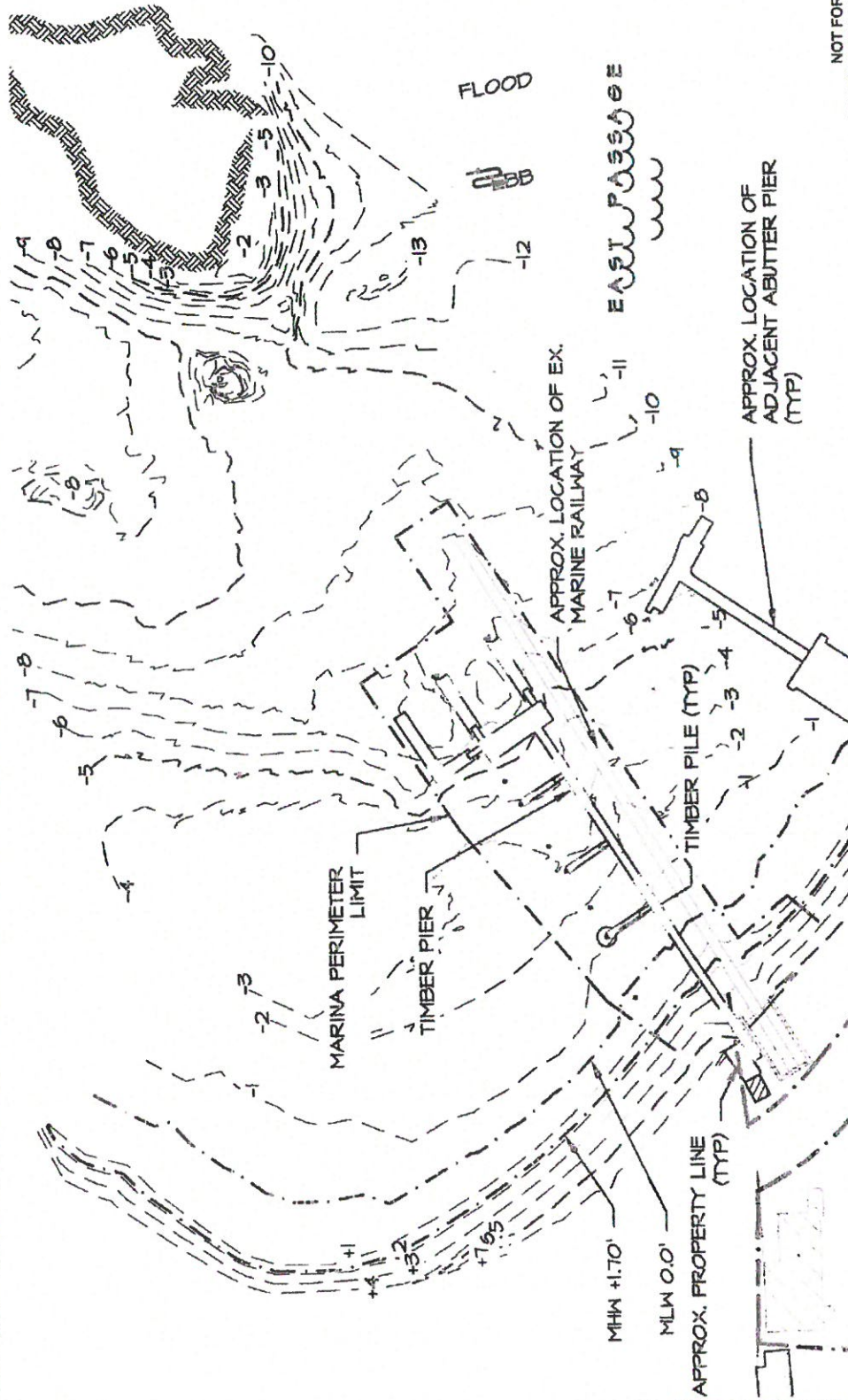
NOT VALID WITHOUT ENGINEER'S SEAL

PROJECT:	MARINE FACILITY IMPROVEMENT JAMESTOWN BOAT YARD JAMESTOWN, RI 02835
APPLICANT:	JAMESTOWN BOAT YARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835

RACE
COASTAL ENGINEERING

611 Access Road Stratford, CT 06615
Tel: 203-377-0663 www.racecoastal.com

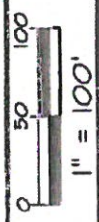
DRAWING NO. 3 of 8



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EXISTING SITE PLAN

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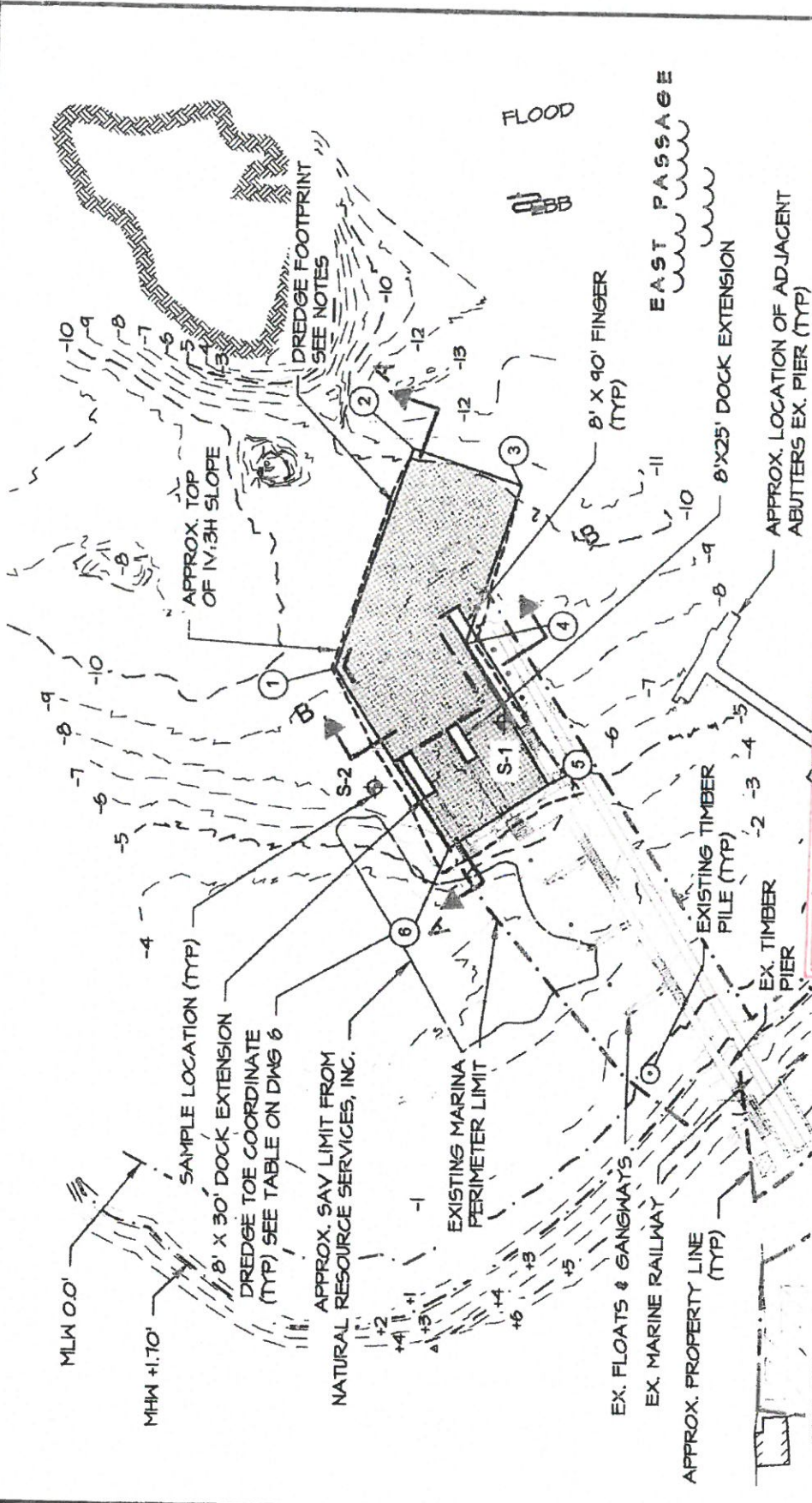


<p>PROJECT: MARINE FACILITY IMPROVEMENT JAMESTOWN BOAT YARD JAMESTOWN, RI 02835</p>	<p>APPLICANT: JAMESTOWN BOAT YARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835</p>
<p>SEAL: SEVIN JON SANTA No. 1854 REGISTERED PROFESSIONAL ENGINEER CIVIL NOT VALID WITHOUT ENGINEER'S SEAL</p>	<p>PROJECT #: 2018006</p>
<p>DRAWN BY: CBK</p>	<p>CHECKED BY: MRR</p>
<p>DATUM: MLW</p>	<p>SCALE: 1"=100'-0"</p>
<p>DATE: 3/26/2019</p>	<p>REV: 2 11/1/2019</p>



617 Access Road
Tel: 203-377-0663
www.racessoastal.com

DRAWING NO. 4 of 8



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DRAWING NO. 6 of 8

PROJECT:
MARINE FACILITY IMPROVEMENT
JAMESTOWN BOAT YARD
JAMESTOWN, RI 02835

APPLICANT:
JAMESTOWN BOAT YARD
60 DUMPLING DRIVE
JAMESTOWN, RI 02835

SEAL: JEVIN JON SANTA

REGISTERED
PROFESSIONAL ENGINEER
CIVIL
No. 11854

DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	MLM
SCALE:	1"=100'-0"
DATE:	3/26/2019
REV:	2 11/1/2019
PROJECT #	2018006

PROPOSED PLAN

NOTES:

- PROPOSED DREDGE AREA

DREDGE DEPTH -10 MLM

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0 50 100'
1" = 100'

DREDGE TOE COORDINATES (STATE PLANE 83 RI)

LOCATION	NORTHING	EASTING
1	145772.28	366700.05
2	145725.00	366845.81
3	145653.66	366822.67
4	145687.73	366717.64
5	145630.89	366625.53
6	145694.80	366582.48

NOTES:

- DREDGE TOE COORDINATES ARE IN STATE PLANE NAD 83 RI.



JBY MATERIAL DREDGING

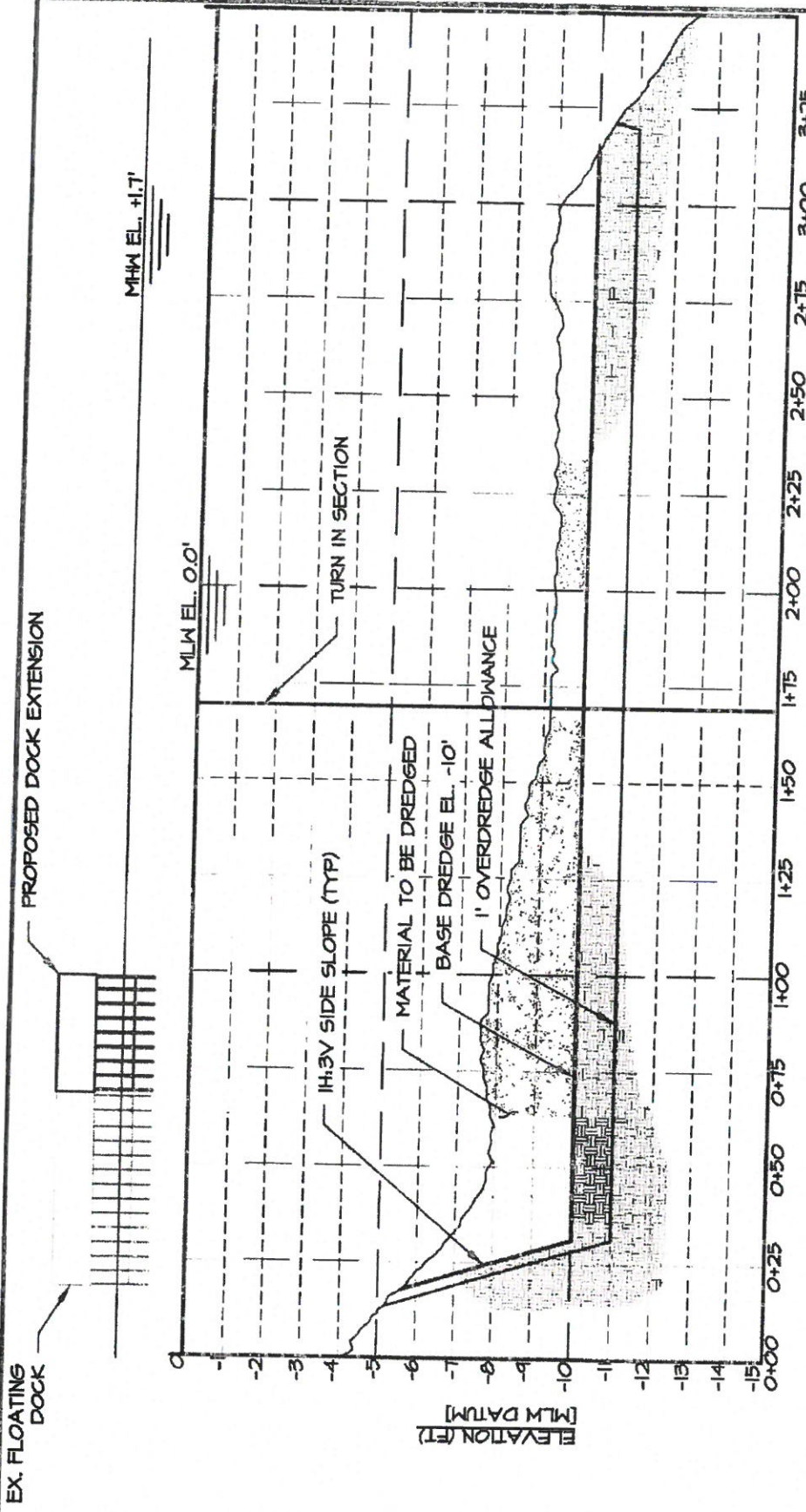
BASE DREDGE VOLUME	±1,140 CY
1' OVERDREDGE ALLOWANCE VOLUME	±2,050 CY
DREDGE FOOTPRINT AREA	±19,710 SF

DREDGE COORDINATES & VOLUMES

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DRAWN BY: CBK	SEAL: DEVIN JON SAKITA	PROJECT: MARINE FACILITY IMPROVEMENT JAMESTOWN BOAT YARD JAMESTOWN, RI 02835	 RACE COASTAL ENGINEERING 611 Access Road Stratford, CT 06615 Tel: 203-377-0663 www.racecoastal.com
CHECKED BY: MRR	 REGISTERED PROFESSIONAL ENGINEER CIVIL NOT VALID WITHOUT ENGINEER'S SEAL	APPLICANT: JAMESTOWN BOAT YARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835	
DATUM: N/A			
SCALE: N/A			
DATE: 3/26/2019			
REV: 2 11/1/2019			
PROJECT # 2018006		DRAWING NO. 6 of 8	



STATIONING (FT)

DEVELOPED SECTION A-A

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DRAWING NO. 7 of 8

PROJECT: MARINE FACILITY IMPROVEMENT
JAMESTOWN BOAT YARD
JAMESTOWN, RI 02835

APPLICANT: JAMESTOWN BOAT YARD
60 DUMPLING DRIVE
JAMESTOWN, RI 02835

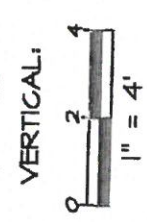
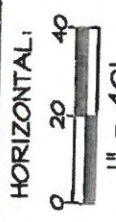
SEAL: SEVIN JON SANTA

REGISTERED PROFESSIONAL ENGINEER
CIVIL

NOT VALID WITHOUT ENGINEER'S SEAL

DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	N/A
SCALE:	N/A
DATE:	5/26/2019
REV:	2 11/1/2019
PROJECT #:	20190006

GRAPHIC SCALES:



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EX. FLOATING DOCK

MHW EL. +1.7'

MLW EL. 0.0'

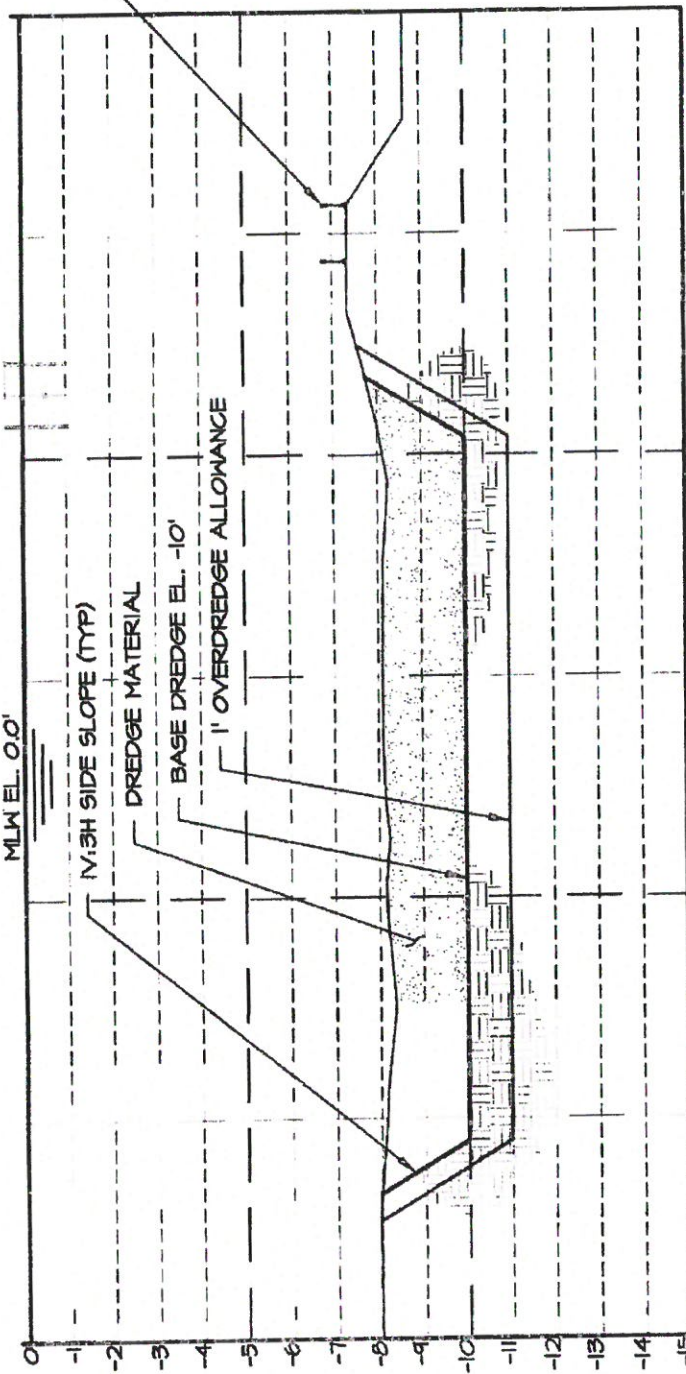
1:3H SIDE SLOPE (TYP)

DREDGE MATERIAL

BASE DREDGE EL. -10'

1' OVERDREDGE ALLOWANCE

EX. MARINE RAILWAY



STATIONING (FT) 0+00 0+25 0+50 0+75 1+00 1+25 1+50

ELEVATION (FT)
[MLW DATUM]

SECTION B-B

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DRAWING NO. 8 of 8

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PROJECT: MARINE FACILITY IMPROVEMENT
JAMESTOWN BOAT YARD
JAMESTOWN, RI 02835

APPLICANT: JAMESTOWN BOAT YARD
60 DUMPLING DRIVE
JAMESTOWN, RI 02835

SEAL: EVIN JON SANTA



DRAWN BY: CBK

CHECKED BY: MRR

DATUM: N/A

SCALE: N/A

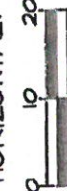
DATE: 3/26/2019

REV: 2 11/12/2019

PROJECT #: 2018006

GRAPHIC SCALES:

HORIZONTAL:



1" = 20'

VERTICAL:



1" = 4'

State of Rhode Island
Coastal Resources Management Council
Oliver H. Stedman Government Center
4808 Tower Hill Road, Suite 3
Wakefield, RI 02879
(401)783-3370

State of Rhode Island
Department of Environmental Management
Office of Technical and Customer Asst.
235 Promenade Street
Providence, RI 02908-5767
(401)222-6822

JOINT PUBLIC RE-NOTICE

CRMC File No.: 2019-06-014 Date: September 3, 2019

RIDEM Water Quality Certification Number: WQC 19-123 DP19-174

These offices have under consideration the application of:

**Jamestown Boat Yard
60 Dumpling Drive
Jamestown, RI 02835**

for State of Rhode Island Assent (in accordance with the Coastal Resources Management Program), and a State of Rhode Island Dredge Permit (in accordance with the Marina infrastructure Maintenance Act of 1996 and the Marine Waterways and Boating Facilities Act of 2001, Rhode Island General Laws Chapter 46-6.1) and State of Rhode Island Water Quality Certification (in accordance with Chapter 42-35 pursuant to Chapters 46-12 and 42-17.1 of the RIGL, as amended) to perform

The project will include: Establishment of a new Marina Perimeter Limit, new dredging of approximately 2,100 cubic yards and the relocation and expansion of the floating portion of the marina.

Project Location: Jamestown Boatyard
Street & Number: 60 Dumpling Road
City/Town: Jamestown
Plat Number: 10 Lot Number: 18
Waterway: East Passage

Plans of the proposed work may be seen at the CRMC office in Wakefield.

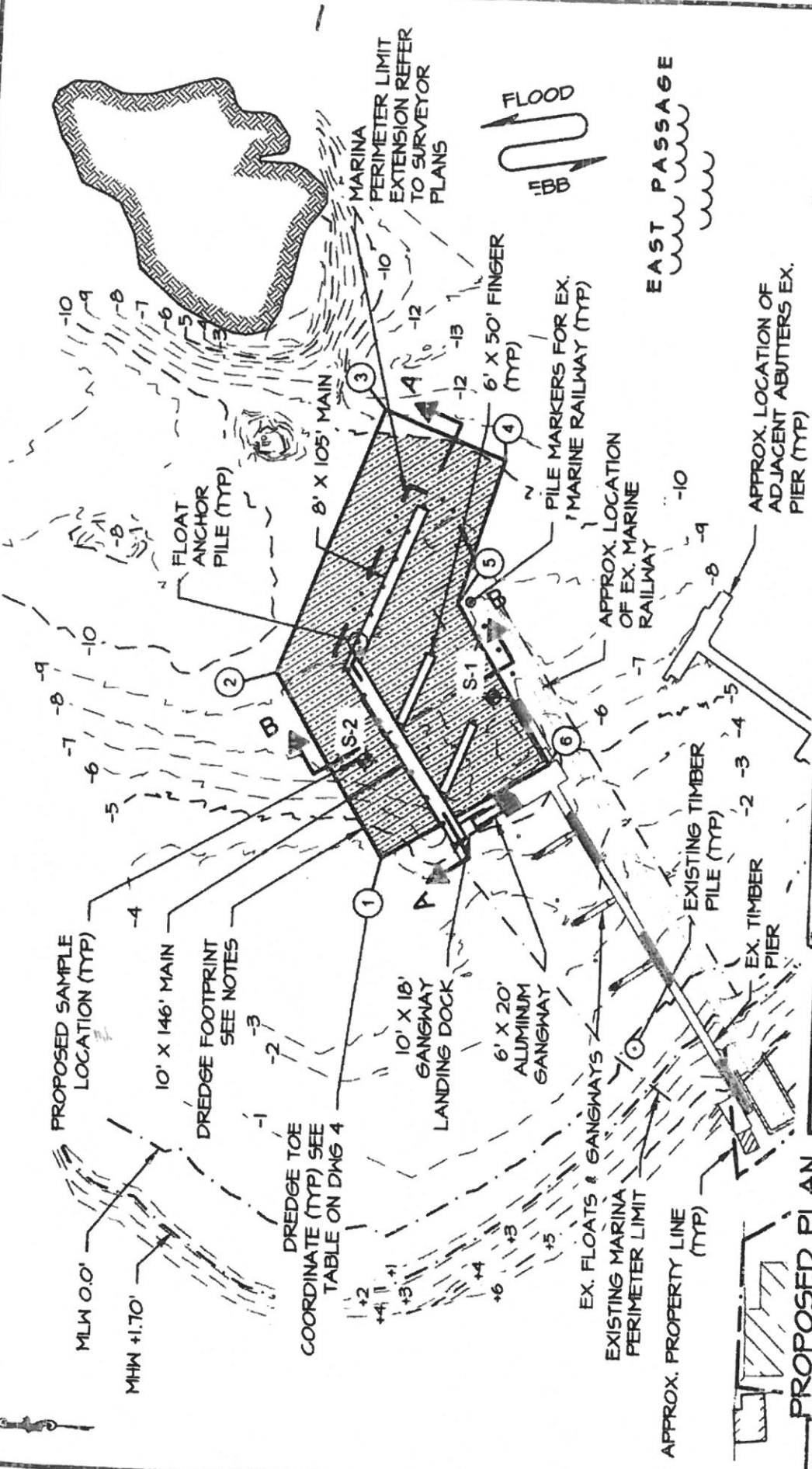
In accordance with the Administrative Procedures Act (Chapter 42-35 of the Rhode Island General Laws) you may request a hearing on this matter. You are advised that if you have good reason to enter protests against the proposed work it is your privilege to do so. It is expected that objectors will review the application and plans thoroughly, visit site of proposed work if necessary, to familiarize themselves with the conditions and cite what law or laws, if any, would in their opinion be violated by the work proposed.

RICRMC/RIDEM Joint Public **RE-Notice**
CRMC File No. 2019-06-014
September 3, 2019
Page Two

This also serves as notice that the Rhode Island Department of Environmental Management, Office of Water Resources, Water Quality Certification Program has under consideration and review the same proposed activity as described above for compliance with the State's Water Quality Regulations (AUTHORITY: in accordance with Clean Water Act, as amended (33 U.S.C. 1251 et.seq.; Chapter 42-35 pursuant to Chapters 46-12 and 42-17.1 of the Rhode Island General Laws of 1956, as amended).

If you desire to protest, you must attend the scheduled hearing and give sworn testimony. A notice of the time and place of such hearing will be furnished you as soon as possible after receipt of your request for hearing. If you desire to request a hearing, to receive consideration, it should be in writing and be received at this office on or before September 18, 2019.

It is expected that objectors will review the application and associates plans thoroughly. Comments that pertain to this Joint Notice must be submitted in writing and must be addressed to Rhode Island Coastal Resources Management Council and Rhode Island Dept of Environmental Management at the above referenced addresses.



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DRAWING NO. 5 of 8

PROJECT: MARINE FACILITY IMPROVEMENT
JAMESTOWN BOAT YARD
JAMESTOWN, RI 02835

APPLICANT:
JAMESTOWN BOAT YARD
60 DUMPLING DRIVE
JAMESTOWN, RI 02835

SEAL: DEVIN JON SANTA
No. 11854

REGISTERED PROFESSIONAL ENGINEER
CIVIL
NOT VALID WITHOUT ENGINEER'S SEAL

DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	MLW
SCALE:	1"=100'-0"
DATE:	3/26/2019
REV:	
PROJECT #:	2019006

NOTES

PROPOSED DREDGE AREA

DREDGE DEPTH -10 MLW

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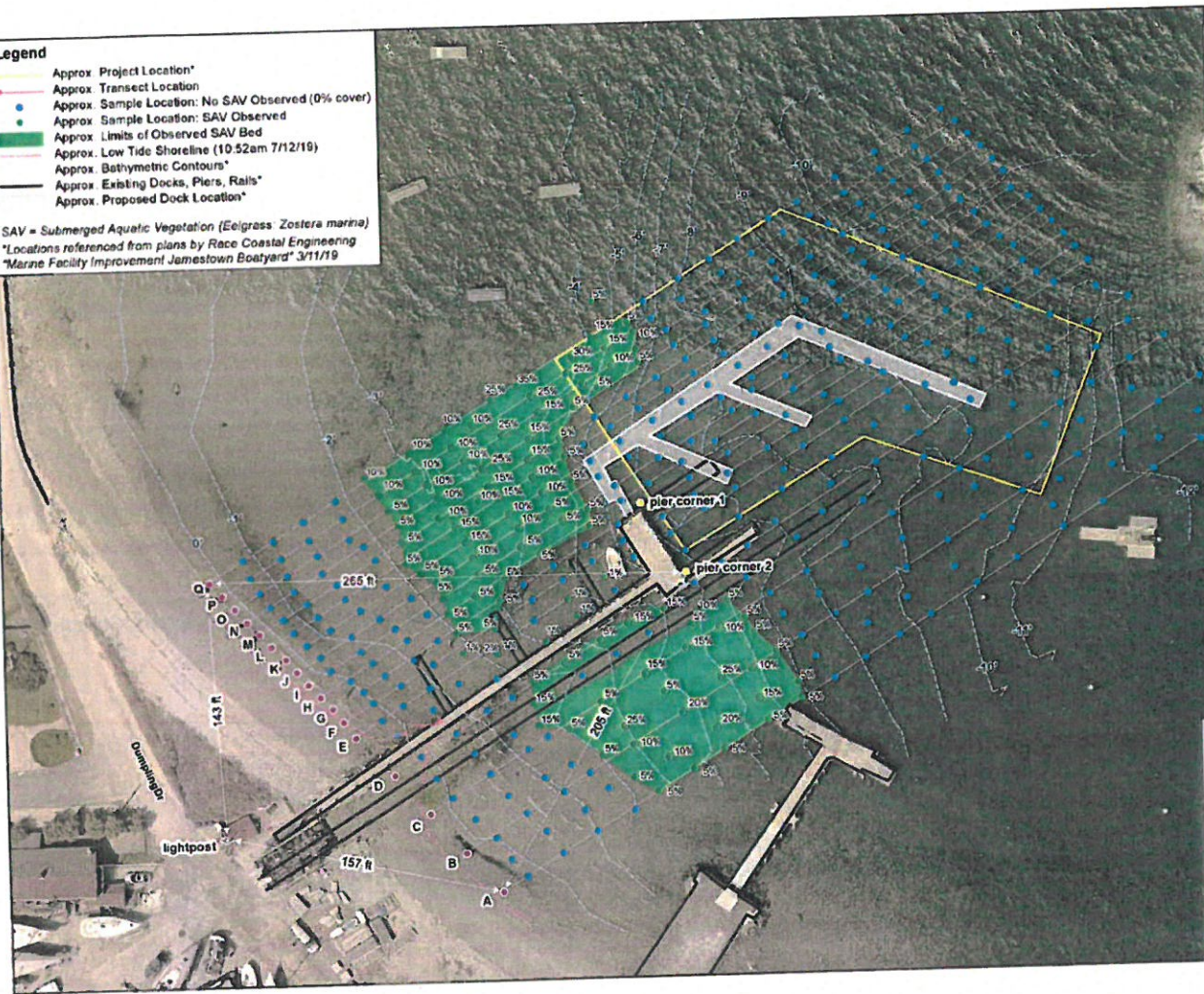
Legend

- Approx. Project Location*
- Approx. Transect Location
- Approx. Sample Location: No SAV Observed (0% cover)
- Approx. Sample Location: SAV Observed
- Approx. Limits of Observed SAV Bed
- Approx. Low Tide Shoreline (10:52am 7/12/19)
- Approx. Bathymetric Contours*
- Approx. Existing Docks, Piers, Rails*
- Approx. Proposed Dock Location*

SAV = Submerged Aquatic Vegetation (Eelgrass *Zostera marina*)
 *Locations referenced from plans by Race Coastal Engineering
 "Marine Facility Improvement Jamestown Boatyard" 3/11/19

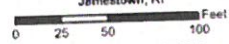
Location of Eelgrass Bed along Transects

Transect	Distance to Start of Bed (ft)	Distance to End of Bed (ft)
A	102	188
B	94	206
C	89	207
D	93	176
E	n/a	n/a
F	95	99
G	82	112
H	85	178
I	89	184
J	92	167
K	89	189
L	88	195
M	94	200
N	100	261
O	101	266
P	103	278
Q	104	272



FOR ILLUSTRATIVE PURPOSES ONLY
 NOT A SURVEY PLAN

Sheet 1 of 2:
Submerged Aquatic Vegetation Survey
Dumping Drive, Jamestown Boat Yard
A.P. 10, Lots 17 & 18
 Jamestown, RI



Performed July 12, 2019
 By Carolyn Decker and Sabrina Charron
 Using hand-held Trimble Geo7X

Legend

- Approx. Project Location* (limit of proposed dredging)
- Approx. Shellfish Transect Locations (see data tables)
- Approx. Limits of Observed SAV Bed (see Sheet 1)
- Approx. Low Tide Shoreline (10:52am 7/12/19)
- Approx. Bathymetric Contours*
- Approx. Existing Docks, Piers, Rails*
- Approx. Proposed Dock Location*

*Locations referenced from plans by Race Coastal Engineering
 'Marine Facility Improvement Jamestown Boatyard' 3/11/18



FOR ILLUSTRATIVE PURPOSES ONLY
 NOT A SURVEY PLAN

Sheet 2 of 2:
Shellfish Survey
 Dumping Drive, Jamestown Boat Yard
 A.P. 10, Lots 17 & 18
 Jamestown, RI

0 25 50 100 Feet

Performed July 12, 2019
 By Edward J. Avizanis, CPSS, PWS
 Using hand held Trimble GeoXT

April 2018 aerial
 RI DEM Mapping
 Natural Resource Services, Inc.
 1000 Main Street
 Jamestown, RI 02864
 (401) 939-1111
 (C) 2018

Some background on heavy metals and dredging

https://cfpub.epa.gov/ncer_abstracts/index.cfm/fuseaction/display.files/fileID/14525

Fate of Heavy Metals and Inorganic Compounds during Sediment Resuspension. 2003 Research Brief #26

Source: EPA Hazardous Substance Research Center (South & Southwest)

Summary of the Problem:

When contaminated sediments are removed from waterways for treatment or disposal, some particles are always stirred up and resuspended in the surrounding water. This process brings about changes in physical and chemical conditions that cause contaminants to break free (desorb) from their bonds with sediment particles. The result is that dangerous contaminants are able to enter the food chain, where they eventually may threaten human health.

Resuspension of sediments that are contaminated with heavy metals, such as lead, cadmium, copper and arsenic, pose special challenges. These pollutants not only are highly toxic and resistant to breakdown, but the likelihood and impact of their release cannot be estimated by conventional diagnostic tests used to assess other types of pollutants in sediments. Heavy metals released from sediment bonds undergo rapid, pronounced and complex chemical changes that can't be picked up by established assessment methods.

In the project described in this Research Brief, engineers and scientists at Rice University and the Louisiana State University are conducting an in-depth study to understand the dynamics and kinetics of heavy-metal release processes. Once they determine the key parameters at work in resuspension, they plan to develop simplified assays or predictors for routine use. The ultimate goal of the research is to enable regulators and field practitioners to use only a few key sediment/water parameters for predicting the environmental risk of specific dredging operations.

Note: Our concern does not just regard these heavy metals entering the food chain. It also regards direct human contact with metals released into the surrounding water as well as metals that may resettle along this recreational shoreline.

R.I. Analytical Laboratories, Inc.

Laboratory Report

Race Coastal Engineering

Work Order #: 1904-07676

Project Name: JAMESTOWN, RI BOAT YARD - DREDGE ANALYSIS

Sample Number: 001
 Sample Description: JBY-1
 Sample Type: GRAB
 Sample Date / Time: 4/29/2019 @ 09:00

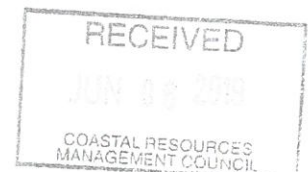
Detection

PARAMETER	SAMPLE RESULTS	DET. LIMIT	UNITS	METHOD	DATE/TIME ANALYZED	ANALYST
Cadmium	<0.33	0.33	mg/kg dry	SW-846 6010C	5/7/2019 21:28	AJD
Chromium	14	2.0	mg/kg dry	SW-846 6010C	5/7/2019 21:28	AJD
Copper	6.2	3.3	mg/kg dry	SW-846 6010C	5/7/2019 21:28	AJD
Lead	7.3	2.6	mg/kg dry	SW-846 6010C	5/7/2019 21:28	AJD
Mercury	<0.12	0.12	mg/kg dry	SW-846 7471B	5/1/2019 16:25	AJD
Nickel	11	1.3	mg/kg dry	SW-846 6010C	5/7/2019 21:28	AJD
Zinc	43	2.6	mg/kg dry	SW-846 6010C	5/7/2019 21:28	AJD
Percent Solids	74.3		%	SM2540G 18-21ed	5/6/2019 11:25	BR
ICP Digestion				SW-846 3050B	5/7/2019 12:12	MEM
Mercury Digestion				SW-846 7471B	5/1/2019 14:00	MEM

*GT Wet Sieve analysis analyzed by GeoTesting Express.

8082 * = Surrogate recovery below QC acceptance criteria due to suspected sample matrix interference. Sample was re-extracted with similar results.

5 heavy metals above detection limits



**2016 Tier 1 Mapping of Submerged Aquatic Vegetation (SAV)
in Rhode Island and 20-year Change Analysis**

By:

Michael Bradley
mike@edc.uri.edu
University of Rhode Island

Caitlin Chaffee
RI Coastal Resources Management Council

And

Kenneth Raposa
Narragansett Bay National Estuarine Research Reserve

THE
UNIVERSITY
OF RHODE ISLAND



June, 2017

INTRODUCTION

Eelgrass (*Zostera marina* L.) and other species of submerged aquatic vegetation (SAV) play a crucial role in ecosystem function by providing critical habitat for juvenile marine life, helping stabilize surface sediments, and filtering particles from the water column (Dennison et al. 1993; Fonseca 1996). Furthermore, many species of commercially important finfish and shellfish are directly dependent on SAV beds for refuge, spawning, attachment, and food (Laney, 1997). As such, the Atlantic States Marine Fisheries Commission (www.asmfc.org) has a stated policy on the assessment, protection, and study of SAV as a recommendation for all member States (ASMFC Habitat Committee, 1997). In Rhode Island (RI), SAV has been deemed a critical marine resource and is currently protected by both Federal (Clean Water Act; 33 U.S.C. 26 section 1251 et seq) and state legislation (RI Coastal Resource Management Plan, Section 300.18).

Mapping the distribution and extent of eelgrass is a critical first step in understanding, managing, and protecting shallow, subtidal estuarine habitats. GIS data provide essential baseline information for government agencies, municipalities, and the scientific community. Neckles et al. (2012) proposed a 3-tiered hierarchical strategy for mapping and monitoring SAV in estuaries of the northeastern U.S. The smallest scale of these tiers (Tier 1), utilizes true-color aerial photography whereby photo signatures of SAV are interpreted and delineated using orthophotography (aerial photographs with the distortion removed). In RI, a collaborative committee (The RI Eelgrass Mapping Taskforce) was established to implement and modify (as needed) the Neckles et al. (2012) monitoring protocols, including tier 1 mapping at 3-5 year intervals (Raposa and Bradley, 2009).

Over the past 20 years, there have been several Tier 1 mapping projects in RI (Table 1), with most covering only a portion of the state. Beginning in 2012, at the recommendation of the Eelgrass Mapping Taskforce, all coastal waters in Rhode Island were mapped in one year for the first time (Bradley et al., 2013).

The goals of the 2016 survey were similar to previous surveys: 1) conduct a comprehensive survey of SAV (primarily eelgrass and to a lesser extent widgeon grass (*Ruppia maritima*)) in RI coastal waters, and 2) examine trends of SAV using the data collected from the previous Tier 1 surveys. To accomplish our second goal, we selected datasets from Table 1 that, in our estimation, are the most comparable considering survey methods, technology, and study area extent.

METHODS

Aerial Photography Acquisition

Digital four-band (true color and infra-red) aerial photographs of Narragansett Bay, Block Island, and the coastal ponds were taken by a photogrammetry vendor (Quantum Spatial Inc.) on June 15th and 26th, 2016 (Figure 1). The photographs were taken following NOAA's Office of Coastal Management guidelines (Finkbeiner et al., 2001). Based on these guidelines, photographs were taken at a low sun angle, two hours within low tide, when wind and atmospheric haze were minimal, and when water clarity was high. Altitude of the aircraft during photo acquisition was about 16,000 ft (Quantum Spatial, 2016). Water clarity was measured by volunteers using secchi disks as target dates for acquisition of aerial photography approached. The vendor was chosen by utilizing the USGS Geospatial Product and Service Contracts (https://geodatacontracts.er.usgs.gov/gpsc_information_sheet.html).

Shortly after the photography was acquired, samples were sent to project leaders for review and comment. After approval, photography was ortho-rectified (distortions removed), color balanced, mosaicked, and projected to the Rhode Island State Plane Feet (NAD83) coordinate system.

Accuracy assessments of the orthophotography product were done by the Quantum Spatial Inc. using GPS control points. Locations of features (e.g. manholes, parking lot lines) on the ground and also visible in the photography were compared and statistically analyzed. The listed accuracy of the orthophotography was 1.068 m (NSSDA; 95% CI), which corresponds to a scale of about 1:1200 following National Map Accuracy Standards (Quantum Spatial, 2016). The pixel resolution of the orthophotography was 0.5 m.

In September 2016, 96 individual orthophotography tiles (117 gigabytes) were delivered on external hard drives to the URI Environmental Data Center. The photography was copied to a lab server for internet distribution utilizing ArcGIS 10.4 Server Image Service technology. As a result, the orthophotography could be viewed in ArcMap (and on the internet) utilizing one data connection.

Photo-interpretation

Initial SAV delineations and areas to be ground-truthed were identified by eye and digitized on-screen by hand using the orthophotography as a base map. Historical data sets (including GPS ground truth points) were also used as supplemental sources to aid in photo interpretation. Areas that have historically supported SAV were targeted first for the photo interpretation of new beds. However, to avoid any bias, digitizing of the 2016 polygons was always done with historical data sets turned off. All digitizing was conducted at around a scale of 1:1500. The minimum mapping unit was 0.03 acres, but 87% of the polygons were ≥ 0.25 acres.

Field work and ground-truthing

Ground-truthing in the field was conducted by boat or kayak between September and October 2016 (nine field days total). Observations of eelgrass wrack lines were also made as an indicator of the presence of an eelgrass bed in the area. SAV photo-signatures from true-color aerial photographs can be highly variable and flight specific, thus ground-truthing was conducted during the same year the photographs were taken. The presence of SAV was determined using an underwater video camera (SeaViewer, Inc.). Not all polygons were ground-truthed this year.

The goals of ground-truthing were to verify digital photo signatures of SAV, to assess the imagery quality for identification of the deep water edge of SAV beds, and verify areas of change from the 2012 mapping effort. Initial SAV delineations and imagery tiles were taken into the field and viewed simultaneously with GPS position using a Trimble GPS device with 1-m real-time horizontal accuracy. The deep water edge of the 2016 imagery was not clearly visible at many sites so GPS and video data were used to estimate the extent of SAV beds in deeper water and delineate the deepwater edge.

GPS data points were collected and coded for presence of SAV within and at the edge of SAV beds. The edge of an eelgrass bed was defined as when cover dropped to approximately 5-10%. Final SAV delineations were adjusted using the ground truth data (GPS points). In the GIS database, polygons were coded with a habitat type (eelgrass or widgeon grass), most recent ground-truth year (e.g. 2016, 2012, 2006), ground-truth method, and site name (e.g. Jamestown).

Change Analysis

At least three time series of Tier 1 data (and corresponding orthophotography) were used for the change analysis of eelgrass (Table 1). In all cases, datasets used in the change analysis were carefully analyzed for consistency in the study area extent as well as comparability in terms of project methods and techniques. For example, in Little Narragansett Bay, USFWS coded polygons as 'low' eelgrass cover ($\leq 5\%$ cover); these were removed from the dataset since our mapping protocols only include areas with $\geq 5\%$ cover. Additionally, the acreages for Narragansett Bay do not include the *Ruppia* mapped in Greenwich Bay in 2012 and 2016. The 1996 dataset was not included as a whole due to inconsistencies in the ground-truth and stated problems with identifying the deep water edge of eelgrass beds (Huber, 1999). However, we did include the 1996 acreage for Prudence Island because it was ground-truthed by boat and with divers (Save The Bay, personal communication). The 1999 mapping of SAV for the coastal ponds was comprehensive and the corresponding report includes maps of the field sites visited (Huber, 2003). We therefore report those acreages here but it should be noted that we do not have any digital orthophotography for either 1996 or 1999 so re-examination of the mapping (i.e. polygon overlay on top of the photography) to confirm changes on a site-by-site basis was not

possible. In order to define our sites for the change analysis, we identified 12 sites based on comparability of the datasets (Figure 2).

RESULTS

Over 844 GPS locations were collected during the late summer and fall of 2016. Using these field surveys and the 2016 orthophotography, 187 polygons of SAV were delineated totaling 1,144 acres. This represents about an 18% decrease of SAV acreage in Rhode Island coastal waters from 2012. A web map was created of the 2016 and 2012 delineations which can be found at <https://tinyurl.com/lqjam4p>.

Most of the SAV in the study area (91%) was eelgrass and eelgrass surveying was the focus of the ground-truthing field work. As such, no widgeon grass was noted on any field forms. However in our final mapping, we did delineate widgeon grass beds in Greenwich Bay (25.4 acres) and a mixture of eelgrass and widgeon grass (83 acres) in Ninigret and Green Hill ponds based on the 2012 field observations of widgeon grass in these areas. Due to time constraints, we were unable to ground-truth the polygons in Ninigret and Green Hill ponds in 2016.

Between 2012 and 2016, SAV acreage declined at most sites that we analyzed (Table 2). The sites with the largest decline in eelgrass acreage between the two years are: Quonochontaug (52%), Point Judith (48%) and Little Narragansett Bay (25%). Even though Jamestown had a decrease of eelgrass acreage (19%), this site and Ninigret Pond continue to have the most eelgrass of any sites in RI. Additionally, Ninigret was the only coastal pond to not have a decrease in acreage. The Narrow River was the only site in the study area that had a large increase in eelgrass acreage from 2012 to 2016 (45%) (Table 2).

Long-term Change Analysis

With the completion of the 2016 mapping effort, we have consistent and comparable data for three years (2006, 2012, and 2016) over a 10 year period for Narragansett Bay. Because of the difficulties of the 1996 Tier 1 mapping effort (Huber, 1999; Bradley et al. 2013) a Narragansett Bay-wide trend analysis was not conducted using these data. The 2016 acreage of eelgrass in Narragansett Bay is less than in 2012 but more than was reported in 2006 (Figure 3).

For the coastal ponds, we have four data sets dating back to 1999 (Figure 4). Generally it appears that since 2009, SAV in the coastal ponds has been decreasing at a rate of almost 23 acres/year (Figure 4). Quonochontaug Pond has seen a dramatic decrease of 61% of its eelgrass beds since 2009 (8 acres/year). Potter Pond had a decrease of 39% from 1999 to 2009 but has maintained about 70 acres of SAV ever since. A notable exception is Ninigret Pond, which has had about 200 acres of SAV every year since 2009, an increase of 42 acres since 1999.

SUMMARY and DISCUSSION

The methods outlined by the RI Eelgrass Mapping Taskforce (Raposa and Bradley, 2009) have now been successfully implemented for two state-wide Tier 1 mapping efforts (2012 and 2016). However, since we observed a decrease in 2016 from 2012, we still have not observed a consistent positive or negative trend in SAV in Narragansett Bay since 2006. Any actual trends, should they exist, will only be identified by conducting additional Tier 1 efforts in future years.

Given the differences in methods and difficulties of the 1996 survey, we did not use the total acreages reported for Narragansett Bay in that study (Huber, 1999; Bradley et al., 2013). However, if we assume that a majority of the error associated with the 1996 survey is an error of omission, then any increase in acreage from 1996 to the present is still probably larger than any mapping error associated with the 1996 study. This view was substantiated by scientists involved in the 1996 study (Chris Deacutis, pers comm). The increase is reflected in the acreages for Prudence Island for which we have particular confidence given the ground-truthing work conducted there in 1996 (Figure 3). In addition, we have now mapped Prudence Island with consistent methods three times over a ten-year time span (2006, 2012, 2016). During this time, eelgrass has averaged 33 acres / yr (STD= 5.8), an average well above the 9 acres mapped there in 1996. We have also looked more closely at two other small sites within Narragansett Bay mapped in 1996 (Bradley et al. 2007) and found that at these sites, eelgrass acreage also increased between 1996 and 2006. If we use the trend of eelgrass at Prudence Island as a proxy for the rest of Narragansett Bay, we are confident that SAV, and eelgrass in particular, has expanded considerably in Narragansett Bay over the past 20 years. However, the magnitude of the increase in Narragansett Bay over this time is still difficult to ascertain given the deficiencies of the 1996 mapping effort.

In 1999, the Natural Resources Assessment Group mapped coastal wetlands and SAV for all the coastal ponds of southern RI giving us four observations over a 17-year period. The report by Huber (2003) contains an appendix of all the field sites visited during that summer so the methods are somewhat comparable to the more recent mapping efforts. The appendix does not include any field maps for southwestern Point Judith Pond however, a location where eelgrass has occurred during every subsequent mapping effort. This may explain the somewhat low acreages reported for Point Judith Pond in 1999. Notwithstanding, the 1999 data are a valuable data point and give some insight into the historical extent of SAV in the coastal ponds.

While we have seen recent declines of eelgrass in Narragansett Bay and the coastal ponds, one site in particular has seen a substantial increase. From 2012 to 2016, eelgrass acreage has increased by 48% in the Narrow River (Figure 2; Table 2). Unfortunately, the Narrow River was not part of the study area during the 2006 mapping effort. But upon re-examination of the 2006 photography however, we observed photo-signatures that were most likely eelgrass. We examined some historical leaf-on imagery of the Narrow River taken during the growing season in 2003 and observed no eelgrass (Figure 5). Interestingly, we also observed in the 2003

imagery the removal of the small culverts which constricted tidal flow into the river (Figure 5). Based on the presence of eelgrass in 2006, we believe that the restoration of tidal hydrology in 2003 had a dramatic positive effect on eelgrass in the Narrow River.

RECCOMENDATIONS

We are making progress toward understanding the extent and dynamics of SAV in RI coastal waters but more data are needed to begin to quantitatively assess trends on the decadal-time scale. During the summer of 2017, we will conduct an error assessment of the Tier 1 surveys, which will give us an idea of some of variability and uncertainty associated with these surveys. In addition to more large-scale mapping (e.g., 1:500) with un-manned aerial systems (or drones), we recommend conducting statewide mapping at least every three years to increase the confidence in acreage totals for the sites and sub-sites. The current specification for the orthophotography is a 0.5 m pixel resolution. At this resolution, the vendor collected the images at 16,000 feet above ground level (Quantum Spatial, 2016). At this altitude, the deep water edges of many sites were difficult to discern which is important considering not all eelgrass beds can be ground-truthed every year. Therefore, more large-scale orthophotography is likely needed (e.g. 0.25 m or 0.3 m). Lastly, we need to continue and expand the implementation of the complementary Tier 2 and 3 of the monitoring protocol described by Raposa and Bradley (2009) in order to increase the granularity of mapping and monitoring efforts.

ACKNOWLEDGMENTS

This study was funded by a grant from the Rhode Island Coastal Resources Management Council. Thanks go to Jim Turenne (Natural Resources Conservation Service), Dave Prescott and Tom Kutcher (Save The Bay), and Dave Buetel and Dan Goulet of the R/V Jack Reed who all provided boat time and captain time for ground-truthing field trips. RIGIS created and posted the web services of the imagery.

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TABLES

Table 1. A list of all the Tier 1 mapping efforts conducted that include sites in RI coastal waters.

Year	Geographic Area Covered	Authors
1996	Narragansett Bay	NBEP; NRAG
1999	Coastal Ponds	NBEP; NRAG
2002	Little Narragansett Bay	USFWS
2006	Little Narragansett Bay	USFWS
2006	Narragansett Bay	RI Eelgrass Mapping Taskforce
2009	Little Narragansett Bay	USFWS
2009	Coastal Ponds	RI Eelgrass Mapping Taskforce
2012	Little Narragansett Bay	USFWS
2012	Rhode Island	RI Eelgrass Mapping Taskforce
2016 (this study)	Rhode Island	RI Eelgrass Mapping Taskforce

NBEP = Narragansett Bay Estuary Program

NRAG= Natural Resources Assessment Group (University of Massachusetts, Amherst, MA)

USFWS = US Fish and Wildlife Service

Table 2. Calculations of eelgrass change for sites within the study area from 2012 to 2016.

Location	2012 (acres)	2016 (acres)	%change
Narragansett Bay	422	389	-8
Coastal Ponds	522	442	-19
Rhode Island Sound	104	108	+4
Little Narragansett Bay	127	96	-25
Sub-sites			
Prudence Island	37	35	-5
Jamestown (Conanicut)	222	187	-16
Point Judith Pond	101	52	-48
Potters Pond	67	67	0
Quonochontaug Pond	71	34	-52
Green Hill Pond	91	88	-3
Ninigret Pond	193	201	+4
Narrow River	24	44	+45

FIGURES



Figure 1. The extent of the 2016 imagery.

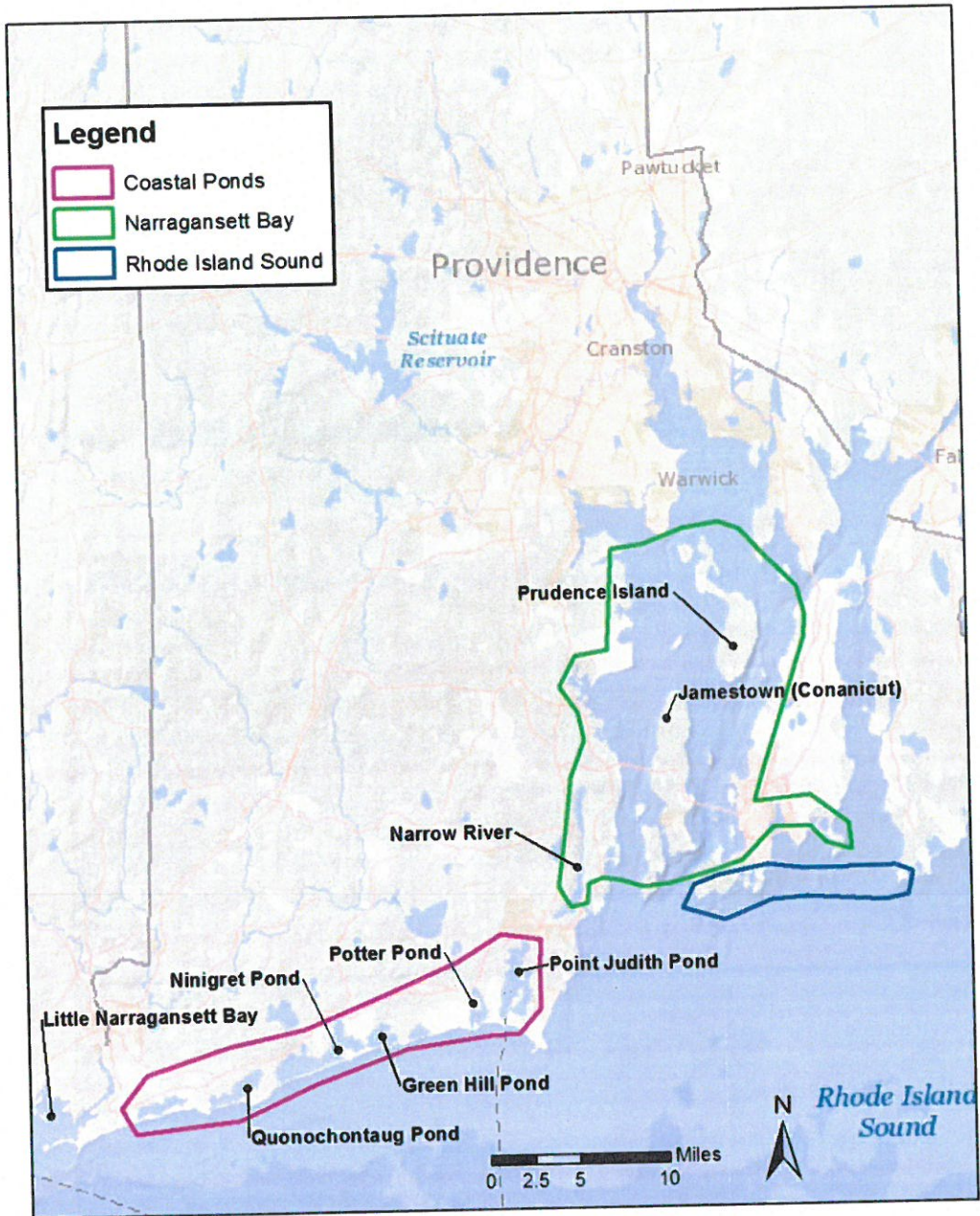


Figure 2. The twelve sites chosen for the eelgrass trends analysis.

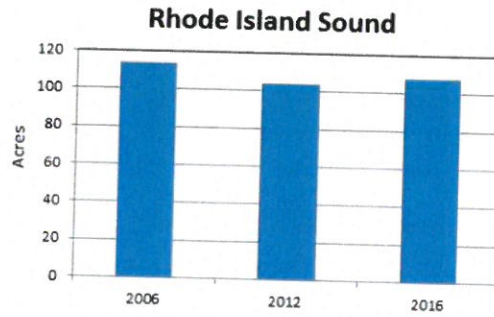
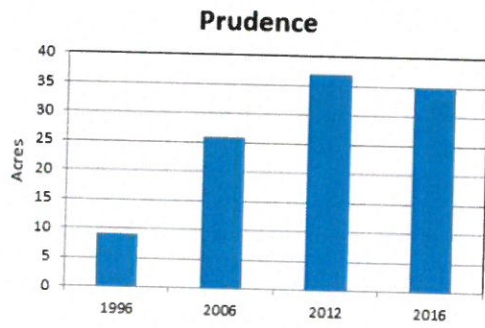
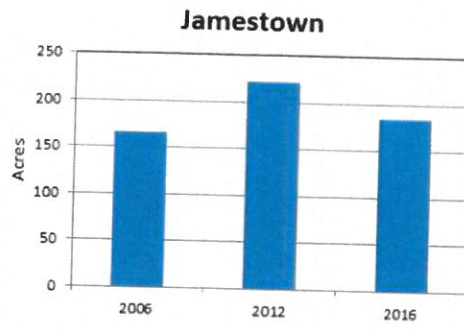
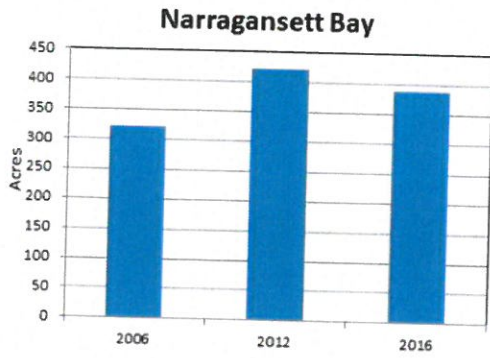


Figure 3. The eelgrass trends for Narragansett Bay, Jamestown, Prudence, and Rhode Island Sound.

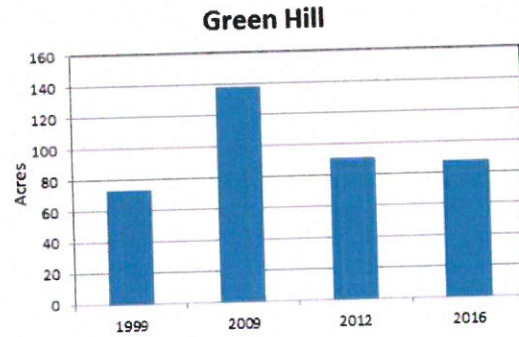
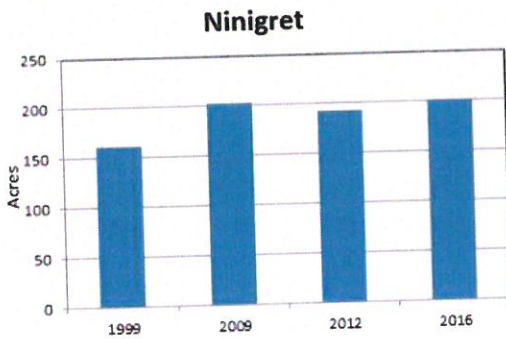
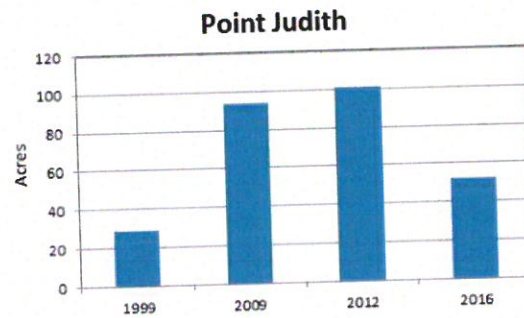
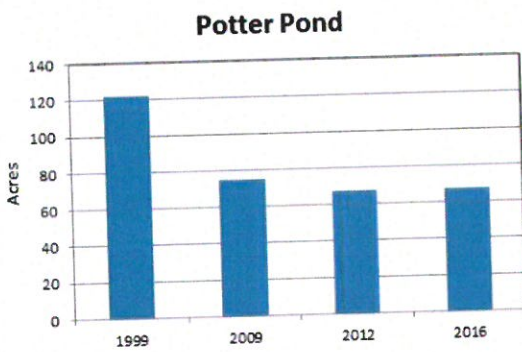
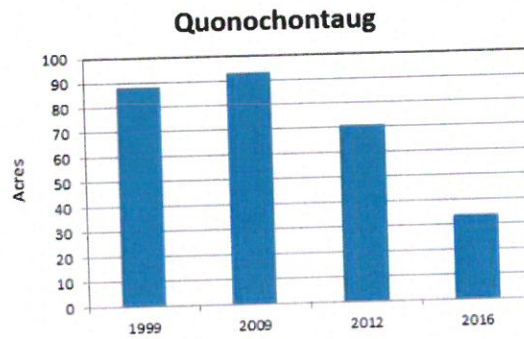
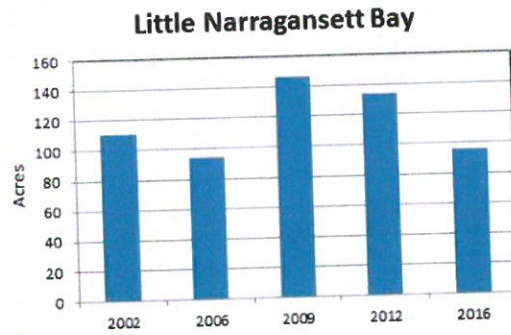
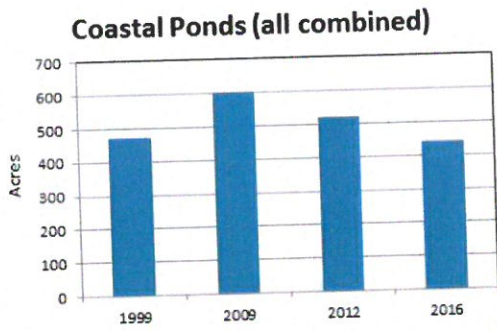


Figure 4. The eelgrass trends for the all the coastal ponds combined, Little Narragansett Bay, and the individual coastal ponds that we included in our trends analysis.

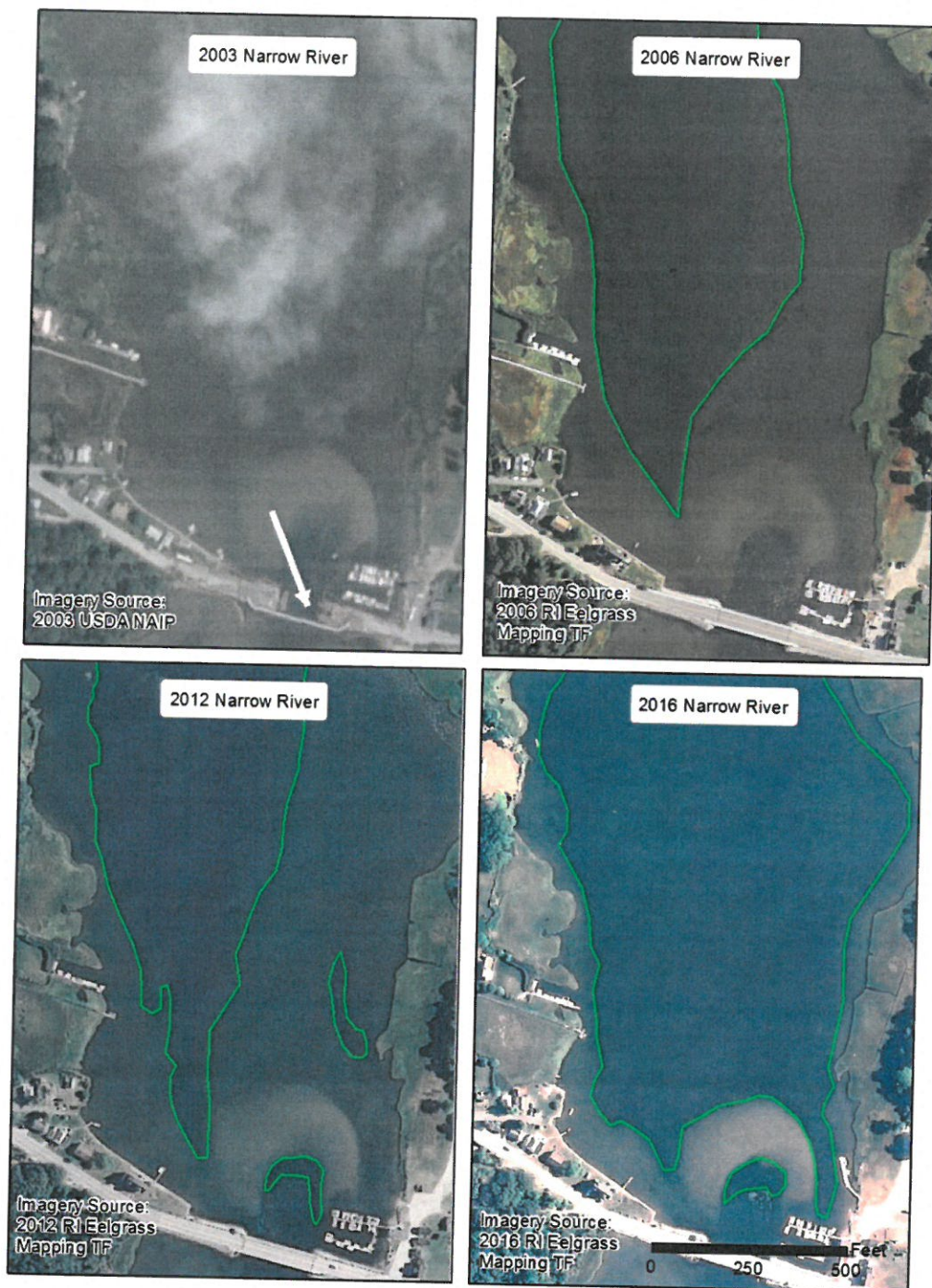


Figure 5. The distribution of eelgrass (green polygons) over time has increased within the Narrow River since 2003 when the tidal hydrology of the river was restored with the construction of the new bridge which replaced a small culvert (white arrow 2003). In the portions of the 2003 image without clouds, no eelgrass signatures are visible.



Rhode Island Department of State
Nellie M. Gorbea
 Secretary of State

HOME BUSINESS PORTAL ELECTIONS CIVICS AND EDUCATION

Entity results

Number of records: 20

[Print results](#)

Entity Name	ID Number	NAICS	Inactive status	Address
✓ Safe Harbor Apponaug	001697354			1209 ORANCE STREET CT CORPORATION WILMINGTON, DE 19801 USA
SAFE HARBOR CLINICAL RESEARCH, LLC	000122475	621511		450 VETERANS MEMORIAL PARKWAY, BLDG 11 EAST PROVIDENCE, RI 02914 USA
Safe Harbor Consulting Group.	000121278	000052		372 BROADWAY PAWTUCKET, RI 02860 USA
✓ Safe Harbor Cove Haven	001670607	713930		14785 PRESTON RD SUITE 975 DALLAS, TX 75254 USA
Safe Harbor Cove, LLC	001697170			76 PLANTATION DRIVE SAUNDERSTOWN, RI 02874 USA
✓ Safe Harbor Cowesett	001670608	713930		1209 ORANGE STREET WILMINGTON, DE 19801 USA
Safe Harbor Development Corporation	001685891		Revoked Entity	,
Safe Harbor Financial Advisors, LLC	001659604	523930		P O BOX 960 OCCOQUAN, VA 22125-0960 USA
Safe Harbor Financial, Inc.	000566264	524210		3 N. COLUMBUS BOULEVARD 4TH FLOOR PHILADELPHIA, PA 19106 USA
Safe Harbor Food Products, LLC	001673438		Revoked Entity	691 MAIN STREET WARREN, RI 02885 USA
✓ Safe Harbor Greenwich Bay	001670604	713930		1209 ORANGE STREET WILMINGTON, DE 19801 USA
✓ Safe Harbor Island Park	001701688			14785 PRESTON ROAD, SUITE 975 DALLAS, TX 75254 USA
→ ✓ Safe Harbor Jamestown Boatyard	001702495			251 LITTLE FALLS DRIVE CORPORATION SERVICE COMPANY WILMINGTON, DE 19808 USA
✓ SAFE HARBOR MEDICAL TRANSPORTATION, LLC	001693842			40 PEQUOT STREET NORTH KINGSTOWN, RI 02852 USA
✓ Safe Harbor New England Boatworks	001694862			14785 PRESTON ROAD, SUITE 975 DALLAS, TX 75254 USA
✓ Safe Harbor Newport Shipyard	001697356			14785 PRESTON ROAD SUITE 975 DALLAS, TX 75254 USA
✓ Safe Harbor Pirate Cove	001701300			,
SAFE HARBOR POLLUTION INSURANCE, LLC	000796241	524210		66 WHITECAP DRIVE NORTH KINGSTOWN, RI 02852 USA
✓ Safe Harbor Sakonnet	001670605	713930		251 LITTLE FALLS DRIVE WILMINGTON, DE 19808 USA
✓ Safe Harbor Wickford Cove	001670606	713930		14785 PRESTON RD SUITE 975 DALLAS, TX 75254 USA

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HOME BUSINESS PORTAL ELECTIONS CIVICS AND EDUCATION

Entity Summary

ID Number: 001702495

[Request certificate](#)

[New search](#)

Summary for: SHM Jamestown Boatyard, LLC

The exact name of the Foreign Limited Liability Company: SHM Jamestown Boatyard, LLC		
The fictitious name of: Safe Harbor Jamestown Boatyard was filed on 12-09-2019		
Entity type: Foreign Limited Liability Company		
Identification Number: 001702495		
Date of Registration in Rhode Island: 12-06-2019		Effective Date: 12-06-2019
Organized under the laws of: State: DE Country: USA		
The location of the Principal Office:		
Address: 251 LITTLE FALLS DRIVE CORPORATION SERVICE COMPANY		
City or Town, State, Zip, Country: WILMINGTON, DE 19808 USA		
The mailing address or specified office:		
Address: 14785 PRESTON ROAD, SUITE 975		
City or Town, State, Zip, Country: DALLAS, TX 75254 USA		
Agent Resigned: N		Address Maintained: Y
The name and address of the Resident Agent:		
Name: CORPORATION SERVICE COMPANY		
Address: 222 JEFFERSON BOULEVARD, SUITE 200		
City or Town, State, Zip, Country: WARWICK, RI 02888 USA		
The limited liability company is to be managed by its Members		
The name and business address of each Manager:		
Title	Individual name	Address
Purpose:		
MARINA OPERATIONS		
North American Industry Classification System Code (NAICS):		
View filings for this business entity:		
ALL FILINGS		
Amendment to Application for Registration		
Annual Report		
Annual Report - Amended		
Annual Report - Reinstatement		
Annual Report - Reinstatement 2006		
Click here to access 2006 and 2007 annual reports filed prior to July 25, 2007. The corporate ID is required.		
View filings		

attached

[New search](#)



State of Rhode Island and Providence Plantations
Department of State - Business Services Division

RECEIVED
 SECRETARY OF STATE
 CORPORATION DIV
 2019 DEC -6 PM 12:59

Application for Registration
 FOREIGN Limited Liability Company

→ Filing Fee: \$150.00

Pursuant to the provisions of RIGL 7-16-49, the undersigned foreign limited liability company hereby applies for a Certificate of Registration to transact business in the State of Rhode Island, and for that purpose submits the following statement:

1. The name of the limited liability company is:		
SHM Jamestown Boatyard, LLC		
Is this company organized in its state or country of formation as a low-profit limited liability company? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
The name, if different, under which it proposes to register and transact business in Rhode Island is:		
2. The LLC is organized under the laws of: Delaware		
3. The date of its organization is: 12/5/2019		
And the period of its duration is: CHECK ONE BOX ONLY		
<input checked="" type="checkbox"/> Perpetual (on-going)		
<input type="checkbox"/> Date certain for dissolution _____		
4. The name and address of the resident agent/office in Rhode Island is:		
Agent Name Corporation Service Company		
Street Address (NOT a P.O. Box) 222 Jefferson Boulevard, Suite 200		
City/Town Warwick	State RHODE ISLAND	Zip Code 02888
5. The purpose or purposes which it proposes to pursue in the transaction of business in Rhode Island are:		
Marina operations		
Check the box to indicate an attachment <input type="checkbox"/>		

MAIL TO:
 Division of Business Services
 148 W. River Street, Providence, Rhode Island 02904-2815
 Phone: (401) 222-3040
 Website: www.sos.ri.gov

FILED 12/59
 DEC 06 2019
 BY *RG657T*

6. The RI Department of State is appointed the agent of the foreign limited liability company for service of process if, at any time, there is no resident agent or if the resident agent cannot be found or served following the exercise of reasonable diligence.

7. The address of the office required to be maintained in the state or country of its organization by the laws of that state or, if not so required, of the principal office of the foreign limited liability company is:

Corporation Service Company, 251 Little Falls Drive, Wilmington, DE 19808

8. The mailing address for the limited liability company is:

14785 Preston Rd., Suite 975, Dallas, TX 75254

9. Management of the Limited Liability Company:

The Limited Liability Company is to be managed by: **CHECK ONLY ONE BOX**

By its members (If you have checked this box, go to Section 9. (DO NOT fill out the chart below.)

By one (1) or more managers (List managers below)

MANAGER	ADDRESS

10. This application must be accompanied by a Certificate of Good Standing/Letter of Status from the state or country of formation dated within 60 days of the date of filing.

11. Date when this application for Certificate of Registration will be effective: **CHECK ONE BOX ONLY**

Date received (Upon filing)

Later effective date (Date must be no more than 90 days from the date of filing) _____

Under penalty of perjury, I declare and affirm that I have examined this Application for Registration, including any accompanying attachments, and that all statements contained herein are true and correct.

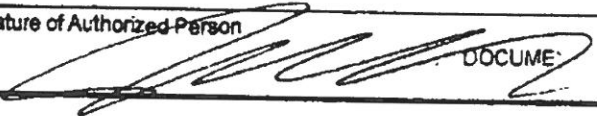
Type or Print Name of LLC

SHM Jamestown Boatyard, LLC

Date

12-6-19

Signature of Authorized Person



DOCUME

If you have any questions, please call us at (401) 222-3040, Monday through Friday, between 8:30 a.m. and 4:30 p.m., or email corporations@sos.ri.gov.

Delaware

The First State

Page 1

I, JEFFREY W. BULLOCK, SECRETARY OF STATE OF THE STATE OF DELAWARE, DO HEREBY CERTIFY "SHM JAMESTOWN BOATYARD, LLC" IS DULY FORMED UNDER THE LAWS OF THE STATE OF DELAWARE AND IS IN GOOD STANDING AND HAS A LEGAL EXISTENCE SO FAR AS THE RECORDS OF THIS OFFICE SHOW, AS OF THE SIXTH DAY OF DECEMBER, A.D. 2019.

AND I DO HEREBY FURTHER CERTIFY THAT THE SAID "SHM JAMESTOWN BOATYARD, LLC" WAS FORMED ON THE FIFTH DAY OF DECEMBER, A.D. 2019.

AND I DO HEREBY FURTHER CERTIFY THAT THE ANNUAL TAXES HAVE BEEN ASSESSED TO DATE.



7736914 8300

SR# 20198474768

You may verify this certificate online at corp.delaware.gov/authver.shtml

A handwritten signature in black ink, appearing to read "JBULLOCK", is written over a horizontal line. Below the line, the text "Jeffrey W. Bullock, Secretary of State" is printed.

Authentication: 204151474

Date: 12-06-19



State of Rhode Island and Providence Plantations
Department of State | Office of the Secretary of State
Nellie M. Gorbea, *Secretary of State*

I, NELLIE M. GORBEA, Secretary of State of the State of Rhode Island
and Providence Plantations, hereby certify that this document, duly executed in
accordance with the provisions of Title 7 of the General Laws of Rhode Island, as
amended, has been filed in this office on this day:

December 06, 2019 12:59 PM

A handwritten signature in blue ink, appearing to read "Nellie M. Gorbea". The signature is fluid and cursive, written in a professional style.

Nellie M. Gorbea
Secretary of State



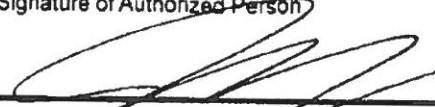


State of Rhode Island and Providence Plantations
Department of State - Business Services Division

RECEIVED
SECRETARY OF STATE
CORPORATIONS DIV
2019 DEC -9 PM 12:19

Fictitious Business Name Statement
DOMESTIC or FOREIGN Limited Liability Company
→ Filing Fee: \$50.00

Pursuant to the provisions of RIGL 7-16-9 the undersigned limited liability company hereby submits the following statement for authority to transact business in the state of Rhode Island under a fictitious business name:

1. Entity ID Number 001702495	2. Exact Name of the Limited Liability Company SHM Jamestown Boatyard, LLC	
3. The fictitious business name to be used is: Safe Harbor Jamestown Boatyard		
4. The limited liability company is organized under the laws of: Delaware		5. The date of formation is: December 5, 2019
6. Applicant is otherwise authorized to do business in the state of Rhode Island.		
<i>Under penalty of perjury, I declare and affirm that I have examined this Fictitious Business Name Statement and that the information contained herein is true and correct.</i>		
Name of Applicant Limited Liability Company SHM Jamestown Boatyard, LLC		Date 12/6/19
Signature of Authorized Person  SIGN DOCUMENT HERE		

MAIL TO:
Division of Business Services
148 W. River Street, Providence, Rhode Island 02904-2615
Phone: (401) 222-3040
Website: www.sos.ri.gov

FILED ←
DEC 09 2019
BY ON SWAIN
12/19

If you have any questions, please call us at (401) 222-3040, Monday through Friday, between 8:30 a.m. and 4:30 p.m., or email corporations@sos.ri.gov.



State of Rhode Island and Providence Plantations
Department of State | Office of the Secretary of State
Nellie M. Gorbea, *Secretary of State*

I, NELLIE M. GORBEA, Secretary of State of the State of Rhode Island
and Providence Plantations, hereby certify that this document, duly executed in
accordance with the provisions of Title 7 of the General Laws of Rhode Island, as
amended, has been filed in this office on this day:

December 09, 2019 12:19 PM

A handwritten signature in blue ink, appearing to read "Nellie M. Gorbea". The signature is fluid and cursive, written in a professional style.

Nellie M. Gorbea
Secretary of State



Because the dredged material is considered an ^{PCD} unacceptable contaminated sediment (UCS) it must be disposed of in a Confined Aquatic Disposal (CAD) cell constructed to reduce the risks from such materials.



SOP Number: WR-GNUWW-1
 Effective Date: 3/11/09
 Revision No. 5
 Last Revision Date: 3/11/09
 Page No. 1

APPENDIX 1

Date: 3/22/2019
 Applicant(s): Jamestown Boatyard
 Project Name: JBY Marina Improvements
 Address: 60 Racquet Road Jamestown, RI 02835
 Estimated Volume of Dredge (cy): 3500
 New (cy): 3500 Maintenance (cy): 0
 Area of Dredge (sq): 30000
 Depth of Dredge (ft): -11 MLW
 Proposed Disposal Location (include Plat/Lot if on land): Providence CAD Cell
 WQ Class of Dredge Area (if known):
 GW Class of Disposal Area (if known):

Sediment Sampling Plan for Dredging Projects

Submit Site plan 8 1/2" x 11" (Google Earth printout and Navigation Chart or engineered plans) Mark all within 200' of proposed dredge limits:
 Outfalls and Gas docks or any other potential areas of contamination
 eelgrass, salt marsh, flounder or shellfish habitat
 Proposed dredge footprint and average depth of dredge
 Proposed Depth of Samples: 0 TO -11 MLW
 Proposed Coring Method: STANARD
 # of Sampling Locations: 2 locations

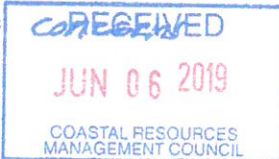
Submit Proposed Analysis and detection limits depending on disposal location: The detection limits for an analyte should be no greater than one-third (one-half log unit) of the appropriate value for the analyte and matrix of concern. Whenever possible, an MDL of three to five times below the criteria is expected: If the criteria are Non-Detect then the procedures and MRL's set forth in the OTM (USEPA and USACE 1991) below are appropriate to follow. In-water disposal must meet all Army Corps Requirements.
 Place a CHECK in each box you are proposing to sample and CIRCLE intended laboratory method.

Sample	Beach Criteria	CAD Cap Criteria	GA Leachability Criteria TCLP/SPLP	Residential Disposal Criteria ¹	Commercial/Industrial Exposure ²	TCLP Criteria for Haz. Waste ³	Acceptable EPA Method(s)	MRL**
Grain Size	<input type="checkbox"/> <10% silt/clay	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
% Moisture	<input type="checkbox"/> <25%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
TPH	<input type="checkbox"/> ND	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
SVOC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> 500 mg/kg	<input type="checkbox"/> 500 mg/kg	<input type="checkbox"/> 2500 mg/kg		SW 8015C	
PCB	<input type="checkbox"/> ND	<input type="checkbox"/>	<input type="checkbox"/> Table 2 ³	<input type="checkbox"/> Table 1 ¹	<input type="checkbox"/> Table 1 ²		8270 SiM	100 mg/Kg
PAH	<input type="checkbox"/>	<input checked="" type="checkbox"/> 4.0 mg/kg	<input type="checkbox"/> 10 mg/kg	<input type="checkbox"/> 10 mg/kg	<input type="checkbox"/> 10 mg/kg		8082	10 ug/Kg
Arsenic (As)	<input type="checkbox"/> 1.7 mg/kg	<input checked="" type="checkbox"/> 10 mg/kg		<input type="checkbox"/> 7.0 mg/kg	<input type="checkbox"/> 7.0 mg/kg	<input type="checkbox"/> 5.0 mg/L	8270- Six (6) Tier 1 compounds	.02 mg/Kg
Cadmium (Cd)	<input type="checkbox"/> 1 mg/kg	<input checked="" type="checkbox"/> 5 mg/kg	<input type="checkbox"/> 0.03 mg/L	<input type="checkbox"/> 39 mg/kg	<input type="checkbox"/> 1000 mg/kg	<input type="checkbox"/> 1.0 mg/L	6010, 6020, 7051, 7062, 7000, 7010	0.4 mg/Kg
Chromium (Cr)	<input type="checkbox"/> 10 mg/kg	<input checked="" type="checkbox"/> 100 mg/kg	<input type="checkbox"/> 1.1 mg/L	<input type="checkbox"/> 390 mg/kg	<input type="checkbox"/> 10000 mg/kg	<input type="checkbox"/> 5.0 mg/L	6010, 6020, 7000, 7010	0.07 mg/Kg
Copper (Cu)	<input type="checkbox"/> 10 mg/kg	<input checked="" type="checkbox"/> 200 mg/kg		<input type="checkbox"/> 3100 mg/kg	<input type="checkbox"/> 10000 mg/kg	<input type="checkbox"/> 5.0 mg/L	6010, 6020, 7000, 7010	0.5 mg/Kg
Lead (Pb)	<input type="checkbox"/> 25 mg/kg	<input checked="" type="checkbox"/> 100 mg/kg	<input type="checkbox"/> 0.04 mg/L	<input type="checkbox"/> 150 mg/kg	<input type="checkbox"/> 500 mg/kg	<input type="checkbox"/> 5.0 mg/L	6010, 6020, 7000, 7010	0.5 mg/Kg
Mercury (Hg)	<input type="checkbox"/> 0.5 mg/kg	<input checked="" type="checkbox"/> 0.5 mg/kg	<input type="checkbox"/> 0.02 mg/L	<input type="checkbox"/> 23 mg/kg	<input type="checkbox"/> 610 mg/kg	<input type="checkbox"/> 0.2 mg/L	7470, 7471, 7472	0.5 mg/Kg
Nickel (Ni)	<input type="checkbox"/> 5 mg/kg	<input checked="" type="checkbox"/> 50 mg/kg	<input type="checkbox"/> 1 mg/L	<input type="checkbox"/> 1000 mg/kg			6010, 6020, 7000, 7010	0.07 mg/Kg
Zinc (Zn)	<input type="checkbox"/> 25 mg/kg	<input checked="" type="checkbox"/> 200 mg/kg		<input type="checkbox"/> 6000 mg/kg			6010, 6020, 7000, 7010	0.5 mg/Kg
TCLP or SPLP							1311 or 1312	1.0 mg/Kg
Barium (Ba)						<input type="checkbox"/> 100 mg/L	6010, 6020	
Selenium (Se)						<input type="checkbox"/> 1.0 mg/L	6010, 6020, 7741, 7742	
Silver (Ag)						<input type="checkbox"/> 5.0 mg/L	6010, 6020	

*For each analyte **For Beach Criteria - any other MRL should be at least three to five times below the criteria
¹ Residential Direct Exposure Criteria are defined in Table 1 in Section 8 of the Rules and Regulations for the Investigation and Remediation of Hazardous Material Releases.
² Commercial/Industrial Direct Exposure Criteria are defined in Table 1 of Section 8 of the Rules and Regulations for the Investigation and Remediation of Hazardous Material Releases.
³ GA Leachability Criteria are defined in Table 2 in Section 8 of the Rules and Regulations for the Investigation and Remediation of Hazardous Material Releases.

Approvals
 Dredge Coordinator (CRMC): [Signature] Date: 28 MARCH 2019
 WQC Program (DEM): [Signature] Date: 3-28-19
 GW Program (DEM), if upland _____ Date: _____
 Dredge Coordinator (DEM): [Signature] Date: 3/28/2019

I'm fine w/ sampling locations, but have some with design



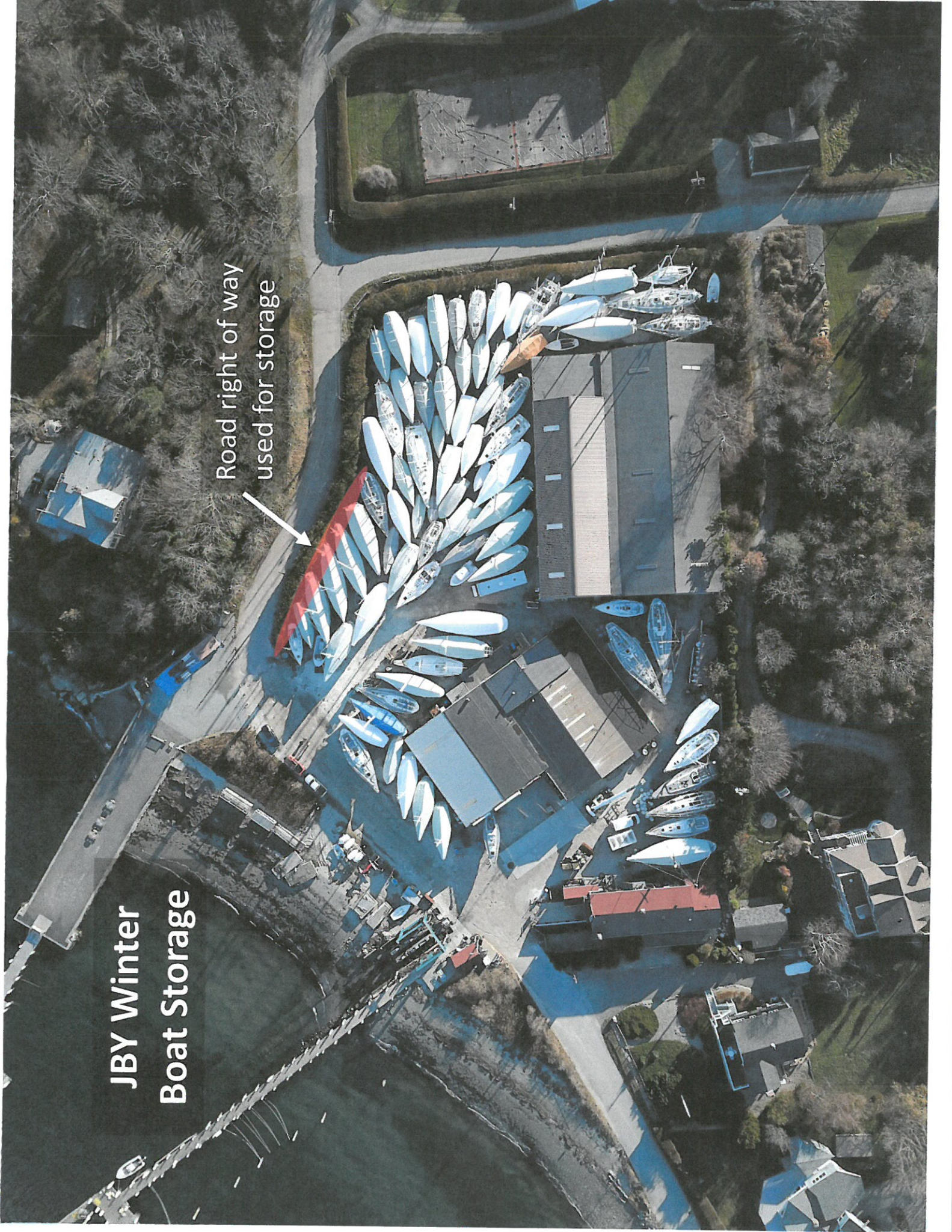
Crowded mooring field that would have to be navigated by large boats to reach the dock extensions with swimmers, kayakers, paddleboarders, etc. also in the water.



longest dock extension

**JBY Winter
Boat Storage**

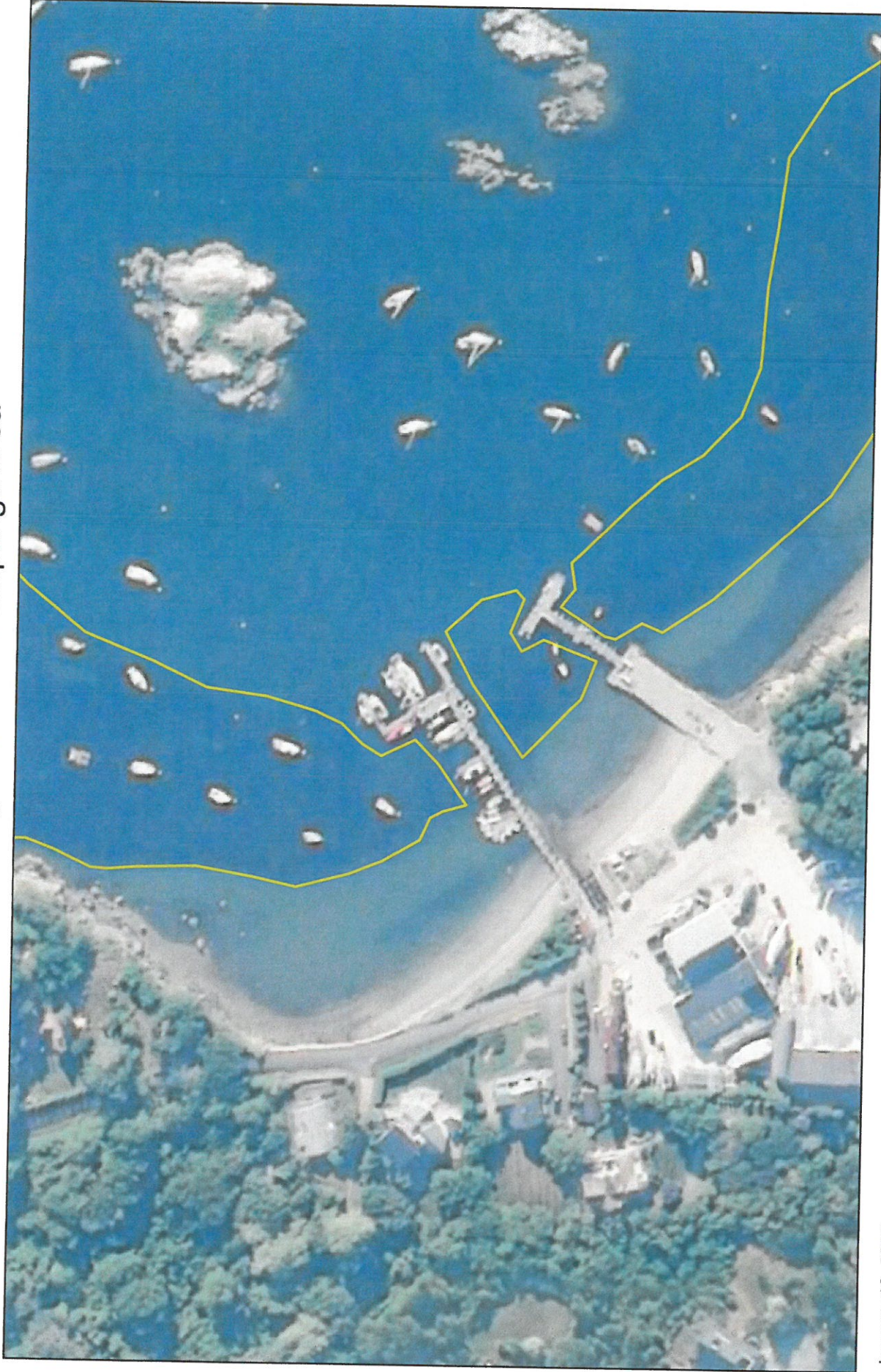
Road right of way
used for storage



The JBY proposed expansion and eelgrass

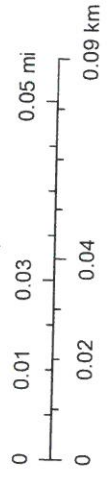
1. The Dumplings area has extensive eelgrass beds and meadows, some of the largest and healthiest in the state. (See the 2016 eelgrass map from the URI Environmental Data Center.)
2. The Submerged Aquatic Vegetation (SAV) survey that JBY commissioned in early July of 2019 showed eelgrass in very close proximity to the boatyard's existing docks and also extending into part of the proposed dredging area. (See SAV survey map.)
3. Drone photos taken in mid-August of 2019 showed eelgrass beds in even closer proximity to the JBY docks than the July SAV survey had found. (See photo attached.)
4. Although JBY's revised marina expansion plan no longer involves actively dredging up eelgrass, we still have concerns about the eelgrass beds in extremely close proximity to the dredging area:
 - a. Given the strong northerly winds that prevail in this area during winter, when dredging occurs, it seems highly likely that a substantial amount of silt will become suspended in the surrounding water column even when turbidity curtains and other dredging "best practices" are used.
 - b. We are concerned that surrounding water made highly turbid from dredging may impact these nearby eelgrass beds by blocking out sunlight to them and by covering them in a layer of silt. Both these are well-documented potential outcomes. No environmental impact study has been conducted (or is planned) to assess these potential outcomes in the particular conditions that exist in the Dumplings area.
 - c. There has also been no professional analysis of how often maintenance dredging will need to be done based on anticipated siltation rates in this part of the bay. The CRMC Management Program [1.3.1(l)4.e] even requires such an analysis from those who apply for dredging permits.
 - d. The JBY marine railway becomes thickly buried in silt very quickly in relatively strong northeasterly winds, suggesting that the dredged area adjacent to it may become a sediment sink. Maintenance dredging would therefore be needed very often, putting nearby eelgrass beds at risk again and again.

2016 Eelgrass beds Dumpplings area



January 10, 2020

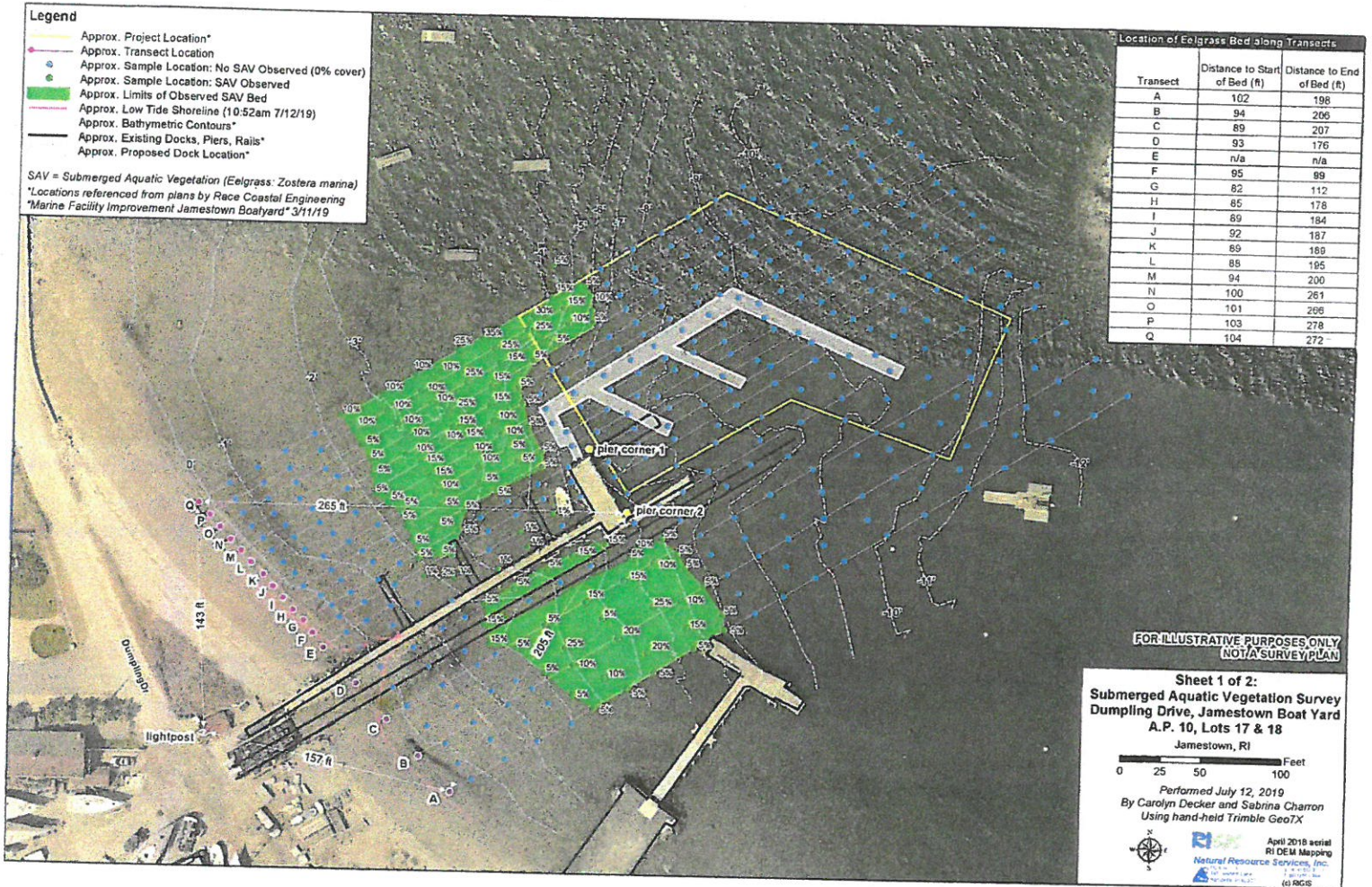
1:2,257



URI EDC, RIGIS, Sources: Esri, HERE, Garmin, Intermap, increment P

July 12, 2019 eelgrass survey in immediate vicinity of JBY's existing dock and initially proposed extensions to it. (The dredging area is outlined in white.)

Note in the 2016 eelgrass map from the URI Environmental Data Center that the eelgrass beds extend far beyond the limits of this survey.



Mid August 2019:
Note how much closer
to the JBY docks the
eelgrass beds are
extending than was
shown in the
July 12th survey.



Some information on eelgrass from CRMC website:

Submerged Aquatic Vegetation

Eelgrass and other SAV

Submerged aquatic vegetation (SAV) refers to rooted, vascular, flowering plants that, except for some flowering structures, live and grow below the water surface in coastal and estuarine waters in large meadows or small disjunct beds. SAV species of concern to CRMC for regulatory purposes include eelgrass (*Zostera marina*) and widgeon grass (*Ruppia maritima*).

SAV is integral to the health of shallow coastal areas. To other aquatic organisms they are an active part of the food cycle, a quiet nursery ground, or a place of attachment and refuge. The thin SAV leaves buffer wave action and collect suspended material to solidify the sediment below. Bay scallops, hard clams, tautog, starfish, snails, mussels, blue crabs, and lobster are just some of the species that depend on the eelgrass beds at some time during their lifecycle. Unfortunately, SAV habitats are often adversely affected by a number of anthropogenic activities: boat propellers; dredging and filling; fishing techniques such as scallop and clam dredging or toothed rakes; excessive habitat shading from docks or piers; and elevated nutrient levels that create algal blooms and high turbidity. Today SAV beds cover approximately 1300 of the 96,000 acres within Narragansett Bay.

Rhode Island's primary SAV is eelgrass (*Zostera marina*). Eelgrass is a rooted, vascular, flowering plant that lives and grows below the water surface in coastal and estuarine waters in large meadows or small beds. Eelgrass plants are vital components of coastal ecosystems, providing food and shelter to numerous aquatic species, cycling nutrients from the water column and stabilizing marine sediments. As new growth replaces older eelgrass leaves, the dead leaves decay, becoming a valuable source of organic matter for microorganisms at the base of the food. Eelgrass reduces shoreline erosion caused by storms and wave energy thus protecting adjacent coastal properties. Eelgrass meadows can stabilize sediments and filter nutrients from the water column. Eelgrass also provides a unique habitat for recreational SCUBA divers and snorkelers to explore.

SAV Regulations

The goal of CRMC is to preserve, protect, and where possible, restore SAV habitat. The following activities under CRMC jurisdiction are required to avoid and minimize impacts to SAV habitat under Section 300.18 of the RI Coastal Resources Management Program (RICRMP):

- Residential, Commercial, Industrial, and Public Recreational Structures, Section 300.3
- Recreational Boating Facilities, Section 300.4
- Sewage Treatment and Stormwater, Section 300.6
- Dredging and Dredged Materials Disposal, Section 300.9
- Filling in Tidal Waters, Section 300.10
- Aquaculture, Section 300.11
- Activities undertaken in accordance with municipal harbor regulations, Section 300.15

Erin Liese

From: Meg Myles <cisfsailing@gmail.com>
Sent: Friday, January 10, 2020 2:11 PM
To: Erin Liese
Cc: Hannah Swett
Subject: Thank you!

Hi Erin,

Can you please forward the email below to the Town councilors? I would also like to include or cc Andy Wade, Tina Collins, and the new Administrator, Jamie Hainsworth if possible. Please let me know if I should email the last three directly or if you can include them?

Thank you very much! Have a great weekend!

Sincerely,
Meg

Dear Town Councilors,

Thank you for your positive response to CISF's report at Monday night's Town Council meeting. It was quite an evening! I am sure that many of the people in the room may have never been to a Town Council meeting before, so it gave them a first hand look at all the work that you all do on behalf of the town. Once again, we cannot thank you enough for your time and commitment to Jamestown!

CISF truly wants to work with the Town to provide opportunities for people of all ages to learn to sail and to learn about the marine environment. As our report noted, Jamestown Sea Adventure Camp has grown seven fold in the number of children who attend our camps, and we have provided free sailing experiences to over 1600 people since 2013. Additionally, our shoulder season programs and in-school work has grown tremendously.

We look forward to working with town representatives to ensure the viability and success of this relationship going forward. How do we do that? Would a working committee be created, or would it be more in-house, our directors meeting with your staff? We look forward to these discussions.

Last, but not least, we wish to welcome to the new town administrator. Jamie, we look forward to working with you. As directed, I have reached out via email to you, though I understand that it will take some time for you to settle in. Thank you in advance for your time.

Sincerely,
Meg Myles
401-855-6643



New England

U.S. Department of Housing and Urban Development

Office of Public Housing
Boston Hub
Thomas P. O'Neill, Jr. Federal Building
10 Causeway Street
Boston, Massachusetts 02222-1092

Mr. Andrew Nota
Jamestown Town Manager
93 Narragansett Ave.
Jamestown, RI 02835

JAN 07 2020

Dear Mr. Nota:

HUD conducted an informal visit of the Jamestown Housing Authority (JHA) and attended their Board of Commissioners meeting on June 25, 2019 to discuss ongoing management issues. The visit, along with conversations with both JHA residents and a Jamestown Councilperson, has identified a potential violation of both federal and local regulations regarding the continued eligibility of Kathy Powers to serve as the Resident Commissioner of the Jamestown Housing Authority

HUD staff has heard from both JHA residents and a town representative that the current JHA Resident Commissioner, Kathy Powers, does not live in her JHA unit, but rather with her elderly mother in North Kingstown, RI. HUD is asking the Jamestown Town Council to evaluate the residency of the resident commissioner and to ensure that the Town Council and JHA are in compliance with federal and local law. Section 2(b) of the United States Housing Act of 1937 implemented the requirement for non-exempt public housing agencies (PHAs) to have resident board members. The JHA appointed Kathy Powers to the position of resident commissioner. According to 24 CFR 964.410, an eligible resident is a person who is (1) directly assisted by the public housing agency; (2) whose name appears on the lease and (3) is eighteen years or older. The regulation continues:

A resident board member who ceases to be directly assisted by the public housing agency is no longer an "eligible resident" as defined by the federal regulation. Such a board member may be removed from the PHA board for that cause, where such action is permitted under State or local law.

Alternatively, the board member may be allowed to complete his/her current term as a member of the governing board. However, the member may not be re-appointed (or re-elected) to the governing board for purposes of serving as the statutorily required resident board member.

The Rhode Island General Assembly Laws in Chapter 45-25 -10 states an authority consists of five (5) commissioners appointed by the mayor as follows:

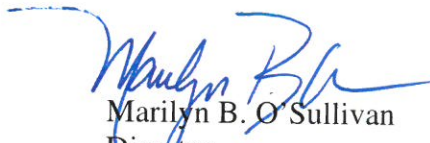
¹ (a) When the Town Council adopts a resolution creating a town authority, the Town Council shall appoint five (5) persons as Commissioners of the town authority. The commissioners who are first appointed shall be designated to serve for terms of one (1), two (2), three (3), four (4), and five (5) years, respectively, from the date of their appointment, but, subsequently, Commissioners shall be appointed for a term of office of five (5) years, except that all vacancies shall be filled for the un-expired term, those appointments to be made by the Town Council.

(2) Provided, further, that at least one (1) of the commission members of a town authority must be a resident as well as a resident of a public housing facility during the term of their appointment. A Public Housing Resident Commissioner shall be appointed by the appointing authority from a list of nominees chosen in open election by the occupants of public housing. Upon the failure of the election process, there shall be a provision for an application process. Nothing in this subsection shall be construed as preventing the appointing authority from appointing more than one resident of public housing to the commission.

If Ms. Powers is no longer a public housing resident in Jamestown, she is no longer eligible to serve as a Resident Commissioner. As the Jamestown Town Council is the appointing authority for the JHA's Board of Commissioners, we appreciate the Town looking into this issue and taking any necessary steps to ensure compliance. We look forward your response and cooperation.

If you have questions about this letter or any other issues, please contact Tai Pope at 617-994-8412 or Talitha.M.Pope@hud.gov.

Sincerely,



Marilyn B. O'Sullivan
Director

CC:
Edward Gromata
JHA Board Chair
Egromada9@gmail.com

¹ From Rhode Island General Law, Section 45-26-4.



State of Rhode Island and Providence Plantations
Coastal Resources Management Council
 Oliver H. Stedman Government Center
 4808 Tower Hill Road, Suite 3
 Wakefield, RI 02879-1900

(401) 783-3370
 Fax (401) 783-2069

PUBLIC NOTICE

File Number: 2019-12-055 Date: December 31, 2019

This office has under consideration the application of:

Walrus & Carpenter Oysters LLC
 c/o Jules Opton-Himmel
 83 State Street
 Narragansett, RI 02882

for a State of Rhode Island Assent to create and maintain: **a 7.8 acre aquaculture site using floating cages**

Project Location:	Narragansett Bay
City/Town:	Jamestown
Waterway:	Narragansett Bay-West Passage

Plans of the proposed work may be seen at the CRMC office in Wakefield.

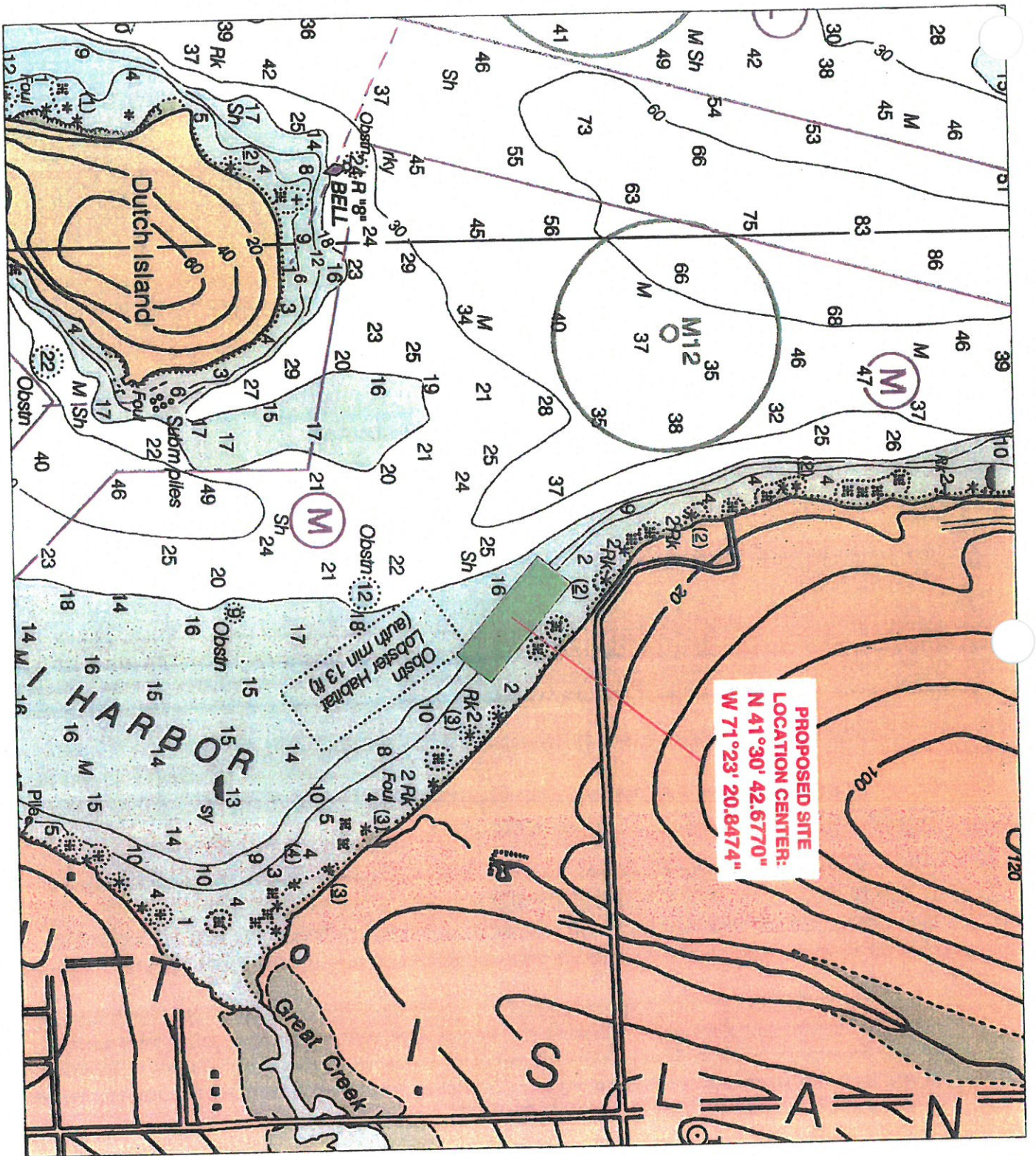
In accordance with the Administrative Procedures Act (Chapter 42-35 of the Rhode Island General Laws) you may request a hearing on this matter.

You are advised that if you have good reason to enter protests against the proposed work it is your privilege to do so. It is expected that objectors will review the application and plans thoroughly, visit site of proposed work if necessary, to familiarize themselves with the conditions and cite what law or laws, if any, would in their opinion be violated by the work proposed.

If you desire to protest, you must attend the scheduled hearing and give sworn testimony. A notice of the time and place of such hearing will be furnished you as soon as possible after receipt of your request for hearing. If you desire to request a hearing, to receive consideration, it should be in writing (**with your correct mailing address, e-mail address and valid contact number**) and be received at this office on or before January 30, 2020.

/lat

Figure 1: Location map of proposed site – NOAA nautical chart



SCALE 1" = 1000'



PROPOSED SITE LOCATION
 WEST PASSAGE NARRAGANSETT BAY, JAMESTOWN, RI

WALRUS AND CARPENTER
 OYSTERS LLC
 PREPARED: SEPTEMBER 2019

RECEIVED
 DEC 18 2019
 COASTAL ENGINEERS



State of Rhode Island and Providence Plantations
Coastal Resources Management Council
 Oliver H. Stedman Government Center
 4808 Tower Hill Road, Suite 3
 Wakefield, RI 02879-1900

(401) 783-3370
 Fax (401) 783-2069

PUBLIC NOTICE

File Number: 2019-12-079 Date: January 7, 2020

This office has under consideration the application of:

Seakist Aquaculture LLC
Attn: Nicholas Papa
151 Cedar Hill Drive
Jamestown, RI 02835

for a State of Rhode Island Assent to expand and maintain: an existing oyster farm using floating gear. The current site is 3.8 acres and the application is for a 4.8 acre expansion for a total of 8.6 acres

Project Location:	Narragansett Bay
City/Town:	Jamestown
Waterway:	Dutch Island Harbor

Plans of the proposed work may be seen at the CRMC office in Wakefield.

In accordance with the Administrative Procedures Act (Chapter 42-35 of the Rhode Island General Laws) you may request a hearing on this matter.

You are advised that if you have good reason to enter protests against the proposed work it is your privilege to do so. It is expected that objectors will review the application and plans thoroughly, visit site of proposed work if necessary, to familiarize themselves with the conditions and cite what law or laws, if any, would in their opinion be violated by the work proposed.

If you desire to protest, you must attend the scheduled hearing and give sworn testimony. A notice of the time and place of such hearing will be furnished you as soon as possible after receipt of your request for hearing. If you desire to request a hearing, to receive consideration, it should be in writing (**with your correct mailing address, e-mail address and valid contact number**) and be received at this office on or before February 6, 2020.

/lat

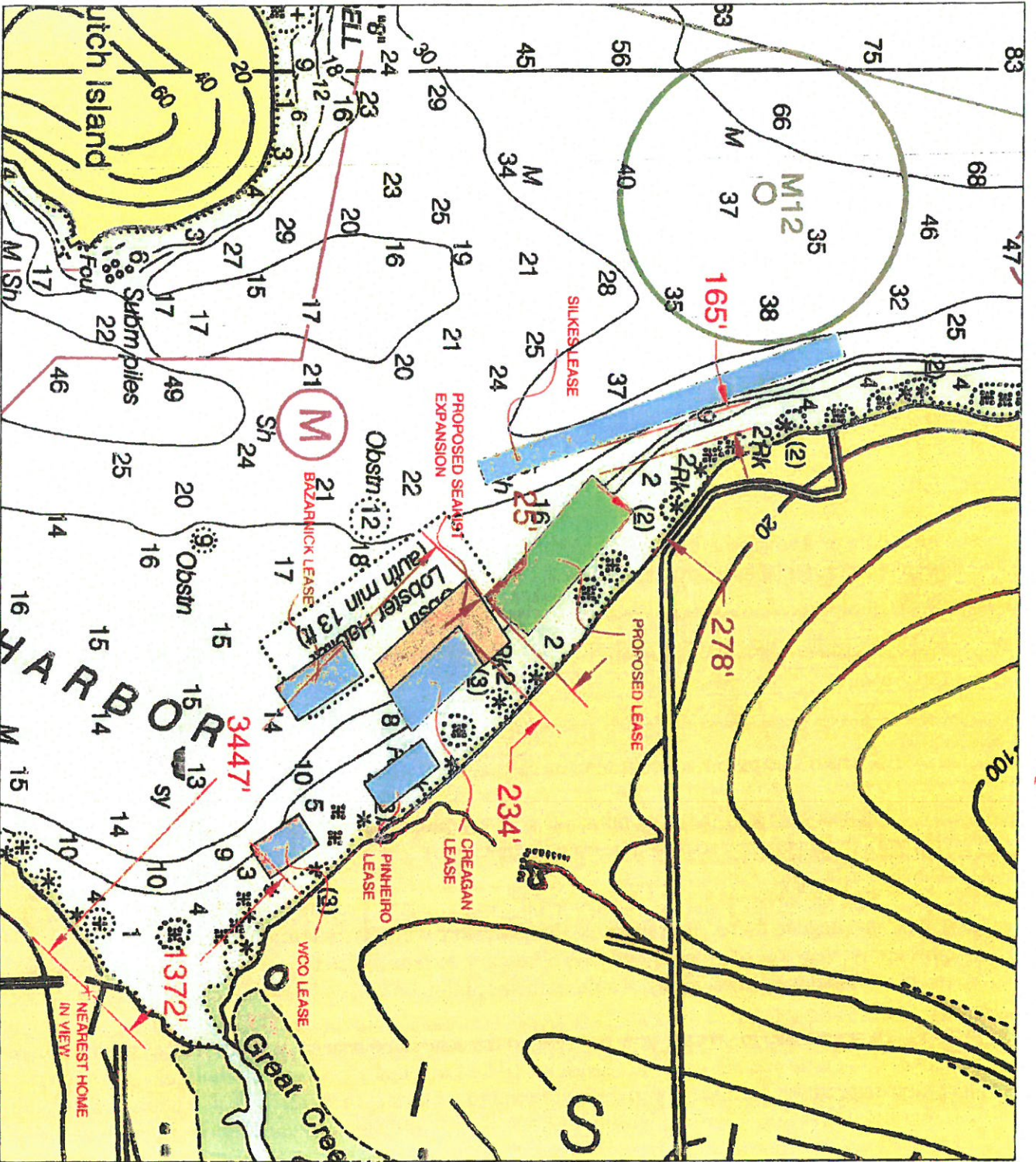


Figure 5: Distance to proposed site from nearest shoreline features and adjacent ocean farms (existing and proposed).

<p>SCALE 1" = 800'</p>		<p>PROPOSED SITE CONTEXT WEST PASSAGE, JAMESTOWN, RI</p>	<p>WALRUS AND CARPENTER OYSTERS LLC PREPARED: SEPTEMBER 2019</p> <p>RECEIVED DEC 10 2019</p>
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Exeter-West Greenwich Regional School District

940 Nooseneck Hill Rd. West Greenwich, RI 02817

401.397.5125 Fax: 401.397.2407

School Committee

Claudine Pande, Chairperson; Lee Kissinger, Vice-Chairperson; Theresa Donovan, Clerk; Diane Bampton Allen; Sheryl R. Green; Paul R. McFadden; Aimee M. Gardiner

JAMES H. ERINAKES, II, M.Ed.
Superintendent of Schools

MARIE-ELENA J. AHERN, Ed.D.
Curriculum Director

Administration
SARAH DENTZ, M. Ed.
Director of Special Services

ROBERT V. ROSS, M.Ed.
Director of Administration

PATRICIA J. RUIZZO
District Treasurer

Resolution of the Exeter-West Greenwich Regional School District School Committee

State Funding of Education/Fair Funding Formula

The Rhode Island Department of Education, in cooperation with Dr. Kenneth Wong from Brown University, released a new funding formula for Rhode Island in February of 2010. The Board of Regents for Elementary and Secondary Education approved a set of five guiding principles to inform the direction of the funding formula workgroup, which included the following:

- 1) Build a strong foundation for all children.
- 2) Improve equity among districts and schools.
- 3) Be transparent and consistent.
- 4) Be financially responsible.
- 5) Use New England and Rhode Island data and empirical research.

The 2010 funding formula was phased in over a ten-year period based on a transition model. As described by RIDE, "underfunded districts" were to be fully funded within five years, while reductions for "overfunded districts" would be phased in over ten years. The 2019-2020 fiscal year represents the final year of the phasing in for "overfunded districts."

According to documents produced by the Rhode Island Department of Elementary and Secondary Education prior to roll-out of the 2010 funding formula, "local school leaders, using reliable and predictable information on state education aid, will be able to make more effective decisions to support student learning." Additionally, key recommendations of the funding formula workgroup included the following:

- 1) "Every three years, conduct a high-quality costing-out study to update the formula.
- 2) Review existing legislation and statutes on education spending to determine what adjustments may be needed."

In May of 2015, the Rhode Island House of Representatives released a draft report from the Special Commission to Study and Assess Rhode Island's "Fair Funding Formula." This commission focused much of their review on the impact of charter school expansion and the method of calculating district costs paid to charter schools for resident enrollments. The growth of charter schools is but one of several key challenges that have impacted districts since the implementation of the 2010 funding formula. Most recently, the growth of school-based career and technical education programs as well as transportation costs related to the educational stability of children placed in the care of the Department of Children, Youth and Families have placed an incredible financial burden on local communities.

The Rhode Island Senate, under the leadership of Senator Ryan Pearson, has established a workgroup to analyze the impact of the funding formula and recommend changes based on current Rhode Island circumstances. While well-intended, implementation of the funding formula has created disproportionate challenges for individual communities and has not consistently adhered to the guiding principles established by the Board of Regents for Elementary and Secondary Education, nor has it consistently provided district leaders with the reliable and predictable information necessary to make informed, student-focused decisions. For these reasons, the Exeter-West Greenwich Regional School District School Committee establishes the following resolution in favor of meaningful changes to the current Rhode Island education funding formula:

WHEREAS: The Exeter-West Greenwich Regional School District School Committee has consistently supported the educational needs of the students who reside in our member communities, approving annual budgets that account for loss in state aid over the ten-year phase in process for "overfunded districts" as well as additional funding for program enhancements and contractual increases; and

WHEREAS: The Exeter-West Greenwich Regional School District School Committee has assumed approximately \$1.7 Million in State Aid reductions over the ten-year phase in period while investing heavily in instructional technology, school safety, and a two-year analysis of existing facilities resulting in the submittal of a Stage I proposal for upgrading our buildings to meet 21st century learning requirements and to address issues highlighted by the Jacobs Report; and

WHEREAS: The Exeter-West Greenwich Regional School District School Committee relies on consistent and predictable state aid in order to plan effectively for the future of this district; and

Our Mission: Empowering Students: Dream...Reach...Succeed.

The Exeter-West Greenwich Regional School District does not discriminate on the basis of age, sex or sexual orientation, gender identity, marital status, religion, race, national origin, color, creed, political affiliation or disability in its employment policies.

WHEREAS: The Exeter-West Greenwich Regional School District School Committee received late word of an additional unanticipated \$870,000 reduction (bringing our cumulative total to approximately \$2.6 M in reductions) in state aid for fiscal year 2021, based on municipal funding formula variables, which has derailed our capital project work and wasted hundreds of thousands of local and state dollars in preparing for a project that we can no longer afford to pursue at its current scope; and

WHEREAS: In addition to contractual, health care, and rising costs associated with ESSA transportation and charter/CTE expansion that impact all Rhode Island districts, the Exeter-West Greenwich Regional School District School Committee will now need to propose significant cuts to educational programs and staff in order to meet the 4% taxing cap required by law so that local taxpayers can assume a single-year reduction in state aid that represents 2.61% of our current operating budget.

NOW, THEREFORE, BE IT RESOLVED: That the Exeter-West Greenwich Regional School District School Committee respectfully requests that the Rhode Island Department of Elementary and Secondary Education work closely with the current Senate study group to address issues of consistency and reliability in annual state education funding for each local district. According to materials prepared by RIDE for the 2010 funding formula release, "For the past fifty years, distributions of education aid have included a myriad of past policy decisions that have become obsolete, lost relevancy, or are outdated, which created inequities in the current system." The 2010 formula created a ten-year phase-in correction to a problem that developed over a fifty-year period. At the very least, the Senate workgroup and RIDE should consider the following:

- 1) Establish a consistent, state-wide strategy for updating municipal data (median income, housing sales/values) and allow for an annual phase-in of changes over a shorter period of time. For example, all municipalities update data in 2020. Resulting changes to district funding are phased in over a 3-year period (increases), or a 5-year period (decreases). The process is repeated in 2025. The concept of looking at changes over a block of years eliminates unmanageable year-to-year fluctuations which have been problematic for many local communities.
- 2) Address the key funding challenges that have impacted all communities since initial implementation of the 2010 funding formula, including but not limited to ESSA transportation as well as charter and CTE expansion. How do these variables fit into a revised version of the funding formula, or are some of these costs assumed by the state or funded through new categorical line(s)?
- 3) Review the Massachusetts plan for funding education, where state lawmakers recently passed a new \$1.5 B in increased funding bill that addresses many of the issues faced by Rhode Island districts. The increase in funding is a response to a Massachusetts study commission that determined the previous formula underestimated the foundation-level costs for education by approximately \$1 B. It is important for Rhode Island to perform a similar study to ensure that our assumptions about foundation-level costs accurately reflect the current reality faced by all Rhode Island districts.

RESOLVED: That the Exeter-West Greenwich Regional School District School Committee calls on each of our State Senators and Representatives to support a comprehensive review of the current funding formula, and to sponsor/endorse necessary legislative change for the benefit of all Rhode Island students, based on recommendations of this workgroup;

RESOLVED: That the Exeter-West Greenwich Regional School District School Committee calls on the Rhode Island Department of Elementary and Secondary Education and its Commissioner to stand by her message about the seriousness of school improvement and supporting schools across the state with students being at the center of all decision making processes. This means all students and all schools. The state should not look to dismantle one to build up another.

RESOLVED: That the Exeter-West Greenwich Regional School District School Committee calls on RIASC and other professional organizations to undertake efforts to promote meaningful change that will benefit all Rhode Island districts during the upcoming legislative session;

RESOLVED: That a copy of this Resolution be forwarded to every Rhode Island municipality, School Committee, State Senator, State Representative, the Rhode Island Department of Elementary and Secondary Education, the Rhode Island Association of School Committees, the Rhode Island Association of School Superintendents, Rhode Island Association of School Principals, NEA, AFT, and the Governor.

WHERETO: The following bear witness:



Claudine Pande, School Committee Chair



Theresa Donovan, School Committee Clerk

1/8/2020

Passed (Date)

Our Mission: Empowering Students: Dream...Reach...Succeed.

The Exeter-West Greenwich Regional School District does not discriminate on the basis of age, sex or sexual orientation, gender identity, marital status, religion, race, national origin, color, creed, political affiliation or disability in its employment policies.