



**TOWN COUNCIL MEETING**  
**Jamestown Town Hall**  
***Rosamond A. Tefft Council Chambers***  
***93 Narragansett Avenue***  
**Monday, February 3, 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.*

**I. ROLL CALL**

**II. CALL TO ORDER, PLEDGE OF ALLEGIANCE**

**III. PUBLIC HEARINGS, LICENSES AND PERMITS**

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

**A) Peddler and Holiday License Renewal Application**

- 1) Applicant: A. B. Monroe Dairy, Inc. **dba: Munroe Dairy**  
Address: 151 North Bow Street, East Providence, RI 02914

**B) Trash Collector License Renewal Applications**

- 1) Applicant: Island Rubbish Service, Inc. **dba: Island Rubbish**  
Address: 8 Swinburne Street, Jamestown, RI 02835
- 2) Applicant: Republic Services, Inc. **dba: Republic Services, Inc.**  
Address: 1080 Airport Road, Fall River, MA 02720

#### **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) Del's Lemonade and Refreshments, Inc. Memorandum of Agreement as listed in the Consent Agenda
- 2) Golf Course Building Project Update
- 3) 2020-2021 Budget Process
- 4) Conservation Easement Project

#### **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 February 18, 2020 and March 2, 2020 at 6:30 p.m.

B) Request of Vice President Mary Meagher Regarding Jamestown Boat Yard Expansion

- 1) Application #2019-06-014, RIDEM WQD 19-123 DP 19-174  
Jamestown Boat Yard – 60 Dumpling Drive

#### **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 Council President White Regarding Evaluation of Town Council Liaison positions

B) Request of Council President White Regarding an Appointment of a Town Council Liaison to the Strategic Plan Committee for Jamestown School Department

C) Request of Councilor Piva Regarding an Appointment of a Town Council Liaison to the Jamestown Fire Department

D) Presentation by Andrew Wade, Recreation Director on Fire Work Display Options in Jamestown



**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) Jamestown Housing Authority (one vacancy with a five-year term expiring December 31, 2024)
    - a) Letters of interest for appointment
      - i) Jessica McCarthy\*
      - ii) Karen Bell (Coffee)
  
- B) Discussion and Order to Advertise in the Jamestown Press; Notice of a Public Hearing for Proposed Amendments to the Code of Ordinances regarding Chapter 46- Hawkers, Peddlers, Door-to-door salespersons and Mobile Food Establishments

**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) Adoption of Town Council Minutes
  - 1) December 16, 2019 (regular meeting)
  - 2) December 16, 2019 (executive session)
  - 3) January 6, 2020 (interviews)

- B) Request of Tax Assessor for Specific Abatements & Addenda of Taxes

<b>MOTOR VEHICLE ABATEMENTS TO 2000 TAX ROLL</b>		
03-1037-00M		484.26
<b>MOTOR VEHICLE ABATEMENTS TO 2004 TAX ROLL</b>		
02-1265-50M		42.80
<b>MOTOR VEHICLE ABATEMENTS TO 2005 TAX ROLL</b>		
02-1265-50M		2.57
<b>REAL ESTATE ABATEMENTS TO 2019 TAX ROLL</b>		
03-1398-01	Plat 14, Lot 163	\$125.00
<b>TOTAL ABATEMENTS</b>		<b>\$ 654.63</b>
<b>TOTAL ADDENDA</b>		<b>\$ 0</b>

- C) Award of Bid- Fire Department
  - 1) Kingfisher Company Inc. for Emergency Fire Alarm Reporting and Notification System for the Town in an amount not to exceed \$48, 513.00
  - 2) Kingfisher Company Inc. for Radio Transmitter Boxes to be installed at the Fire Station, Police Station, Town Hall, Community Center, Library, Senior Center, Public Works Facility and Ft. Wetherill Facility in amount not to exceed \$4,500.00 per installation
  
- D) Memorandum of Agreement with Del's Lemonade and Refreshments, Inc. with the Town of Jamestown for Concession Services at Mackerel Cove Beach from May 15, 2020 to October 15, 2020

**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: Stephen De Voe  
Dated: January 18, 2020  
Re: Jamestown Boat Yard
- 57) Copy of Email to: Jamestown Town Council  
From: Roxalene (Pebbles) Wadsworth  
Dated: January 18, 2020  
Re: JBY
- 58) Copy of Letter to: Jamestown Town Council  
From: Barbara Carton  
Dated: January 21, 2020  
Re: JBY Expansion



- 59) Copy of Email to: Jamestown Town Council  
From: Louise Potter  
Dated: January 17, 2020  
Re: JBY Expansion
- 60) Copy of Letter to: Jamestown Town Council  
From: Clarke Moody  
Dated: January 18, 2020  
Re: JBY Expansion
- 61) Copy of Email to: Jamestown Town Council  
From: Catherine Biddle & William Dunning  
Dated: January 18, 2020  
Re: JBY Expansion
- 62) Copy of Email to: Jamestown Town Council  
From: Frank Di Zoglio  
Dated: January 18, 2020  
Re: JBY Expansion
- 63) Copy of Email to: Jamestown Town Clerk  
From: Cornelia Fischer Sertl  
Dated: January 21 2020  
Re: JBY Expansion
- 64) Copy of Email to: Jamestown Town Council  
From: Susan Maffei Plowden  
Dated: January 2, 2020  
Re: JBY Expansion
- 65) Copy of Email to: Jamestown Town Council  
From: Julie Gaither  
Dated: January19, 2020  
Re: JBY Expansion
- 66) Copy of Email to: Jamestown Town Council  
From: Betsy Edie  
Dated: January19, 2020  
Re: JBY Expansion Objection
- 67) Copy of Email to: Jamestown Town Council  
From: Peter Parsons  
Dated: January 19, 2020  
Re: JBY Expansion

- 68) Copy of Email to: Jamestown Town Council  
From: Amy Taft  
Dated: January 19, 2020  
Re: JBY Expansion
- 69) Copy of Letter to: Jamestown Town Council  
From: Hugh M. Balloch  
Dated: January 20, 2020  
Re: JBY Expansion
- 70) Copy of Letter to: Jamestown Town Council  
From: Mark Grosby  
Dated: January 16, 2020  
Re: Jamestown Boat Yard
- 71) Copy of Email to: Jamestown Town Council  
From: Thomas Fritz  
Dated: January 21, 2020  
Re: JBY Expansion
- 72) Copy of Email to: Jamestown Town Council  
From: Lawrence Goss  
Dated: January 21, 2020  
Re: JBY Expansion
- 73) Copy of Email to: Jamestown Town Council  
From: Bill & Janet Maynard  
Dated: January 16, 2020  
Re: JBY Expansion
- 74) Copy of Email to: Jamestown Town Council  
From: David Laurie  
Dated: January 22, 2020  
Re: JBY Expansion
- 75) Copy of Letter to: Erin Liese, Town Clerk  
From: Joseph D'Arrigo  
Dated: January 21, 2020  
Re: JBY Expansion
- 76) Copy of Letter to: Jamestown Town Council  
From: Louise Potter  
Dated: January 22, 2020  
Re: JBY Expansion

- 77) Copy of Email to: Jamestown Town Council  
From: Alan & Lorraine Katz  
Dated: January 21, 2020  
Re: CRMC File 2019- 12-055 Walrus & Carpenter
  
- 78) Copy of Email to: Jamestown Town Council  
From: Alan & Lorraine Katz  
Dated: January 21, 2020  
Re: CRMC Notice 2019- 12-079
  
- 79) Copy of Letter to: Jamestown Town Council  
From: Sharon Purdie, Ted Sybertz, William R. Kalander, Jr,  
Jim and Renee McCooey  
Dated: January 22, 2020  
Re: Proliferation of Floating Oyster Cages in Dutch Harbor
  
- 80) Copy of Letter to: Jamestown Town Council  
From: Martha Milot  
Dated: January 25, 2020  
Re: JBY Expansion
  
- 81) Copy of Letter to: Jamestown Town Council  
From: Nancy Sall  
Dated: January 24, 2020  
Re: JBY Expansion
  
- 82) Copy of Letter to: Jamestown Town Council  
From: Jeffrey W. Gravdahl  
Dated: January 22, 2020  
Re: JBY Expansion
  
- 83) Copy of Letter to: Jamestown Town Council  
From: Justin T. Shay, Cameron & Mittleman Attorney-at-Law  
Dated: January 24, 2020  
Re: JBY Expansion
  
- 84) Copy of Email to: Jamestown Town Council  
From: Edie Hadley  
Dated: January 28, 2020  
Re: JBY Expansion
  
- 85) Copy of Letter to: Jamestown Town Council  
From: Kara & Christopher Museler  
Dated: January 24, 2020  
Re: Dutch Harbor Oyster Farm

86) Copy of Letter to: Mr. Michael White, President  
From: U.S. Census Bureau  
Dated: January, 2020  
Re: Boundary Validation Program

- B) Proclamations and Resolutions from other Rhode Island Cities and Towns
- 1) City of Newport Resolution 2020-01 Death Deed Option
  - 2) City of Newport Resolution 2020-02 High School Civics Class
  - 3) North Kingstown School Department Resolution Field Trip Funding Law

## **XI. 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](http://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](mailto:eliese@jamestownri.net) not less than three (3) business days prior to the meeting.

*Posted on the RI Secretary of State website on January 29, 2020*



Town Administrator  
93 Narragansett Avenue  
Jamestown, Rhode Island 02835-1199  
401-423-9805  
Email: [jhainsworth@jamestownri.net](mailto:jhainsworth@jamestownri.net)

Jamie A. Hainsworth  
Town Administrator

**MEMORANDUM TO: Honorable Town Council**  
**FROM: Town Administrator, Jamie A. Hainsworth**  
**DATE: 1/28/2020**  
**SUBJECT: Town Administrator's Update**

**M.O.U. to extend agreement with Dels Lemonade: On Consent Agenda:** The staff and I recommend to approve the extension of the 2017 R.F.P. with Dels Lemonade from May 15 to October 15, 2020. This being a unique product, it has been a good arrangement and the business owner also has a restaurant in Town.



**Golf Course Building Project: F.Y.I. -No Action.** The Bids are scheduled to be opened on January 31, 2020 at 11 a.m. Mike Gray will go through them and we do expect to have a recommendation for the Council on February 18, 2020 meeting.

**2020-2021 Budget Process: F.Y.I. -No Action.** This process is ongoing daily the Finance Director and I are beginning our meetings with Department Heads this week and into the next couple of weeks.


**Conservation Easement Project: F.Y.I. No Action.** On January 21, 2020 The Town Planner, pursuant to the Council's vote at the October 21, 2019, has successfully completed and recorded the conservation easements and management plan on 22 more of the Jamestown Shores lots. This as you know was a cooperative effort by the Council, the Planning Office, the Conanicut Island Land Trust, the Conservation Commission, the Jamestown Shores Association and the Administration. To date on this project a total of 108 lots have been permanently protected in the Jamestown Shores for the purpose of water resource protection.

Additionally, I continue to visit all Town Departments and facilities. Continue meeting and working on issues and concerns with all of our Departments, the Library Board, Jamestown Housing Authority, CISF and our citizens.

# February

Sun	Mon	Tues	Wed	Thu	Fri	Sat
	<b>2</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
	Town Council Meeting: 6:30 pm	Probate Court 9am	Planning Commission 7pm		Town Council Museler/ Sears Appeal Hearing @10	
<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
		Library Board of Trustees 5pm (JPL) Conservation Commission (CR) 7pm	Housing Authority 10am (PA) Harbor Commission 7pm Town Council Agenda & Bills Deadline @ Noon	Town Council Packets		
<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>
	President's Day Town Hall Closed 	Town Council/Water & Sewer: 6:30 pm Tree Committee 6:45pm (JPL)	Planning Commission 7pm	Traffic Committee 6pm		
<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>
		Zoning Board of Review 7pm	Town Council Agenda & Bills Deadline @ Noon	Town Council Packets		

# March

Sum	Mon	Tue	Wed	Thu	Fri	Sat
1	2 Town Council Meeting: 6:30 pm	3	4 Probate Court 9am Planning Commission 7pm	5 CIAA Intake 1:00 – 6:00	6	7
8	9	10 Library Board of Trustees 5pm (JPL) Conservation Commission 7pm (CR)	11 Housing Authority 10am (PA) Harbor Commission 7pm <i>Town Council Agenda &amp; Bills Deadline @ Noon</i>	12 CIAA Opening 5:30-7:30 <i>Town Council Packets</i>	13	14
15	16 Town Council/Water & Sewer: 6:30 pm	17  Tree Committee 6:45pm	18 Planning Commission 7pm	19 Traffic Committee 6pm	20	21
22	23	24 Zoning Board of Review 7pm	25	26	27	28
29	30	31				

**2020**

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**INTERNAL MEMORADUM**

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TO: JAMESTOWN TOWN COUNCIL  
FROM: MARISA DESAUTEL, ESQ. – DESAUTEL LAW  
DATE: 1/29/2020  
RE: JAMESTOWN BOAT YARD

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As requested, this memo contains a list of facts and conclusions regarding the relevant materials reviewed for the above-referenced matter.

Expansion

- Jamestown Boat Yard (JBY) does not make any reference to adding dock slips in their application or amended application. In a letter dated September 9, 2019, RACE (on behalf of JBY) states that the boating capacity shall remain the same because the facility improvements are “for maintenance of vessels moored in the existing mooring field not for seasonal or transient dockage.”
- The Town has before it information that the expansion is to be used for service only. In the event that the Town obtains evidence that the marina increases its number of slips, Town review and approval may be required. Enforcement action may also be considered.

Moorings

- The application states JBY is seeking to dredge to allow for 45’ to 60’ vessels. The Jamestown Harbor Management Plan has certain mooring requirements for vessels 40’-49’ and 50’-59’. JBY has 11 vessels between 40’-49’ (3 of those being over 45’); 3 vessels between 50’-59’; and 1 vessel that is 68’.
- The Harbor Management Plan requires a tri-annual inspection report of moorings - more information on moorings at that time.

Dredging

- From the Applicant’s Shellfish Survey:

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.

- The applicant revised its dredging footprint to avoid the shellfish relocation and mitigation above. However, the Town may request that CRMC enforce the above provision from the survey to the extent that there is any impact. As the objectors note, there may be impacts even from the decreased dredging activity. The CRMC may include these conditions in the Assent, if it issues one.



Parking

- There is a document in both the DEM and CRMC files where the Town certifies that the project plans conform with all elements of the Town’s zoning ordinance.
- CRMC file No. 1993-10-095 - the CRMC granted JBY a marina perimeter limit but had specific parking requirements of one space at 300 square feet for each 1.5 boats. JBY stated that it had enough parking for 232 cars based on CRMC standards for calculating parking space. JBY had 57 moorings at that time. Since then, JBY has increased its amount of moorings, thus increasing the parking requirement, and expanded its boat storage, thus decreasing available parking space.
- CRMC Assent from 1993 approves 23 boats.
- The marina and parking were accepted by the Town before 1981 as a non-conforming use. Parking was never addressed or accounted for.
- From the Town Zoning Ordinance, Sec. 82-1203, “Minimum off-street parking requirements:”

8.	Marina or yacht club with indoor facilities add	1 space per 1.5 boats or slips 1 space per 6 persons capacity
----	--	--

If the dock expansion results in more boats, then the Town can require 1.5 parking spaces per boat. The ordinance is not restricted to just “slips.”

COMMITTEE NAME

TOWN COUNCIL LIASON

Affordable Housing	William Piva
Beavertail State Park Advisory	----
Board of Canvassers	----
CRMC	----
Conservation Commission	Mary Meagher
Discover Newport	---
Fire Department Compensation	---
Housing Authority	Nancy Beye
Harbor Management	Randall White
Juvenile Hearing Board	---
Library Board of Trustees	Mary Meagher
Planning Commission	---
Quonset Development	---
School Committee	Mike White
Tax Assessment Board of Review	---
Traffic Committee	Mary Meagher, Member
Tree Committee	---
Zoning Board	---

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**PUBLIC HEARING NOTICE  
TOWN OF JAMESTOWN**

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Notice is hereby given that the Town Council of the Town of Jamestown will conduct a public hearing on February \_\_\_\_, 2020 at \_\_\_\_ P.M. at the Jamestown Town Hall, 93 Narragansett Avenue on the following proposed amendment to the Code of Ordinances regarding Chapter 46 – Peddlers and Itinerant Vendors. Opportunity shall be given to all persons interested to be heard upon the matter at the public hearing. The following proposed ordinance amendment is under consideration and may be adopted and/or altered or amended prior to the close of the public hearing without further advertising, as a result of further study or because of the views expressed at the public hearing. Any alteration or amendment must be presented for comment in the course of the public hearing. The proposed amendment is available for review and/or purchase at the Town Clerk’s Office between the hours of 8:30 a.m. and 4:30 p.m., Monday through Friday, excluding Holidays and on the Town’s web site at [www.jamestownri.gov](http://www.jamestownri.gov).

**Section 1.** The Town Council of the Town of Jamestown hereby ordains that the Jamestown Code of Ordinances, Chapter 46, as the same may have been heretofore amended, is hereby amended by changing the text of the Chapter, as follows:

NOTE: words set as ~~striketrough~~ 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](mailto: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:

**EXHIBIT A**

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~~Chapter 46- PEDDLERS AND ITINERANT VENDORS~~

~~ARTICLE I. - IN GENERAL~~

~~Secs. 46-1-46-20. - Reserved.~~

~~ARTICLE II. - PEDDLERS AND SOLICITORS~~

~~DIVISION 1. - GENERALLY~~

~~Sec. 46-21. - Creation of noise.~~

~~Hawkers and peddlers licensed under the provisions of this article shall make no loud outcries, or use horns or devices of a noisy character, liable to disturb or annoy inhabitants of the town.~~

~~Sec. 46-22. - Peddling at houses.~~

~~It shall be unlawful for any peddler or itinerant person to go to any house within the town and to knock at or ring any bell of such house, or otherwise to induce the occupant of such house to come to or open any door of the house for the purpose of buying or selling or offering to buy or sell, or to peddle or barter, or to leave thereat or take therefrom any chattels, wares or merchandise, or for the purpose of delivering or leaving thereat any sample or inquiry concerning certain wares or merchandise for sale without permission of such occupants had or given. This section shall not be construed to affect any local tradesmen who take orders for their wares for immediate delivery from their shops.~~

~~Sec. 46-23. - Penalty for violation of article.~~

~~Any person violating any of the provisions of this article shall be imprisoned or fined within the limits provided by G.L. 1956, § 5-11-18.~~

~~Secs. 46-24-46-40. - Reserved.~~

~~DIVISION 2. - LICENSE~~

1 ~~Sec. 46-41. -- Required.~~

2 ~~No person shall hawk or peddle or sell or offer for sale on any street, square or alley,~~  
3 ~~or from door to door within the town any goods, wares, merchandise or other articles and~~  
4 ~~substances from wagons, carts, pushcarts, other vehicles or on foot without first obtaining~~  
5 ~~a license authorizing such person to sell such goods, wares, merchandise or other articles~~  
6 ~~and substances on the streets, lanes, squares or alleys of the town, or from door to door.~~

7 ~~Sec. 46-42. -- Application.~~

8 ~~All hawkers and peddlers and all persons selling or offering for sale any goods, wares,~~  
9 ~~merchandise and other articles or substances on any street of the town or from door to~~  
10 ~~door shall make application for a license to the town council, and, upon approval of such~~  
11 ~~application by the town council, the town clerk shall issue a license accordingly to such~~  
12 ~~persons, respectively, to sell the articles and substances mentioned in this section, in~~  
13 ~~such manner as shall be specified in such license upon any street in the town.~~

14 ~~Sec. 46-43. -- Fees.~~

15 ~~(a) -- Schedule. Every person to whom a license shall be granted by the town council,~~  
16 ~~before receiving the license, shall pay to the town clerk the fees which are established~~  
17 ~~in appendix C.~~

18 ~~(b) -- Exemptions. No license fee levied under subsection (a) of this section shall be~~  
19 ~~charged where the licensee is exempt and has been licensed under G.L. 1956, § 5-~~  
20 ~~11-18.~~

21 ~~Sec. 46-44. -- Permit.~~

22 ~~(a) -- Required; form; wearing; deposit; return. Every person licensed under this article~~  
23 ~~shall also obtain from the town clerk a permit of white metal at least 2½ inches in~~  
24 ~~diameter, and shall at all times while engaged in the business for which such person~~  
25 ~~is licensed wear such permit conspicuously on the outside of such person's outside~~  
26 ~~shirt or coat. Such permit shall bear in black enamel a number which shall correspond~~  
27 ~~to the permit number marked on the license, and shall be issued upon the deposit of~~  
28 ~~the cost of the permit to such person, and upon the surrender of such permit to the~~  
29 ~~town clerk, the deposit shall be returned and the license shall thereby be revoked.~~

30 ~~(b) -- Illegal use. No person shall wear any such permit after the expiration or revocation~~  
31 ~~of the license represented by it, and any licensed person who shall suffer any such~~  
32 ~~permit, issued to such person, to be used by another person for a purpose similar to~~  
33 ~~that for which the permit was issued to such person, shall forfeit the permit, together~~  
34 ~~with the license represented by it.~~

35 ~~Sec. 46-45. -- Expiration.~~

36 ~~Each license issued under the provisions of this article not otherwise restricted as to~~  
37 ~~its duration shall expire on the last day of February.~~

38 ~~Sec. 46-46. -- Personal nature of issuance; nontransferable; assistance to licensee.~~



1        ~~Such license shall not be transferable, or give authority to more than one person to~~  
2 ~~sell goods as a hawker or peddler, either by agent or clerk; or in any other way than in~~  
3 ~~such person's own proper person; but any licensee may have the assistance of one or~~  
4 ~~more persons in conducting such licensee's business, who shall have authority to aid their~~  
5 ~~principal but not to act for or without their principal.~~

6 ~~Sec. 46-47. - Display upon demand of police officer.~~

7        ~~Any person who shall neglect or refuse on demand by any police officer to exhibit to~~  
8 ~~such officer such person's license shall be deemed for the purpose of this article to be~~  
9 ~~unlicensed and to have violated the provisions of this article.~~

10  
11 **Chapter 46 – HAWKERS, PEDDLERS, DOOR-TO-DOOR SALESPERSONS AND MOBILE**  
12 **FOOD ESTABLISHMENTS**

13  
14 **ARTICLE I. - IN GENERAL**

15  
16 **46-1. Purpose.**

17  
18 The purpose of this article is to protect the public health, safety and general welfare  
19 through the regulation of hawkers, peddlers, door-to-door salespersons and mobile  
20 food establishments in the Town of Jamestown.

21  
22 Secs. 46-2—46-20. - Reserved.

23  
24 **ARTICLE II. – HAWKERS, PEDDLERS AND DOOR-TO-DOOR SALESPERSONS**

25  
26 **46-21. Definitions.**

27  
28 Pursuant to Chapter 11 of Title 5, Section 1.1 of the General Laws, as amended,  
29 the following words shall have the following meaning when used in this chapter.

- 30  
31        A. "Door to door salespersons" means persons who deliver goods, wares or  
32 merchandise to customers for which payment has already been made or is to  
33 be made at the time of delivery;  
34  
35        B. "Hawker" means any person selling or offering for sale any goods, wares or  
36 merchandise, including any food or beverage on any public street, highway  
37 or public right of way in a stationary location; and  
38  
39        C. "Peddler" means any person selling or offering for sale any goods, wares or  
40 merchandise from a vehicle, cart or any other conveyance which is not  
41 stationary.

42  
43 No "hawker" or "peddler" shall sell or offer for sale any single good, ware, or item having  
44 a retail value of more than three hundred dollars (\$300). However, this dollar limitation  
45 shall not apply to any nonprofit corporation duly authorized to do business in Rhode

1  
2  
3 **46-51. Door to door solicitation prohibited.**  
4

5 No person shall sell or attempt to sell his or her products or services by means of  
6 door to door solicitation, or employ or permit any other person to do so in the Town.  
7

8 **46-52. Enforcement; Penalties for offenses.**  
9

- 10 A. Enforcement responsibility. The Police Department shall be responsible for the  
11 enforcement of the provisions of this ordinance.  
12  
13 B. Any person who shall violate any provision of this Article shall, upon conviction  
14 thereof, be punished, for each violation, by a fine of not more than five hundred  
15 dollars (\$500.00) or by imprisonment for not more than thirty (30) days. The  
16 continuation of a violation of any provision of this Article shall constitute, for  
17 each day the violation is continued, a separate and distinct violation hereunder.  
18

19 Secs. 53-60 Reserved.  
20

21 **Article IV. Mobile Food Establishments**  
22

23 **46-61. Purpose.**  
24

25 The purpose of this Article is to fulfill the requirements of Chapter 5-11.1-1 of the  
26 Rhode Island General Laws entitled "State Mobile Food Establishment  
27 Registration Act" and rules and regulations promulgated by the Rhode Island  
28 Department of Business Regulation pertaining to the municipal permitting of  
29 mobile food establishments.  
30

31  
32  
33 **46-62. Definitions.**  
34

35 As used in this Article, the following terms shall have the meanings indicated:  
36

- 37 A. Mobile Food Establishment means a food service operation that is operated from a  
38 movable motor-driven or propelled vehicle, portable structure, or watercraft  
39 that can change location. Mobile food establishment specifically includes,  
40 but is not limited to, food trucks, food carts, ice cream trucks/carts, and  
41 lemonade trucks/carts.  
42  
43 B. Mobile Food Establishment Permit shall mean a permit issued by the Town  
44 of Jamestown to a mobile food establishment operator that possesses a  
45 current state mobile food establishment registration.  
46

1 **46-63. Municipal permit required.**

2  
3 A mobile food establishment, upon presenting proof of having a state mobile food  
4 establishment registration issued by the Rhode Island Department of Business  
5 Regulation, shall be issued a municipal mobile food establishment permit to  
6 operate in the Town from the Town Clerk.

7  
8 **46-64. Restrictions on mobile food establishment permits.**

9  
10 The qualifications for a municipal mobile food establishment permit shall not  
11 exceed the qualifications for a state mobile food establishment registration  
12 required by the Rhode Island Department of Business Regulation. The fee for a  
13 municipal mobile food establishment permit shall not exceed the maximum fee  
14 set by the Rhode Island Department of Business Regulation. A single mobile food  
15 establishment permit shall be required to operate within the Town and no  
16 additional permits shall be required for operation on more than one day and/or in  
17 more than one location in the same calendar year.

18  
19 **46-64. Compliance.**

20  
21 The mobile food establishment shall comply with the Town's land use regulations,  
22 and zoning, noise, or other ordinances in relation to the operation of a mobile food  
23 establishment, as well as all applicable statutes, rules, regulations and policies  
24 relating to food safety. Any violation of same shall be cause for suspension or  
25 revocation of a municipal food establishment permit.

26  
27 \_\_\_\_\_



1 **46-65. Display of municipal mobile food establishment permit.**

2  
3 The municipal food establishment permit shall be affixed to the mobile food  
4 establishment in a prominent place.

5  
6 **46-66. Permit fees.**

7  
8 Every person shall pay to the Town Clerk the fees, which are established in appendix C  
9 upon making application.

10 **46-67. Term of license.**

11  
12 A mobile food license permit shall expire one year from the date on which the  
13 state registration was issued by the Department of Business Regulation.

14  
15 **46-68. Permitted Areas.**

16  
17 Sales are prohibited in all areas of Town unless:  
18 Licensed as a sub-applicant of a Special Event Permit or;  
19 Under contract with the Town of Jamestown or;

20  
21 **46-69. Enforcement; Penalties for offenses.**

- 22  
23 A. Enforcement responsibility. The Police Department shall be responsible for the  
24 enforcement of the provisions of this ordinance.  
25  
26 B. Any person who shall violate any provision of this Article shall, upon conviction  
27 thereof, be punished, for each violation, by a fine of not more than five hundred  
28 dollars (\$500.00) or by imprisonment for not more than thirty (30) days. The  
29 continuation of a violation of any provision of this Article shall constitute, for  
30 each day the violation is continued, a separate and distinct violation hereunder.

31  
32 **46-70 – 75 Reserved.**

1 non-profit corporation which has applied under 42 U.S.C. § 501(c)(3) for  
2 approval as a § 501(c)(3) corporation with the Internal Revenue Service or  
3 has been so approved.  
4

5 **46-27. Restrictions.**  
6

- 7 A. Sales are prohibited in all areas of Town unless otherwise licensed as a sub-  
8 applicant of a Special Event Permit, under contract with the Town of Jamestown  
9 or non-profit corporation under 42 U.S.C. § 501(c)(3).  
10  
11 B. At no time shall a hawker or peddler impede the free flow of traffic. The Chief  
12 of Police or his or her designee is hereby authorized to suspend operation of  
13 hawkers or peddlers at any time and for such periods of time on streets and  
14 ways where conditions exist that require the Chief of Police, in his or her  
15 opinion, in the interest of public safety.  
16  
17 C. No hawker or peddler shall sell fireworks of any type.  
18

19 **46-28. Transferability of license.**  
20

21 No license issued pursuant to the provisions of this Chapter shall be transferable,  
22 nor shall it authorize a person other than the one to whom it was issued and named  
23 therein to act there under.  
24

25 **46-29. Display of license.**  
26

27 A person holding a license issued pursuant to the provisions of this Chapter shall  
28 carry it with him at all times while engaged in such business and shall produce it  
29 when required by any police officer and failure to do so shall be grounds to revoke  
30 his license.  
31

32 **46-30. Enforcement; Penalties for offenses.**  
33

- 34 A. Enforcement responsibility. The Police Department shall be responsible for the  
35 enforcement of the provisions of this ordinance.  
36  
37 B. Any person who shall violate any provision of this Article shall, upon conviction  
38 thereof, be punished, for each violation, by a fine of not more than five hundred  
39 dollars (\$500.00) or by imprisonment for not more than thirty (30) days. The  
40 continuation of a violation of any provision of this Article shall constitute, for  
41 each day the violation is continued, a separate and distinct violation hereunder.  
42

43  
44 Secs. 31-50 reserved  
45

46 **ARTICLE III. SOLICITORS**

- 1 (1) Fraud, misrepresentation, omission or false statement contained in the license  
2 application.  
3  
4 (2) Fraud, misrepresentation or false statement made by the person in the course  
5 of carrying on his or her business as a peddler or hawker.  
6  
7 (3) Any violation of this Chapter.  
8  
9 (4) Conviction of any crime or misdemeanor involving moral turpitude.  
10  
11 (5) Conducting the business of hawking or peddling in an unlawful manner or in  
12 such a manner as to constitute a breach of the peace or to constitute a  
13 menace to the health, safety or general welfare of the public.  
14  
15 D. Persons whose license has been revoked under this section may not reapply  
16 for a license within one year of the date of revocation.  
17

18 **46-25. License fees.**

- 19  
20 A. Schedule. Every person to whom shall pay to the Town clerk the fees which are  
21 established in appendix C, upon making application.  
22  
23 B. Exemptions.  
24  
25 a. No license fee shall be charged where the licensee is exempt and has been  
26 licensed under G.L. 1956, § 5-11-18.  
27  
28 b. No license fee shall be charged where the licensee is non-profit corporation under  
29 42 U.S.C. § 501(c)(3).

30 **46-26. Exemptions and limitations.**

- 31 A. No license is required from persons selling their own farm or garden produce,  
32 including flowers, and persons selling works of art or crafts of their own  
33 making at an art or craft show or exhibit, are not hawkers or peddlers and are  
34 not subject to the licensing requirements of this chapter.  
35  
36 B. No license fee shall be charged of any person selling religious books and  
37 publications on behalf of a bible, tract or other religious or moral society for  
38 the purpose of promoting religious or moral improvement, and are sold for  
39 that purpose and not for pecuniary profit.  
40  
41 C. No licensed hawker or peddler shall sell or offer for sale any single food, good,  
42 ware or item having a retail value of more than three hundred dollars (\$300).  
43 However, this dollar limitation shall not apply to any non-profit corporation duly  
authorized to do business in Rhode Island. A non-profit corporation means a

1 their sole discretion, that they find that the requested license will not disrupt  
2 the general health, safety, welfare or morals of the Town and pursuant to the  
3 requirements of Chapter 11 of Title 5, Section 1.1 of the General Laws, as  
4 amended, and as otherwise set forth in Section 46-24, herein.

- 5
- 6 D. Persons licensed under this Chapter shall remove all paper, cardboard, wood  
7 or plastic containers, wrappers or any similar type of litter deposited by the  
8 licensee or his/her customers. The licensee shall provide and use a waste  
9 container, of not less than ten-gallon capacity and not more than thirty-gallon  
10 capacity for the placement of such litter. The licensee shall remove all waste  
11 and litter generated by the licensee and his or her customers on a daily basis.
- 12
- 13 E. The Town Clerk, upon a decision of the Town Council to grant a hawker or  
14 peddler license shall issue the license, the term of which shall expire on  
15 December 1 in the year when issued.

16

17 **46-24. Investigation of applicant; grounds for denial or revocation of**  
18 **license.**

- 19
- 20 A. Upon receipt of the application by the Town Clerk's Office, the Chief of Police  
21 or his or her designee shall undertake and complete within 30 days an  
22 investigation of the applicant's business and moral character and of the  
23 statements made in the application, as well as the applicant's proposed  
24 location.
- 25
- 26 B. The Town Council may, after a hearing thereon and in its sole discretion,  
27 either approve, reject or revoke such license or any application therefor. In  
28 reviewing any application for the issuance, renewal or revocation for a  
29 hawkers and/or peddlers license, the Town Council may consider any or all  
30 of the following factors:
- 31
- 32 (1) The potential for traffic congestion.
- 33
- 34 (2) The need in the community for the proposed license.
- 35
- 36 (3) The zoning of the parcel in question and its compatibility with the proposed  
37 application.
- 38
- 39 (4) The unsatisfactory moral character or business responsibility of the applicant.
- 40
- 41 (5) Any other conditions which may prove to be inimical to the public health,  
42 safety and welfare of the Town.
- 43
- 44 C. A license issued under this article may be revoked by the Town Council after  
45 notice and hearing for, but not limited to, any of the following causes:

46 D.



1 Island. A nonprofit corporation means a nonprofit corporation that has applied under 26  
2 U.S.C. § 501(c)(3) for approval as a § 501(c)(3) corporation with the Internal Revenue  
3 Service, or has been so approved.

4 Persons selling farm or garden produce, including flowers, and persons selling works of  
5 art or crafts of their own making at an art or crafts show or exhibition are not hawkers or  
6 peddlers.

7 **46-22. License required.**

8

9 No person shall sell or offer for sale any goods, wares, merchandise, as a hawker,  
10 peddler or door-to-door salesperson in the Town of Jamestown without first having  
11 obtained a license from the Town Council, unless specifically exempted pursuant to  
12 Chapter 11 of Title 5, Section 18 of the General Laws, as amended.

13

14 **46-23. Application for license to be made; license issuance.**

15

16 A. A person desiring a hawker or peddler license shall make application in writing  
17 to the Town Council. Application shall be made upon a form to be supplied by  
18 the Town Clerk. Such application must include the following information:

19 B.

20 (1) Proof that he or she has been issued a permit to make sales at retail by the  
21 State Division of Taxation and approval from the State Health Department, if  
22 applicable.

23

24 (2) Written approvals of the Police Department, Building Official's Office and any  
25 other applicable Town Department.

26

27 (3) The exact days and hours of operation for the proposed license.

28

29 (4) A detailed description of the nature of goods and/or articles to be sold.

30

31 (5) The exact location of the proposed business, to include the plat and lot  
32 number where the business is to be located on property owned by other than  
33 the applicant, a sworn statement must be obtained by the owner consenting  
34 to the application.

35

36 (6) The current zoning designation of the property.

37

38 B. It is further required that any person applying for a hawker or peddler license  
39 under the provisions of this Chapter shall sign a hold harmless agreement  
40 indemnifying the Town of Jamestown, its officers, agents and employees from  
41 any liability arising out of or in the course of his or her business or the granting  
42 of a license for same.

43

44 C. The Town Council may issue a license only if, after a hearing thereon and in

**TOWN COUNCIL MEETING  
December 16, 2019**

**I. ROLL CALL**

A regular meeting of the Jamestown Town Council was held on November 18, 2019. Town Council Members present were as follows: Michael G. White, Mary Meagher, Nancy A. Beye, Randall White, and William J. Piva, Jr. Also present Interim Town Administrator Christina D. Collins, Town Solicitor Peter D. Ruggiero, Chief of Police Edward A. Mello, Public Works Director Michael C. Gray, Recreation Director Andrew Wade and Water and Sewer Clerk, Denise Jennings.

**II. CALL TO ORDER, PLEDGE OF ALLEGIANCE**

Town Council President White called the meeting of the Jamestown Town Council to order at 6:38 P.M. in the Jamestown Town Hall, Rosamond A. Tefft Council Chambers at 93 Narragansett Avenue, and announced the Cell Tower discussion is not listed on the agenda as reported in the Jamestown Press. He then led the Pledge of Allegiance.

**A motion was made by Councilor White with second by Councilor Piva to convene as the Board of Water and Sewer Commissioners. Vote: President White, Aye; Vice President Meagher, Aye; Councilor Beye, Aye; Councilor White, Aye; Councilor Piva, Aye.**

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

The Town Council convened as the Board of Water and Sewer Commissioners at 6:39 P.M. and adjourned from sitting as the Board of Water and Sewer Commissioners at 6:48 P.M. See Board of Water and Sewer Commissioners Meeting Minutes.

**IV. OPEN FORUM**

- A) Scheduled request to address- None
- B) Non-scheduled request to address-

No comments.

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

- A) Town Administrator's Report: Christina D. Collins, Interim Town Administrator
  - 1) Electrify Rhode Island- Vehicle Charging Station Incentive Program
  - 2) Golf Course Clubhouse Update
  - 3) Senior Center Update 6 West Street
  - 4) Town of Jamestown FY 2020/2021 Budget



Interim Town Administrator Collins advised on Betsey Anderson, Senior Services Director Office has moved into the Senior Center located at 6 West Street.

## **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 6<sup>th</sup> and 21<sup>st</sup> at 6:30 p.m.

Upcoming dates were reviewed.

Interim Town Administrator Collins advised the first meeting held in January will be Fort Getty topics.

## **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) Discussion and Possible Action to Nominate and Appoint the New Town Administrator

Council President White reviewed the search process for Town Administrator and was pleased to report the town received 60 applicants. He spoke on the qualification of those interviewed. He further explained at this time they would need a motion to nominate the appointment for the Town Administrator with the terms and conditions to be reviewed and negotiated by the Town Solicitor, on our behalf, and return to the Town Council for final review and approval.

Vice President Meagher would like to appoint Jamie Hainsworth and further spoke on the career and accolades of Mr. Hainsworth. She also spoke on his character, demeanor, passion and enthusiasm.

Councilor White shared he knew Jamie for many years and concurred with his appointment. He also spoke on his integrity, character and enthusiasm for the town.

Councilor Beye advised she did not know Jamie but had her right at the beginning. She thought about who we needed and what we needed. He is genuine and concerned with town and she is very excited.

Councilor Piva agreed with all the other Councilors and was excited to have Jamie on board and looking for the candidate and how they would fit here. Jamie was already a fit.

Council President White stated all the interviewed applicants were well qualified. He further commented on the ease to work with Jamie. Especially with him living in Jamestown.

**A motion was made by Vice President Meagher with second by Councilor Beye to appoint Jamie Hainsworth as Town Administrator with terms and conditions to be negotiated by Town Solicitor for Town Council review and final approval. Vote: President White, Aye; Vice President Meagher, Aye; Councilor Beye, Aye; Councilor White, Aye; Councilor Piva, Aye.**

Vice President Meagher thanked Solicitor Ruggiero, Interim Administrator Collins and Town Clerk Liese for the help and assistance during this process. She also commented on the terrific staff that work for the Town of Jamestown.

- B) Discussion on Short Term Rentals as Requested by Councilor White
  - 1) Communication of Marian Falla Regarding Airbnb, Short term Rentals with regards to Jamestown Zoning

Council White asked that this matter be referred to town staff for review the issues that may be associated with Airbnb and concerns.

Interim Town Administrator Collins advised on past discussions with Host Compliance and recommended staff look at ordinances and regulations to review for recommendation to Council.

Councilor Piva questioned Host Compliance.

Vice President Meagher advised on Host Compliance and how they track data.

Discussion ensued on Host Compliance and Airbnb.

Ms. Falla of Green Lane shared her concerns regarding Airbnb.

Interim Town Administrator Collins advised she would provide the Council with the Host Compliance Report from August, 2019.

- C) Jamestown Rotary Club Requesting Payment by the Town of Jamestown for the Annual Jamestown Classic Bike Race for Police Detail Provided by the City of Newport in the Amount of \$660.00

Mark Holland of Intrepid Lane addressed the Council and requested payment by the Town of Jamestown for the Annual Jamestown Classic Bike Race for police detail provided by the City of Newport in the Amount of \$660.00. He further explained the fundraising efforts of the Rotary that support several community endeavors.

Discussion ensued on the race and community efforts supported by this fundraiser.



**A motion was made by Vice President Meagher with second by Councilor Beye to approve the payment by the Town of Jamestown for the Annual Jamestown Classic Bike Race for police detail provided by the City of Newport in the amount of \$660.00. Vote: President White, Aye; Vice President Meagher, Aye; Councilor Beye, Aye; Councilor White, Aye; Councilor Piva, Aye.**

#### **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:
  - \*has applied for more than one committee
- 1) Discover Newport Board of Directors (one vacancy with an unexpired term expiring September 5, 2020)
  - a) Letters of interest for appointment
    - i) James Rugh
    - ii) Thomas McNiff
    - iii) Jessica McCarthy\*

Vice President Meagher commented on the accomplishments of the applicants and the hospitality requirement to serve on the board.

**A motion was made by Vice President Meagher with second by Councilor Piva to appoint Thomas McNiff to the Discover Newport Board with a term expiring September 5, 2020. Vote: President White, Aye; Vice President Meagher, Aye; Councilor Beye, Aye; Councilor White, Aye; Councilor Piva, Aye.**

- 2) Jamestown Fire Department Compensation Committee (One Citizen-at-Large vacancy with an unexpired term ending date May 31, 2021 and One Citizen-at-Large with a term ending May 31, 2022)
  - a) Letter of interest for appointment
    - i) Eric T. Lexow

It was noted the Council would still need to interview Mr. Lexow.

- 3) Jamestown Harbor Commission Member (one vacancy with a three-year term expiring December 31, 2022)
  - a) Letter on interest for appointment
    - i) Richard Raynes
    - ii) Leo N. Orsi, Jr.
    - iii) Jessica McCarthy\*

Vice President Meagher spoke on the qualifications of Mr. Raynes and Mr. Orsi.

Councilor Piva also stated he would be comfortable with either Mr. Raynes or Mr. Orsi due to their experience and qualifications.

**A motion was made by Vice President Meagher with second by Councilor Piva to appoint Richard Raynes to the Harbor Commission with a term expiring December 31, 2022. Vote: President White, Aye; Vice President Meagher, Aye; Councilor Beye, Aye; Councilor White, Aye; Councilor Piva, Aye.**

- 4) Tree Preservation and Protection Committee (two vacancies with a three-year term expiring December 31, 2021 and December 31, 2022
  - a) Letter of resignation
    - i) Elaine Peterson

President White and Vice President Meagher spoke on the work done by Elaine Peterson and commented they were sad to see the resignation, but thanked her for her service.

- b) Letters of interest for appointment
  - i) Carol Coleman
  - ii) Thomas Farrell

It was noted the Council would still need to interview.

- 5) Jamestown Representative Beavertail State Park Advisory (One vacancy with a remaining term ending date of December, 2019); permission to advertise

**A motion was made by Councilor Piva with second by Councilor Beye to advertise the vacancy on Beavertail State Park Advisory. Vote: President White, Aye; Vice President Meagher, Aye; Councilor Beye, Aye; Councilor White, Aye; Councilor Piva, Aye.**

The Council thanked Christina Collins for her service as Interim Town Administrator.

## **IX. CONSENT AGENDA**

**A motion was made by Councilor Piva with second by Vice President Meagher to approve and accept the Consent Agenda. Vote: President White, Aye; Vice President Meagher, Aye; Councilor Beye, Aye; Councilor White, Aye; Councilor Piva, Aye.**

The Consent Agenda approved consists of the following:

- A) Adoption of Town Council Minutes
  - 1) November 22, 2019 (special meeting)
  - 2) November 22, 2019 (executive session)

- B) Minutes of Boards/Commissions/Committees
  - 1) Jamestown Zoning Board of Review (October 22, 2019)
  - 2) Jamestown Philomenian Library (November 12, 2019)
  
- C) Award of Bid
  - 1) Community Development Block Grant Administration to Church Community Housing Corporation (CCHC) for Professional Administrative Services for the Town's CDBG Program in an Amount not to exceed \$5,000

**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 motion was made by Councilor Beye with second by Councilor White to receive the Communications. .Vote: President White, Aye; Vice President Meagher, Aye; Councilor Beye, Aye; Councilor White, Aye; Councilor Piva, Aye.**

The Communications consists of the following:

- A) Communications
  - 1) Copy of Letter to: Michael White, President  
From: David W. Fish, P.E, R.I. DOT  
Dated: December 2, 2019  
Re: Draft Environmental Assessment for the Reconstruction of the Pell Bridge Approaches, Newport, RI
  
  - 2) Copy of Email to: Erin Liese, Town Clerk  
From: Joseph Pinheiro, Sunset Beach Aquaculture  
Dated: November 19, 2019  
Re: Annual Review Floating Upweller

**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) Pending Litigation (IBPO Retiree Pension Benefits: File No. Balzer vs. Town of Jamestown, C.A. No. 1:19-cv-00109-WES-PAS; Dube, et al, vs. Town of Jamestown, C.A. No. 1:19-cv-00018-WES-PAS

Councilor Piva recused from 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, et al, vs. Town of Jamestown, C.A. No. 1:19-cv-00018-WES-PAS and departed Council Chambers at 8:06 P.M.

**A motion made by Councilor Beye with second by Councilor White to enter Executive Session Pursuant to RIGL § 42-46-5(a) Subsection (2) Pending Litigation (IBPO Retiree Pension Benefits: File No. Balzer vs. Town of Jamestown, C.A. No. 1:19-cv-00109-WES-PAS; Dube, et al, vs. Town of Jamestown, C.A. No. 1:19-cv-00018-WES-PAS at 8:07 P.M. Vote: President White, Aye; Vice President Meagher, Aye; Councilor Beye, Aye; Councilor White, Aye**

The Town Council reconvened the regular meeting at 8:55 P.M. It was announced no action was taken in Executive Session.

## XII. ADJOURNMENT

**A motion was made by Vice President Meagher with second by Councilor White to adjourn. Vote: President White, Aye; Vice President Meagher, Aye; Councilor Beye, Aye; Councilor White, Aye;**

The regular meeting was adjourned at 8:56 P.M.

Attest:

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Erin F. Liese, CMC, Town Clerk

**TOWN COUNCIL INTERVIEW SESSION**  
**January 6, 2020**

- I. CALL TO ORDER**
- II. ROLL CALL**

The interview session for the Jamestown Town Council was called to order at 6:00 p.m. on Monday, January 6, 2020, in the Rosamond A. Tefft Council Chambers of the Jamestown Town Hall at 93 Narragansett Avenue. Town Council Members present were as follows: Michael G. White, Mary Meagher, Nancy A. Beye, and William J. Piva, Jr.

- III. TOWN COUNCIL INTERVIEWS: The Jamestown Town Council will meet in special session to conduct interviews of the following applicants for the following appointments as follows:**

Eric T. Lexow was interviewed for the Jamestown Fire Department Compensation Committee vacancy.

Thomas Farrell was interviewed for the Tree Preservation & Protection vacancy.

- III. ADJOURNMENT**

The Town Council interview session was concluded at 6:30 p.m.

Attest:

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Erin F. Liese, CMC, Town Clerk





Ms. Christina Collins  
Finance Director  
Town of Jamestown  
93 Narragansett Avenue  
Jamestown, RI 02835

**Re: Recommendation for bid award "Emergency Fire Alarm Reporting and Notification System"**

We hereby recommend that the "Emergency Fire Alarm Reporting and Notification System" bid that meets all the required specifications and shall be furnished, delivered, and installed to the Town of Jamestown be awarded to Kingfisher Company, Inc. in the amount of \$ 48,513.00 (forty-eight thousand five hundred thirteen dollars and zero cents).

We also hereby recommend that the new Radio Transmitter Boxes bid that meets all the required specifications be awarded to Kingfisher Company, Inc in the amount of \$ 2,500.00 (two-thousand five hundred dollars and zero cents) per box.

We also hereby recommend that the Installation of all Radio Transmitter Boxes be awarded to Kingfisher Company, Inc in an amount between \$ 1,000.00 (one-thousand dollars) and \$ 3,000.00 (three-thousand dollars) per transmitter box location based upon complexity of the installation.

Currently the Town has \$ 85,000.00 (eighty-five thousand dollars) in the Capital Improvement account for this project. After the cost of the receiving equipment installation if awarded there will be \$ 36,487.00 remaining in the account. With an estimated average of \$ 4,500.00 per installation (Transmitter Box and Installation) into Town owned facilities we recommend authorizing to have eight (8) Transmitter Boxes installed into the following Town owned facilities: This would utilize all the funds in the current Capital Improvement account.

1. Fire Station
2. Police Station
3. Town Hall
4. Community Center
5. Library
6. Senior Center
7. Public Works Facility
8. Ft. Wetherill Facility (Former DPW garage)

This would leave three locations remaining to have Radio Transmitter Boxes purchased and installed.

1. Waste Water Treatment Facility
2. Water Treatment Facility
3. South Pond Reservoir

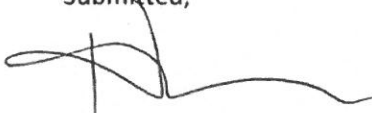
The estimated cost for these locations will be approximately \$ 13,500.00

After the award of the bid we anticipate that installation of the Emergency Fire Alarm Reporting and notification equipment would be installed into the Fire Department dispatch center and the Police Department dispatch center first. After the completion of this phase then the field work would commence by installing the Transmitter Boxes into the Town owned buildings.

Once the system is operational and monitoring Town owned buildings, we will then roll out the program to all of the business property owners who will be required to connect to the system per the RI Fire Code. We anticipate this will be a three-year period, allowing the business property owners to come online to the new system. We expect that on July 1, 2023 we will no longer maintain the current fire alarm cable system and effectively disconnect it.

We will be conducting meetings with the business property owners once the project is approved to prep them and inform them on the new requirements.

Submitted,

A handwritten signature in black ink, appearing to read 'Howard F. Tighe', with a stylized flourish at the end.

Howard F. Tighe  
Deputy Chief/Fire Marshal



## **Memorandum of Agreement**

**By And Between**

**The Town of Jamestown**

**&**

**Del's Lemonade and Refreshments, Inc.**

This Memorandum of Agreement ("MOU"), by and between the Town of Jamestown ("Town") and Del's Lemonade & Refreshments ("Del's") is entered into to allow seasonal use of certain Town property at Mackerel Cove Beach located at 15 Beavertail Road to support sale of Del's Frozen Lemonade from May 15 – October 15, 2020; Del's is required to provide Concession Services at Mackerel Cove Beach on weekends and holidays between the last Saturday in June and Labor Day. Del's assumes any and all risks and damage or loss to their property associated with their use of the Town property. The Town and Del's agree that the use of Town facilities at East Ferry Memorial Park for sale of Frozen Lemonade shall adhere to the following terms and conditions:

1. Del's shall be aware that the hours of operation are from 9:00AM through 5:00 PM Monday through Sunday, seven days per week and is expected to provide service to the public during the hours of 9:00 AM through 5:00 PM daily from June 28<sup>th</sup> – September 7<sup>th</sup>, 2020.
2. One (1) parking spaces will be provided to Del's within the parking area as determined by the Parks & Recreation Department only and the license plate number of the vehicle associated with the deployment of services by Del's is required. No other personnel shall be permitted to park in these designated spots.
3. Del's must comply with all local and state laws governing the handling and dispensing of foods. Also, all state and federal tax regulations and laws must be complied with. All food vending shall be performed according to recognized industry standards, in accordance with all Federal, State, and Local laws, regulations and codes to insure the safety of the general public and the Concessionaire. Regular Rhode Island State Health (RIDOH), inspections are required at the beginning of the summer season. Full adherence to Rhode Island Health Department regulations is required and notification of the results of the evaluations must be given to the Parks and Recreation Director and filed as Public Record within ten (10) days of receipt from RIDOH. Failure to comply with this regulation will result in immediate forfeiture of the rights to provide concessions at the site on Town owned property.



4. Del's and the Town of Jamestown agree on the seasonal fee of \$3,252.56. This fee provides for a maximum of 154 days of potential use to conduct business on Town property at this specific location. The following payment schedule will be applied:

- A \$1,084.00 payment is due to be paid on or before June 16, 2020.
- A second payment of \$1,084.00 due on or before July 17, 2020.
- A final payment of \$1,084.56 will be due on August 21, 2020.

5. Del's shall provide the Town with a certificate of general liability insurance in the amount of \$1,000,000. Del's shall carry Comprehensive General Liability Insurance with broad form of Contractual General Liability Endorsement attached, providing a limit of not less than One Million Dollars (\$1,000,000.00) for all damages arising out of bodily injuries to or death of one (1) person, and subject to that limit for each person, a total limit of not less than One Million Dollars (\$1,000,000.00) for all damages arising out of bodily injuries to or the death of two (2) or more persons in any one accident; and CONCESSIONAIRE'S Comprehensive Property Damage Liability providing for a limit of not less than One Million Dollars (\$1,000,000.00) for all damages arising out of injury to or destruction of property during the policy period. The certificate of insurance shall list the Town of Jamestown as a named insured.

6. Del's shall comply with all provisions, conditions and stipulations of RHODE ISLAND GENERAL LAW as applicable.

7. Del's shall provide adequate statutory Workman's Compensation Insurance for all labor employed on the Project who may come within the protection of such laws and shall provide EMPLOYERS GENERAL LIABILITY INSURANCE in the amount of One Million Dollars (\$1,000,000.00) for the benefit of his employees not protected by such compensation laws and will provide proof of this insurance prior at the start of the vending season at the time of acceptance of the contract.

8. Del's shall carry Comprehensive Automobile Liability Insurance covering all owned vehicles, or non-insured vehicles in the amount of not less than One Million Dollars (\$1,000,000.00) for all damages arising out of bodily injuries to or the death of any one (1) person, and subject to that limit for each person a total of not less than One Million Dollars (\$1,000,000.00) for all damages arising out of bodily injuries to or the death of two (2) or more persons in any accident; and Property Damage in an amount not less than One Million Dollars (\$1,000,000.00) for all damages arising out of injury to or destruction of property.

9. Del's shall supply phone numbers that allow contact during hours of operation and beyond.

10. The period of this bid award shall be from: May 15, 2020 – October 15, 2020

However, the Town reserves the right to extend the period of award for one additional (1) season during the following year 2021, upon agreement to the same by the CONCESSIONAIRE and the Town Administrator. Nothing herein shall obligate the Town to any such extension. All agreements contained within the accepted proposal must be held for the original and extended term or terms, should said agreement to extend the term or terms take effect. While the CONCESSIONAIRE is not permitted to provide concessions prior to the date of operation as specified above and beyond the conclusion date of

operation, he/she will be permitted one week of access to the site for preparation time in advance of the season and one week of break down after the conclusion of the season.

11. Vehicles, CONCESSIONAIRE carts, trailers, grills, refrigerators, umbrellas, chairs and other vending related items may not be stored at the site.

12. There is NO ELECTRICITY OR WATER AVAILABLE at Mackerel Cove.

13. Del's is responsible for the cleanup of site including grease spills, paper, food products, and is to keep the parking area clean and neat during hours of operation. The Town of Jamestown is a recycling community and recycling is required of Del's. Placement of recyclable materials by the Del's in an accessible, mutually agreed upon site between the Parks and Grounds staff and Del's is required as daily removal of recyclable materials will be conducted. Recyclable materials include; cans, aluminum cans, plastic bottles, glass bottles, paper products and cardboard.

14. Del's is permitted the placement of two signs no bigger than 3' x 4' on site and may advertise only their products sold on site.

15. The Town reserves the right to revoke this Agreement at any time for any reason or no reason what so ever with no less than ten (10) days written notice to Del's.

Del's Lemonade & Refreshments, Inc.

Town of Jamestown

\_\_\_\_\_  
Date: \_\_\_/\_\_\_/\_\_\_

By: Bruce DeLucia

President: Del's Lemonade & Refreshments, Inc.  
(Duly Authorized)

\_\_\_\_\_  
Date: \_\_\_/\_\_\_/\_\_\_

By: Jamie Hainsworth, Town Administrator  
Town of Jamestown

(Duly Authorized)

## Erin Liese

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**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.

--

Encourage Curiosity!





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## 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 (Sabol 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**

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**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

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**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

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**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

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**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

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**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**

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**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 2<sup>nd</sup>, 2020

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

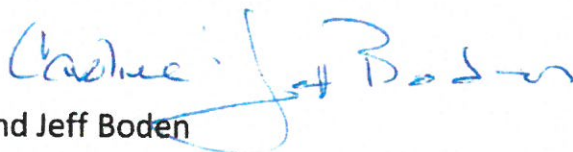
Dear Council Members,

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 2<sup>nd</sup> 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,

A handwritten signature in blue ink that reads "Caroline and Jeff Boden". The signature is written in a cursive style and is positioned above the printed name.

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 P. Liese, Clerk  
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 30<sup>th</sup>, 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

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**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

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**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

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**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

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**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

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**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









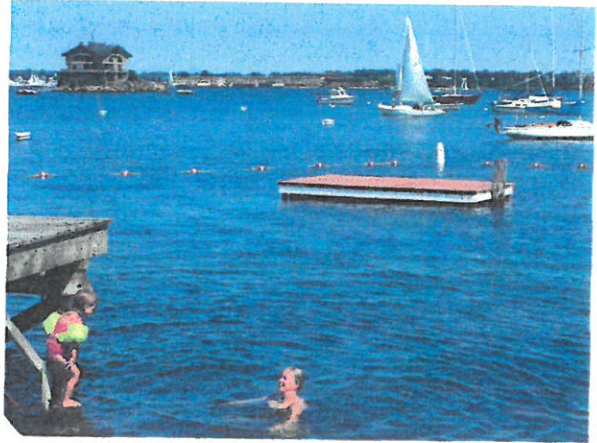


George Hutchinson 4 Ft. Wetherill Rd. Jamestown RI 02835

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 long horizontal line.

George Hutchinson

## Erin Liese

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**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

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**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 and 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**

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**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 Jamestownner. 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

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**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

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**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

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**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](http://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**

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**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 Dumpling'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@me.com  
cell: 401.474.6972

RECEIVED:  
JAN 14, 2020 11:44 AM  
Erin F. L'Esse CM  
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 capsizes, 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

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**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

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**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

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**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  
EDGAR E. LISSA-CMC  
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

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**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](mailto: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 CMC  
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

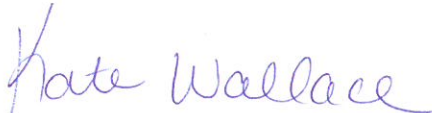
Jamestown Town Council  
C/O Ms. Erin Liese  
Town Clerk  
93 Narragansett Avenue  
Jamestown, RI 02835

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 CTC  
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,

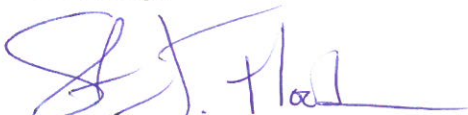
We are writing to you to express our extreme alarm at the proposed expansion to the Jamestown Boatyard site. We are longtime homeowners in Jamestown and the potential impact of such an expansion is of great concern to us.

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

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**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

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**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](mailto:stuartross318@gmail.com)

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ATTORNEYS AT LAW

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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 dumpling 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 to 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 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 clients, 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

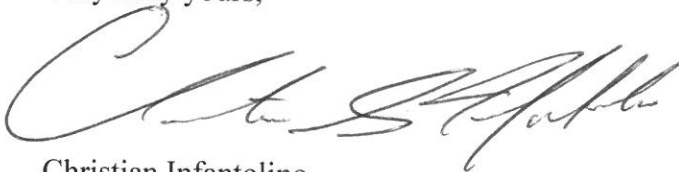
from all required state and local agencies. This includes but is not limited to obtaining any required special use permits and/or zoning variances (see attached Zoning Certificate). JBY is in compliance with the parking requirements, and in fact, allows the members of the Dumplings Association to utilize 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". The signature is fluid and cursive, with a large initial "C" and "I".

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 Dumpling Drive

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

Property Owner: Jamestown Boatyard Inc.

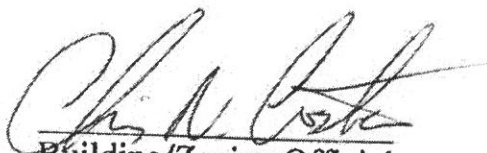
Zoning District: R-80 Residential

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](mailto:savebay@savebay.org)  
[www.savebay.org](http://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



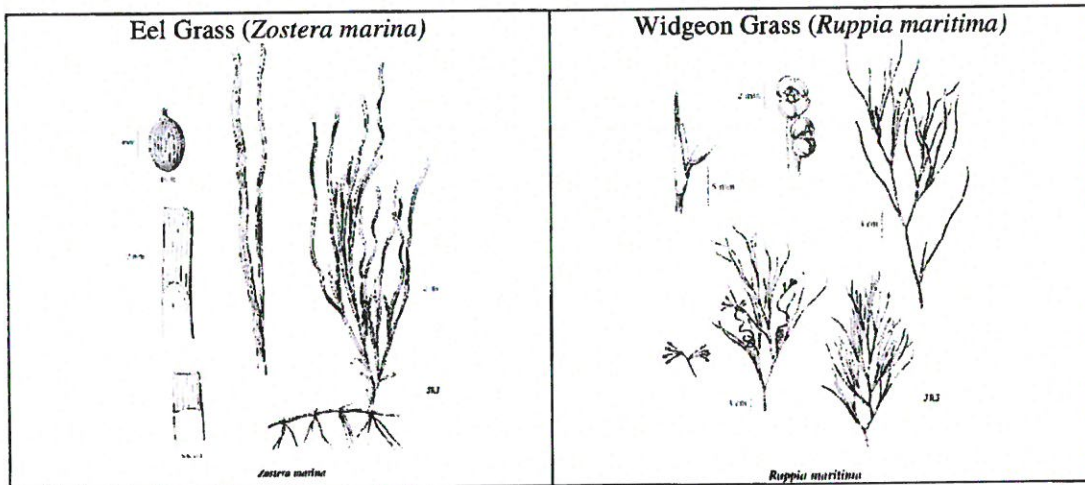
## Introduction

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	Rake 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)

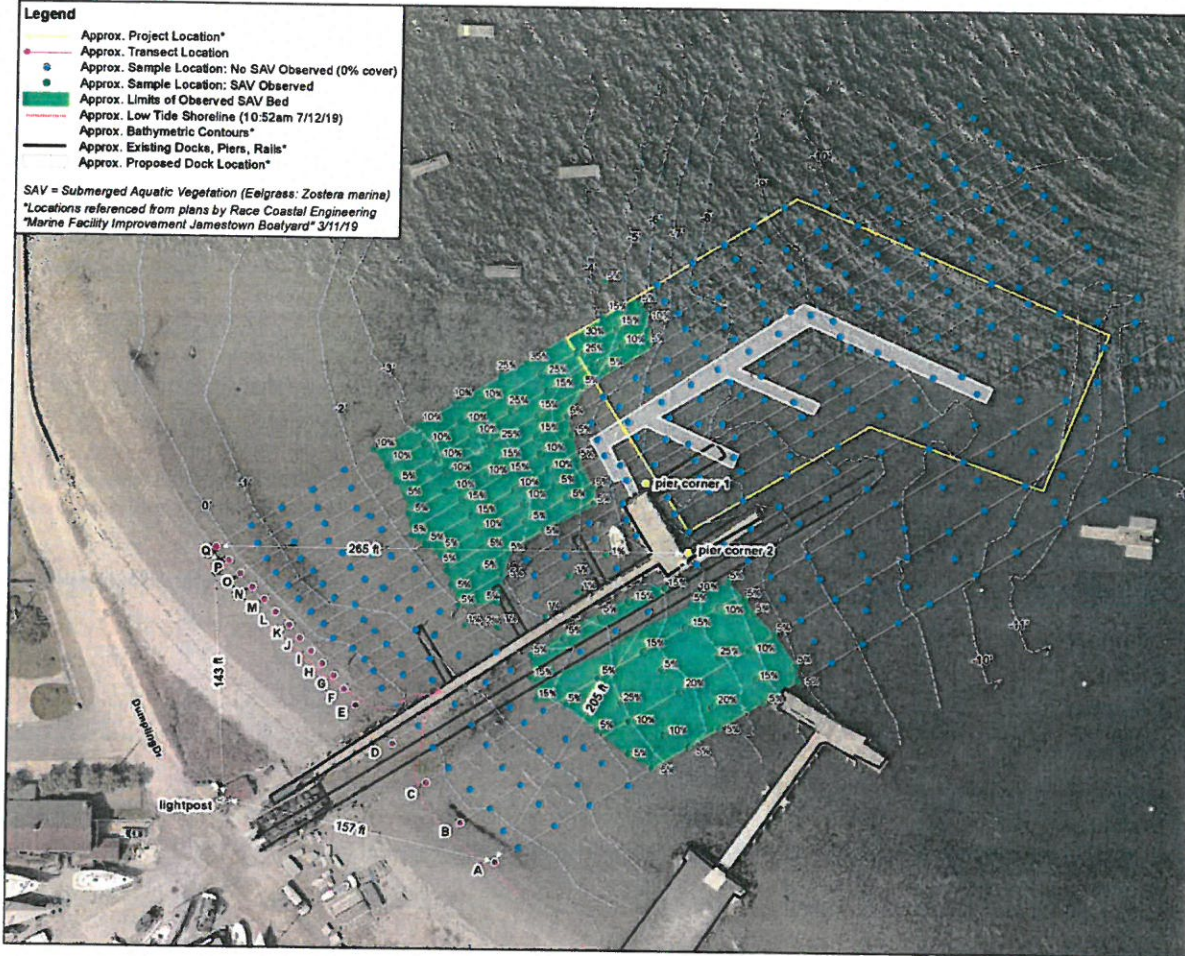
Prepared by: Edward J. Avizinis, CPSS, PWS - Survey conducted July 12, 2019



- 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	83	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



FOR ILLUSTRATIVE PURPOSES ONLY  
 NOT A SURVEY PLAN

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

0 25 50 100 Feet

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

April 2018 serial RI DEM Mapping

© 2019 RIGIS



**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 7/12/18)
- 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. Avizins, CPSS, PWS  
 Using hand-held Trimble GeoXT

April 2018 aerial  
 RI DEM Mapping  
 Natural Resource Services, Inc.  
 1000 Main Street  
 Jamestown, RI 02867  
 (401) 939-1111  
 www.nrsinc.com



# CRMC

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:

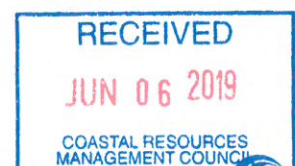


611 Access Road  
Stratford, CT 06615  
Tel: (203) 377-0663  
Fax: (203) 375-6561  
Project No. 2018006



## *Table of Contents*

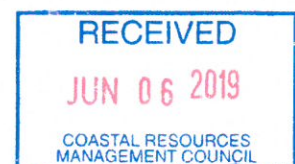
<u>Section</u>	<u>Attachment</u>	<u>Description</u>
1.		Assent Application Form
2.	A	Project Plans
3.	B	Property Ownership
4.	C	Site Photographs
5.	D	Site Plan 24" x 36"
6.	E	Category B Requirements
7.	F	Historic Assent-1995
8.	G	Building Official Form
9.	H	SAV Survey
10.	I	Sample Results





## 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.

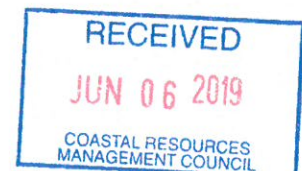
Very truly yours,

**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; font-size: 0.8em;"> <span>No.</span> <span>Street</span> <span>City/Town</span> </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; font-size: 0.8em;"> <span>City/Town</span> <span>State</span> <span>Zip Code</span> </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>
<b>Describe accurately the work proposed. (Use additional sheets of paper if necessary and attach this form.)</b> 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.



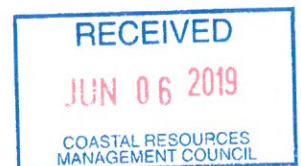
\_\_\_\_\_  
Signature

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.**

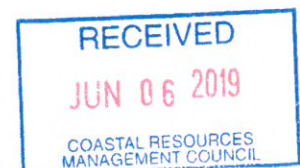
In addition, where these additional items are applicable, they are also required:

- 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.

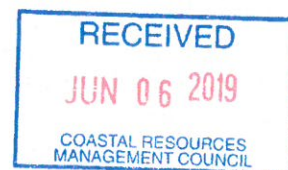




**CRMC FEE SCHEDULE**  
(CURRENT DATED CHECK OR MONEY ORDER ONLY)

Project Description	Description/Comments	Fee
Residential Boating Facility	New Facility	\$1,500.00
New Structural Shoreline Protection Facility	First 100 linear feet Each additional linear foot	\$1,500.00 \$15.00/ft
Residential Development Project (condominiums, subdivisions, paper subdivisions, etc.)	First 6 units/lots Each additional unit/lot Infrastructure (roads, drainage, etc.)	\$3,500.00 \$400.00 (.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 For areas between 1 and 5 acres For areas greater than 5 acres	\$100.00 \$250.00 \$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 \$80.00 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 EPC Between \$1,000.01 - \$2,500 \$2,500.01 - \$5,000 \$5,000.01 - \$10,000 \$10,000.01 - \$25,000 \$25,000.01 - \$50,000 \$50,000.01 - \$100,000 \$100,000.01 - \$150,000 \$150,000.01 - \$200,000 \$200,000.01 - \$250,000 \$250,000.01 - \$300,000 \$300,000.01 - \$350,000 \$350,000.01 - \$400,000 \$400,000.01 - \$450,000 \$450,000.01 - \$500,000 \$500,000.01 - \$20,000,000  EPC greater than \$20,000,000	\$50.00 \$100.00 \$150.00 \$200.00 \$250.00 \$500.00 \$750.00 \$1,000.00 \$1,250.00 \$1,500.00 \$1,750.00 \$2,000.00 \$2,250.00 \$2,500.00 \$2,750.00 ((\$2,750.00 + .005 * EPC beyond \$500,000.00) (\$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).*

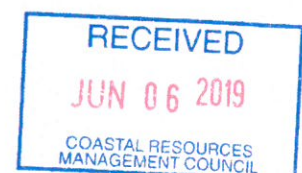


**Preliminary Determinations**

	<b>Fee</b>
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**

	<b>Fee</b>
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

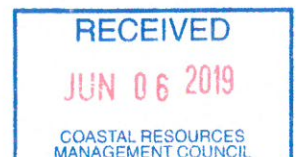
- a) In accordance with Council regulations, all activities or alterations which have already occurred, or have been constructed or partially constructed without a Council Assent shall be subject to the fee schedule contained in Section 1.4.7. In addition, the Council shall assess an appropriate administrative 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 Assosication, 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





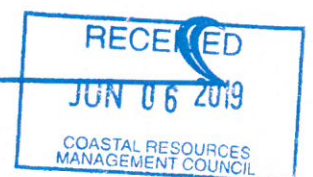
Photograph 5– Existing site looking west



Photograph 6 – Existing pier and float looking west

## SECTION 3

# Attachment B Project Plans





# JAMESTOWN BOATYARD MARINA IMPROVEMENTS

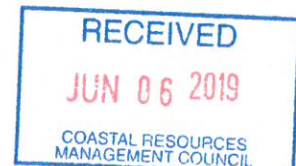
DRAWING LIST	
DRAWING No.	DRAWING TITLE
1	TITLE SHEET & GENERAL NOTES
2	VICINITY MAP
3	AERIAL IMAGE
4	EXISTING SITE PLAN
5	PROPOSED PLAN
6	DREDGE COORDINATES & VOLUMES
7	SECTION A-A
8	SECTION B-B

### 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:

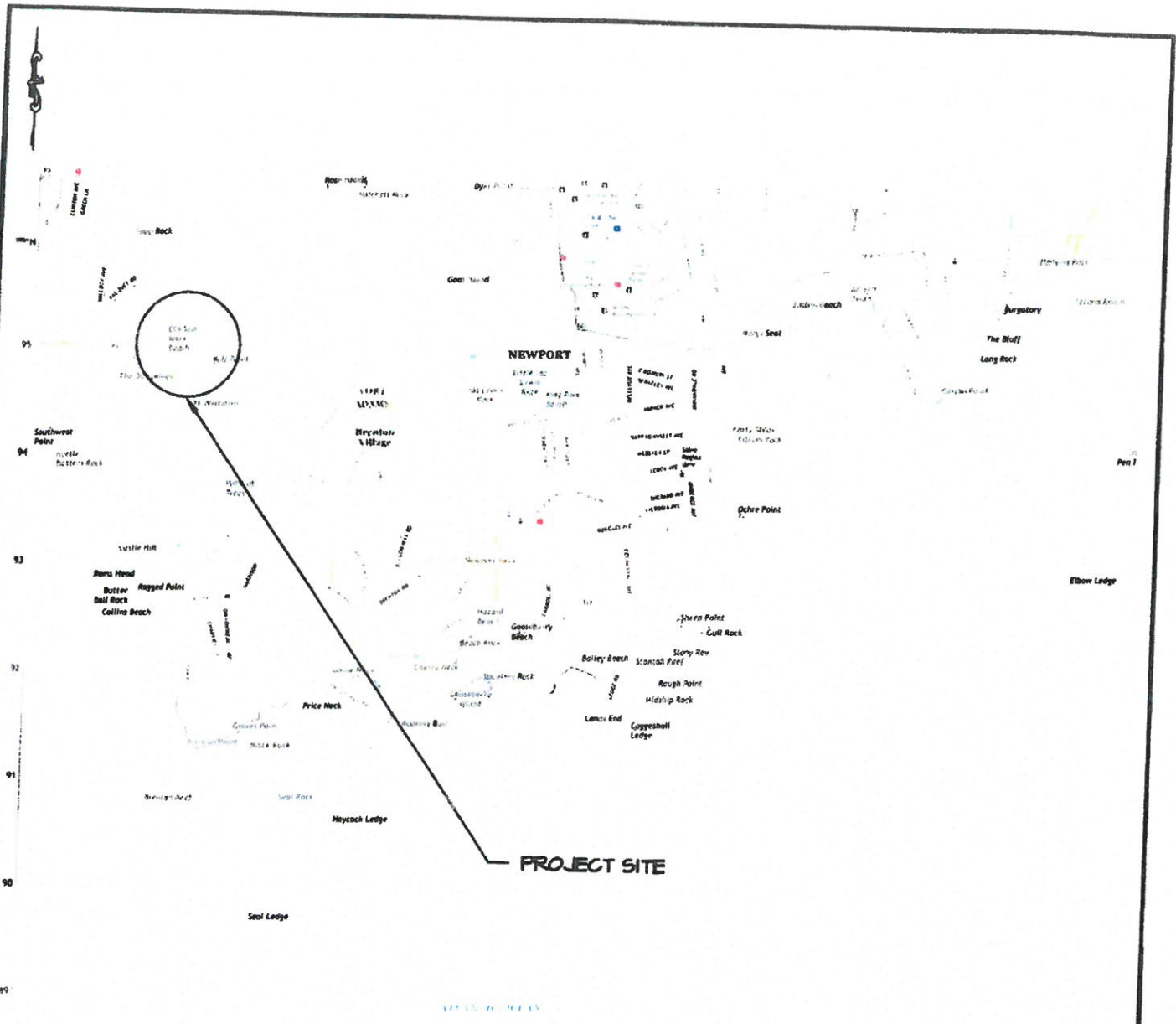
DATUM	NAVD 88 (FT)	NGVD 29 (FT)	MLW (FT)
MEAN HIGH WATER	-0.21	0.83	+1.70
NAVD 88	0.0	+0.87	+1.91
NGVD 29	+1.04	0.0	+1.04
MEAN LOW WATER	-1.91	-1.04	0.0



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© 2019 RACE COASTAL ENGINEERING, LLC.

NOT FOR CONSTRUCTION  
FOR REGULATORY REVIEW ONLY

DRAWN BY: <b>CBK</b> CHECKED BY: <b>MRR</b> DATUM: <b>N/A</b> SCALE: <b>N/A</b> DATE: <b>3/26/2019</b> REV: PROJECT #: <b>2018006</b>	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
NOT VALID WITHOUT ENGINEER'S SEAL		DRAWING NO. 1 of 8	



RECEIVED  
 JUN 06 2019  
 COASTAL RESOURCES  
 MANAGEMENT COUNCIL

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 © 2019 RACE COASTAL ENGINEERING, LLC

VICINITY MAP

NOT FOR CONSTRUCTION  
 FOR REGULATORY REVIEW ONLY

DRAWN BY: <b>CBK</b> CHECKED BY: <b>MRR</b> DATUM: <b>N/A</b> SCALE: <b>N/A</b> DATE: <b>3/26/2019</b> REV: PROJECT # <b>2018006</b>	SEAL: <b>DEVYN JON SANTA</b>  <b>REGISTERED PROFESSIONAL ENGINEER</b> <b>CIVIL</b> NOT VALID WITHOUT ENGINEER'S SEAL	PROJECT: <b>MARINE FACILITY IMPROVEMENT          JAMESTOWN BOAT YARD          JAMESTOWN, RI 02835</b>	 <b>RACE</b> COASTAL ENGINEERING 611 Access Road Stratford, CT 06615 Tel: 203-377-0663 www.racecoastal.com
		APPLICANT: <b>JAMESTOWN BOAT YARD          60 DUMPLING DRIVE          JAMESTOWN, RI 02835</b>	





Jamestown Boat Yard

Newport St

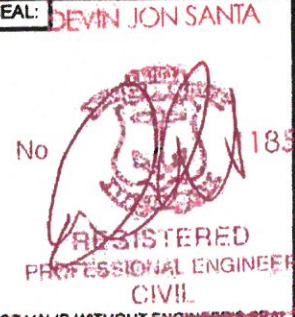

Dumpling Dr

**AERIAL PLAN**

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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  No 1854 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 RECEIVED JUN 06 2019 COASTAL RESOURCES MANAGEMENT COUNCIL
---	--	--	--



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611 Access Road  
Tel: 203-377-0663  
Stratford, CT 06615  
www.racecoastal.com

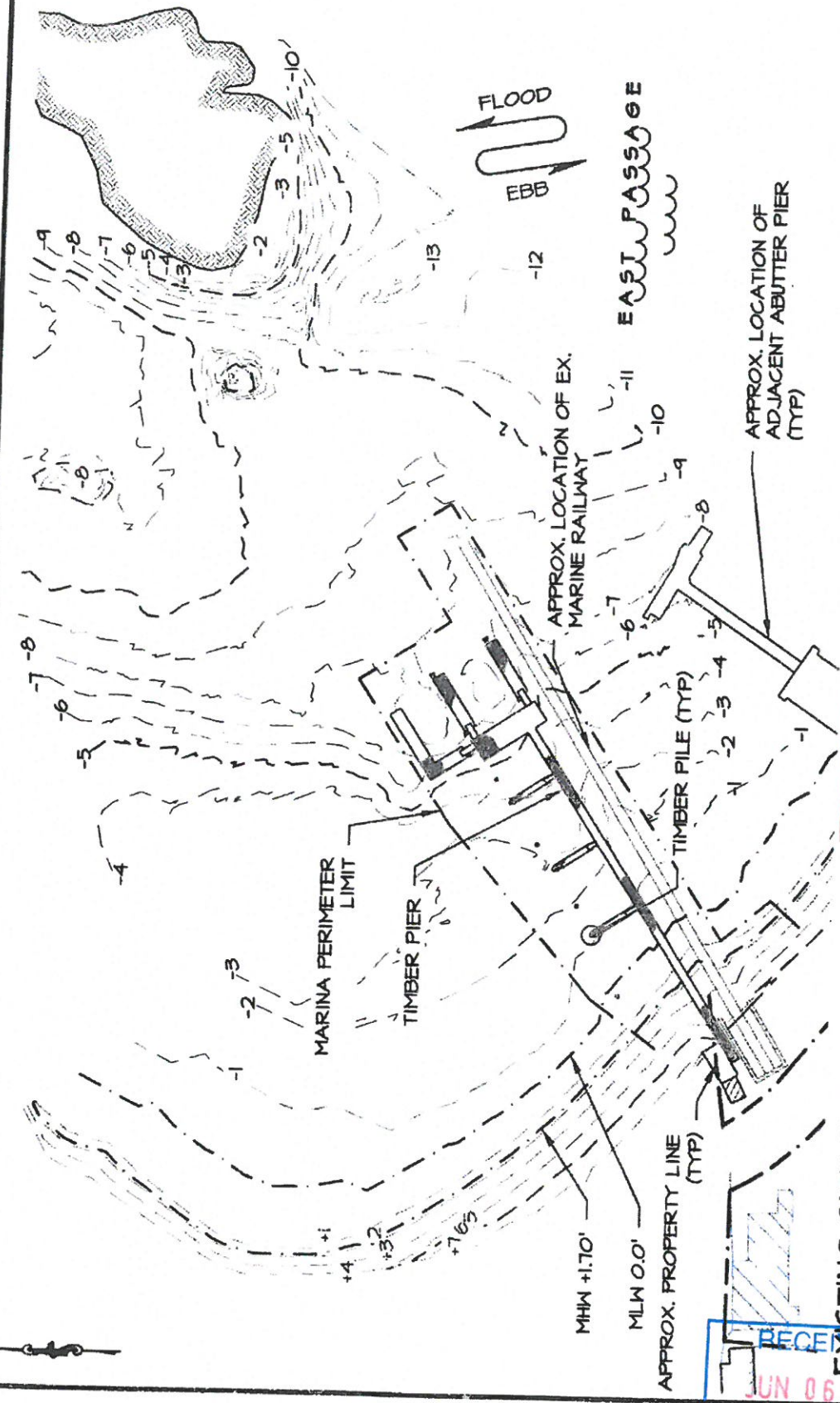
DRAWING NO. 4 of 8

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



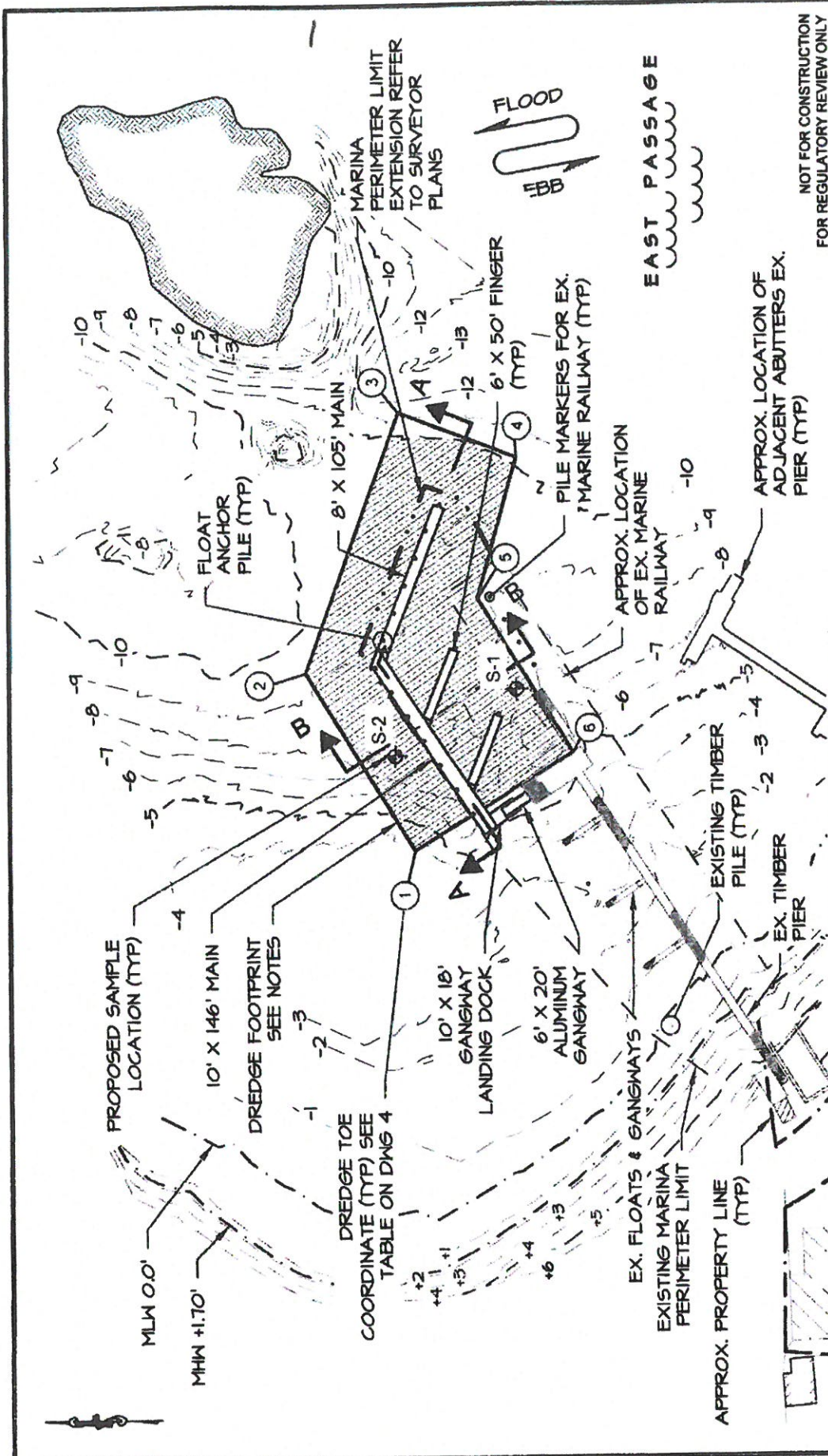
EXISTING SITE PLAN

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**COASTAL ENGINEERING**  
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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. 1854  
 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 #** 2018/0006

**NOTES:**  
 1. PROPOSED DREDGE AREA  
 DREDGE DEPTH -10 MLW  
 ALL RIGHTS RESERVED.  
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**PROPOSED PLAN**

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: <b>CBK</b>	SEAL	PROJECT:	 <p><b>RACE</b> COASTAL ENGINEERING</p> <p>611 Access Road Stratford, CT 06815 Tel: 203-377-0663 www.racecoastal.com</p> <p>DRAWING NO. 6 of 8</p>
CHECKED BY: <b>MRR</b>		MARINE FACILITY IMPROVEMENT JAMESTOWN BOAT YARD JAMESTOWN, RI 02835	
DATUM: <b>N/A</b>		APPLICANT:	
SCALE: <b>N/A</b>		JAMESTOWN BOAT YARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835	
DATE: <b>3/26/2019</b>			
REV:			
PROJECT # <b>2018006</b>	NOT VALID WITHOUT ENGINEER'S SEAL		

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]

IV:3H  
SIDE  
SLOPE

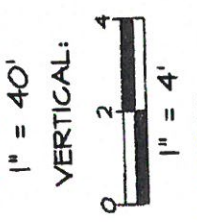
STATIONING (FT)

STATIONING (FT)

### DEVELOPED SECTION A-A

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#### GRAPHIC SCALES:



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

SEAL

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

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

REGISTERED PROFESSIONAL ENGINEER  
CIVIL  
NO. 11854  
DEVIN JON SANTA  
NOT VALID WITHOUT ENGINEER'S SEAL

**RACE**  
COASTAL ENGINEERING

611 Access Road Stratford, CT 06615  
Tel: 203-377-0663 www.racecoastal.com

DRAWING NO. 7 of 8

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MHW EL. +1.7'

MLW EL. 0.0'

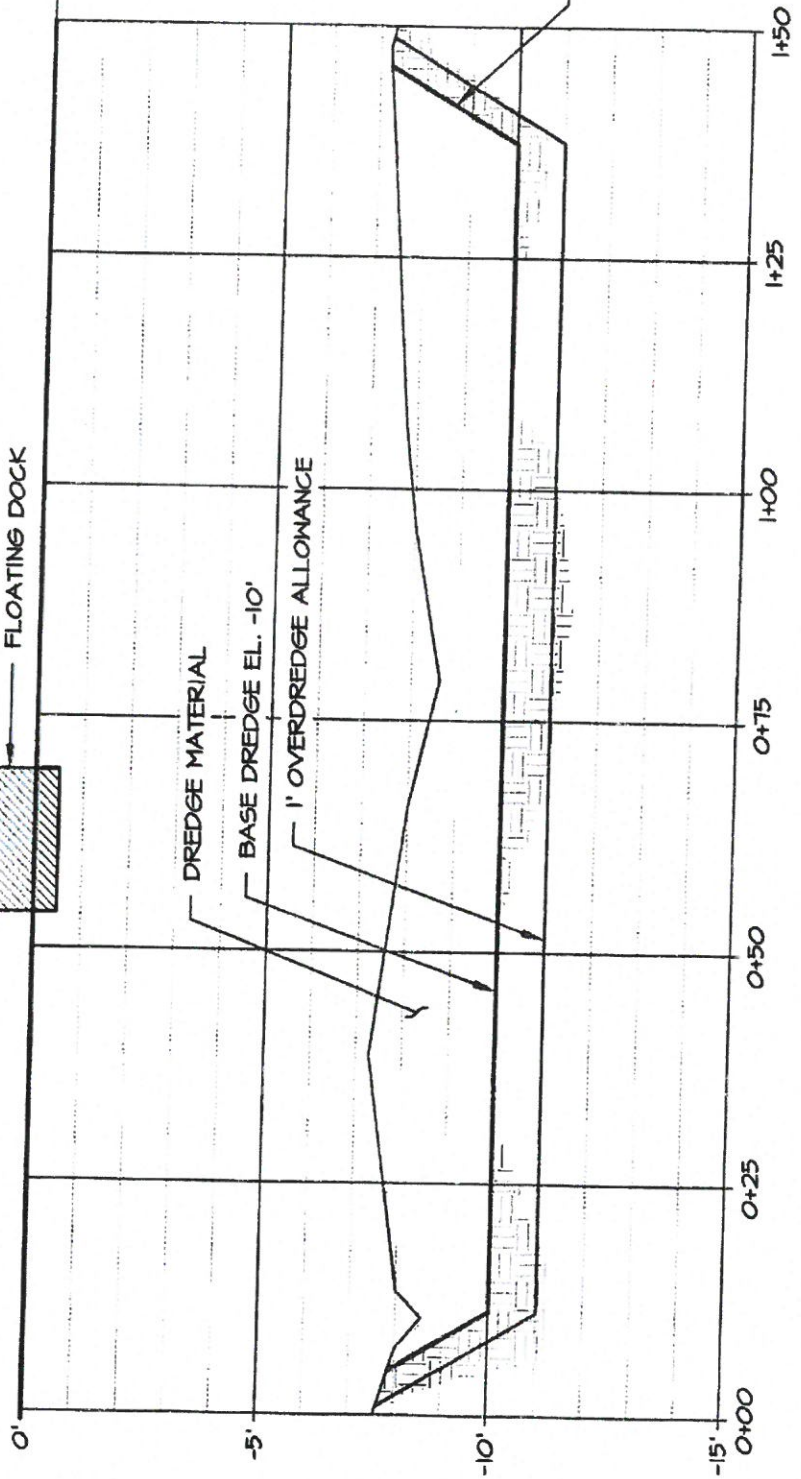
FLOATING DOCK

DREDGE MATERIAL

BASE DREDGE EL. -10'

1' OVERDREDGE ALLOWANCE

4:3H SIDE SLOPE (TYP)



ELEVATION (FT)  
[MLW DATUM]

SECTION B-B

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DRAWING NO. 8 of 8

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

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

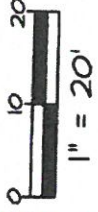
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DRAWN BY:	CBK
CHECKED BY:	MRR
DATUM:	N/A
SCALE:	N/A
DATE:	3/26/2019
REV:	
PROJECT #2018006	

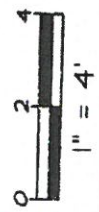
SEAL: DEVIN JON SANITA  
No. 13894  
REGISTERED PROFESSIONAL ENGINEER CIVIL  
NOT VALID WITHOUT ENGINEER'S SEAL

GRAPHIC SCALES:

HORIZONTAL:



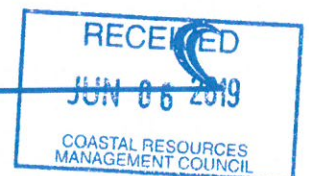
VERTICAL:



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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

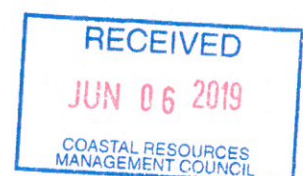
March 29, 2019

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

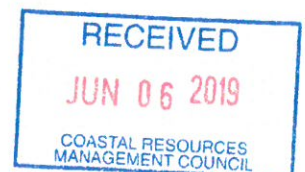
**Building Percent**

**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**

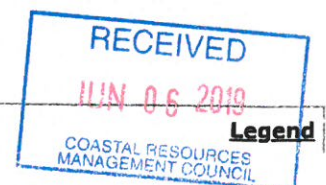
**Use Code** 3030  
**Description** ACC COM LD MDL-00  
**Zone** R80  
**Alt Land Appr** No  
**Category**

**Land Line Valuation**

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

**Outbuildings**

Outbuildings





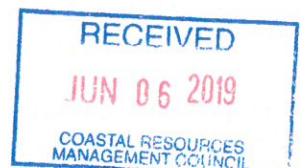
No Data for Outbuildings

**Valuation History**

<b>Appraisal</b>			
<b>Valuation Year</b>	<b>Improvements</b>	<b>Land</b>	<b>Total</b>
2018	\$0	\$96,400	\$96,400

<b>Assessment</b>			
<b>Valuation Year</b>	<b>Improvements</b>	<b>Land</b>	<b>Total</b>
2018	\$0	\$96,400	\$96,400

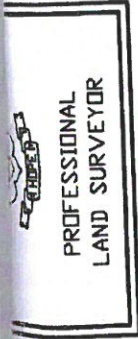
(c) 2019 Vision Government Solutions, Inc. All rights reserved.



## 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

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

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 MANAGEMENT COUNCIL

DATE  
 COA #LS-A497

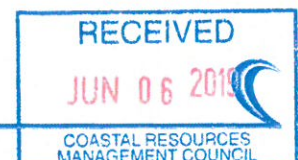
#1978  
 D SURVEYING, INC.

PROJECT NO:	2017_022
REVISID	SC
SHEET NO:	1 OF 1
DATE:	MAR. 11, 2019
DR	S.P



## **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;***

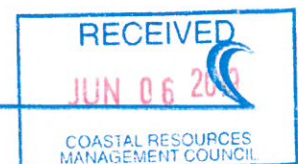
The site has no known historic or archaeological significance. Therefore, the anticipated work will have no impact.

**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 Jamestown Boat Yard Inc)

situated at Dumpling Drive

Plat 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

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

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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MANAGEMENT COUNCIL





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.

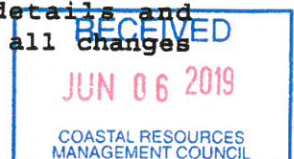
The Coastal Resources Management Council will interpose no objection to the work proposed, as long as all work is done in accordance with plans submitted into this office and provided the following stipulations are adhered to.

**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.

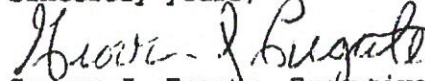
ATTENTION: ALL STRUCTURES IN THE TIDAL, COASTAL, OR NAVIGABLE WATERS OF THE STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS ARE SUBJECT TO:

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.

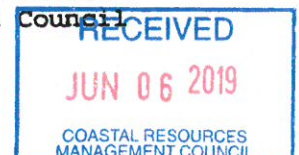
THE SUBMERGED AND SUBMERSIBLE LANDS OF THE TIDAL, COASTAL, AND NAVIGABLE WATERS OF THE STATE ARE OWNED BY THE STATE AND HELD IN TRUST FOR THE PUBLIC. CONVEYANCE OF THESE LANDS IS ILLEGAL; TITLES PURPORTING TO TRANSFER SUCH LANDS ARE VOID. ASSENTS THAT INVOLVE THE FILLING OR USE OF THE STATES SUBMERGED 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,

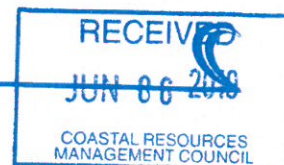
  
Grover J. Fugate, Executive Director  
Coastal Resources Management Council

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 Boyd BOULYARD

Location: \_\_\_\_\_

Address: 60 RACQUET ROAD Plat No. \_\_\_\_\_ Lot No. \_\_\_\_\_  
TIMMSTOWN RI 02835

To Construct: Modify existing Marina, Dredge<sup>area</sup> and Resurfacing  
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.

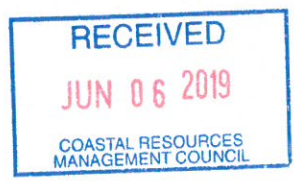
\_\_\_\_\_ and find that a Septic System Suitability Determination (SSD) need not be obtained from the RI Dept. of Environmental Management.

\_\_\_\_\_ 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 \_\_\_\_\_

Ch. 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.

Ch. 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: 3/22/2019 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 (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.

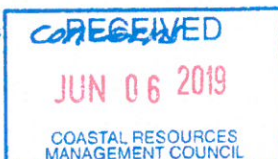
Sample	Beach Criteria	CAD Cap Criteria	GA Leachability Criteria TCLP/SPLP	Residential Disposal Criteria <sup>1</sup>	Commercial/Industrial Exposure <sup>2</sup>	TCLP Criteria for Haz. Waste <sup>3</sup>	Acceptable EPA Method(s)	MRL**
Grain Size	<input type="checkbox"/> <10% silt/clay	<input checked="" 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		SW 8015C	100 mg/Kg
SVOC	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Table 2 <sup>3</sup>	<input type="checkbox"/> Table 1 <sup>1</sup>	<input type="checkbox"/> Table 1 <sup>2</sup>		8270 SIM	10 ug/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		8082	* .02 mg/Kg
PAH		<input checked="" type="checkbox"/> 4.0 mg/kg					8270 - Six (6) Tier 1 compounds	
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, 7061, 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		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							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  
<sup>1</sup> 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.  
<sup>2</sup> 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.  
<sup>3</sup> 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.

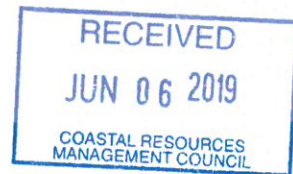
These results only pertain to the samples submitted for this Work Order # and this report shall not be reproduced except in its entirety.

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



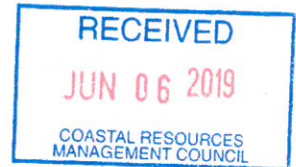
Laboratory Certification Numbers (as applicable to sample's origin state):

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			
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	5/6/2019 11:25	BR
Surrogates			RANGE	SW-846 8270D	5/2/2019 22:48	TLW
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

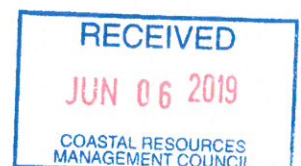
Project Name: JAMESTOWN, RI BOAT YARD - DREDGE ANALYSIS

**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.





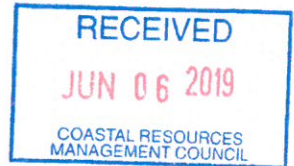
## R.I. Analytical Laboratories, Inc.

## 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			
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

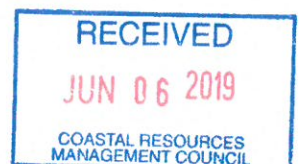
Work Order #: 1904-07676

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 Type: tube

Tested By: ckg

Sample ID: JBY-1

Test Date: 05/15/19

Checked By: bfs

Depth: ---

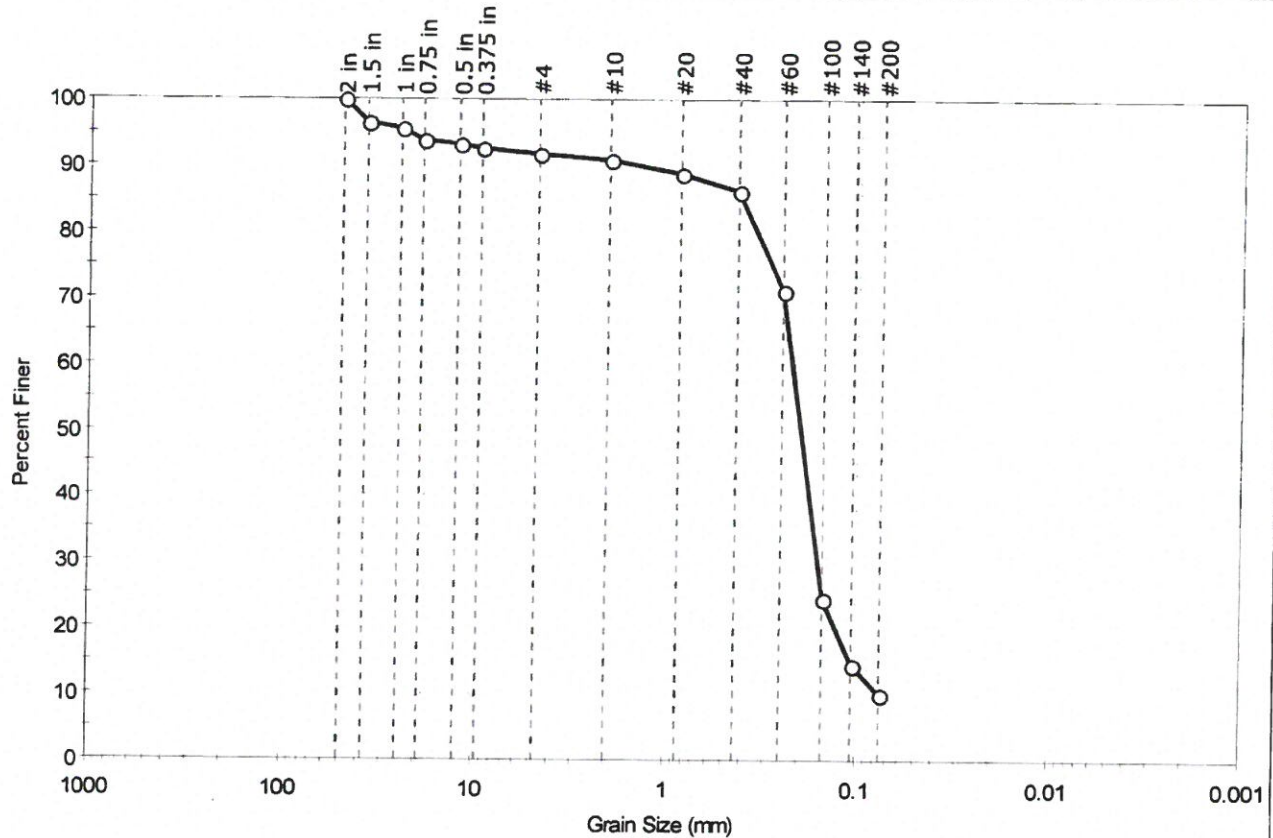
Test Id: 503179

Test Comment: ---

Visual Description: Moist, greenish black sand with silt

Sample Comment: ---

## Particle Size Analysis - ASTM D6913



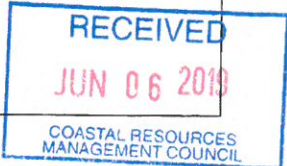
% Cobble	% Gravel	% Sand	% Silt & Clay Size
—	8.1	81.8	10.1

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 <sub>85</sub> = 0.4100 mm	D <sub>30</sub> = 0.1592 mm
D <sub>60</sub> = 0.2213 mm	D <sub>15</sub> = 0.1083 mm
D <sub>50</sub> = 0.1983 mm	D <sub>10</sub> = N/A
C <sub>u</sub> = N/A	C <sub>c</sub> = 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: ---

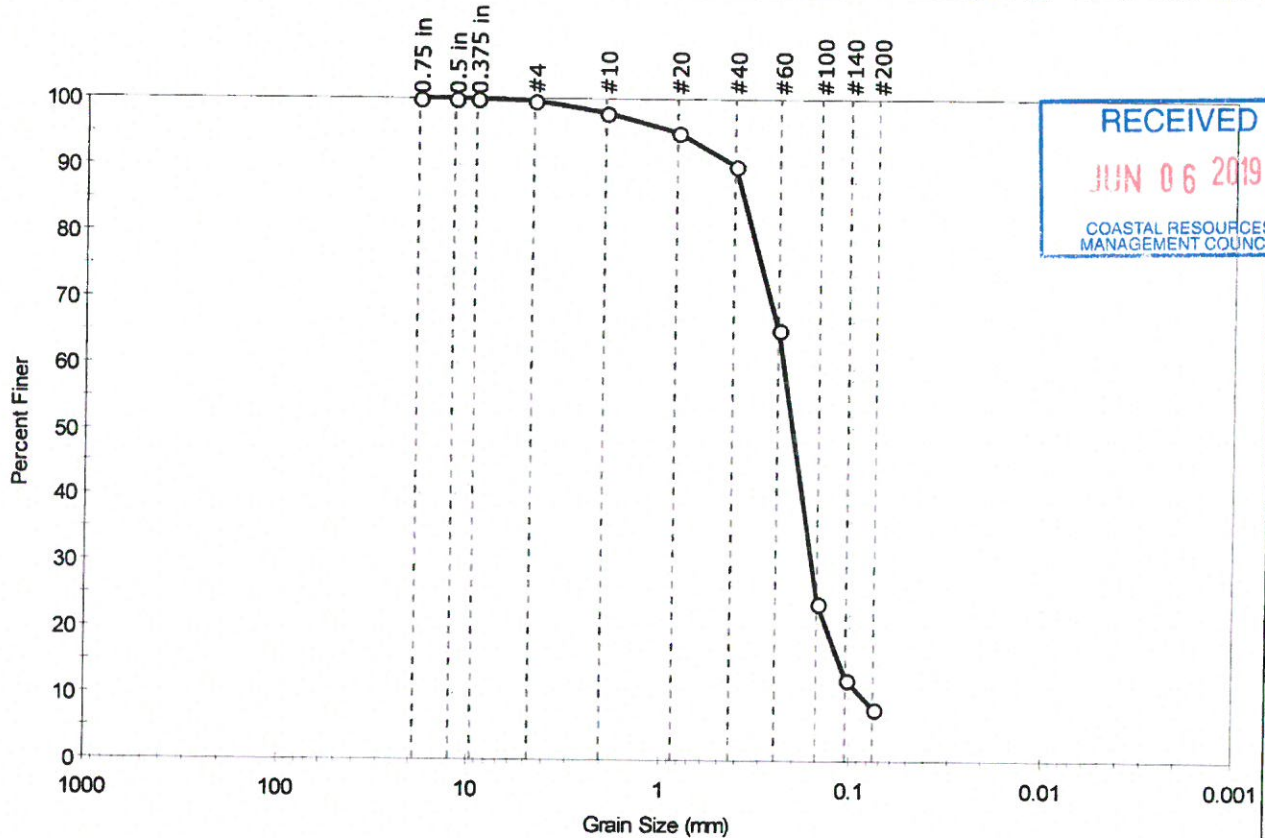
Test Id: 503180

Test Comment: ---

Visual Description: Moist, greenish black sand with silt

Sample Comment: ---

## Particle Size Analysis - ASTM D6913



**RECEIVED**  
 JUN 06 2019  
 COASTAL RESOURCES  
 MANAGEMENT COUNCIL

% 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		

<b>Coefficients</b>	
D <sub>85</sub> = 0.3827 mm	D <sub>30</sub> = 0.1617 mm
D <sub>60</sub> = 0.2348 mm	D <sub>15</sub> = 0.1148 mm
D <sub>50</sub> = 0.2073 mm	D <sub>10</sub> = 0.0877 mm
C <sub>u</sub> = 2.677	C <sub>c</sub> = 1.270

<b>Classification</b>	
<b>ASTM</b>	N/A
<b>AASHTO</b>	Fine Sand (A-3 (1))

<b>Sample/Test Description</b>
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	Time Collected	Field Sample Identification
3/19/19	0900	JB4-1
4/19/19	0945	JB4-2



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: *SMR*  
 Quote No: **RIA1903045**  
 Project Number:  
 Phone:  
 Email report to these addresses:  
 Fax:  
**matt@racecoastal.com**

Relinquished By	Date	Time	Relinquished By	Date	Time
<i>John C. [Signature]</i>	4/29/19	1325	<i>John C. [Signature]</i>	4/29/19	1325
<i>John C. [Signature]</i>	4/29/19	1525	<i>John C. [Signature]</i>	4/29/19	1525

Use report as % Moisture  
 if applicable: **GW-1, GW-2, GW-3, S-1, S-2, S-3**  
 Project Comments: **MCP Data Enhancement QC Package? NO**

Temp. Upon Receipt: **27** °C  
 Lab Use Only  
 Sample Pick Up Only  
 RIAL sampled; attach field hours  
 Shipped on ice  
 Worker Order No: **1907-02276**  
 Legend: 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=Na2S2O3, Z=ZnOAc  
 Codes: GW=Groundwater, SW=Surface Water, WW=Wastewater, DW=Drinking Water, S=Soil, SL=Sludge, A=Air, B=Bulk/Solid, O=

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





## 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 1

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 <sup>1</sup>	Commercial/Industrial Exposure <sup>2</sup>	TCLP Criteria for Haz. Waste <sup>3</sup>	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 <sup>3</sup>	<input type="checkbox"/> Table 1 <sup>1</sup>	<input type="checkbox"/> Table 1 <sup>2</sup>		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"/>	<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  
<sup>1</sup> 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.  
<sup>2</sup> 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.  
<sup>3</sup> 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 Mouradjian  
 Print Name

Larry Mouradjian  
 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: AG Date: 3/11/09
- (X) Groundwater and Wetlands Protection .....By: RS Date: 3/16/09
- (X) Surface Water Protection .....By: WV Date: 3/16/09
- (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:**


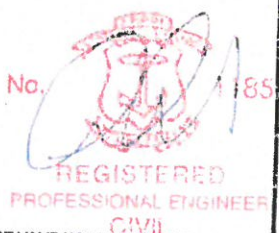
1. THE PURPOSE OF THESE DRAWINGS ARE FOR REGULATORY REVIEW ONLY.
2. VICINITY MAP TAKEN FROM USGS QUADRANGLE SAKONNET POINT.
3. ELEVATIONS REFERENCE MEAN LOW WATER, UNLESS NOTED OTHERWISE.
4. THIS SITE INFORMATION HAS BEEN TAKEN FROM A DRAWING TITLED "JAMESTOWN BOAT YARD, INC.", PREPARED FOR JAMESTOWN 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:**

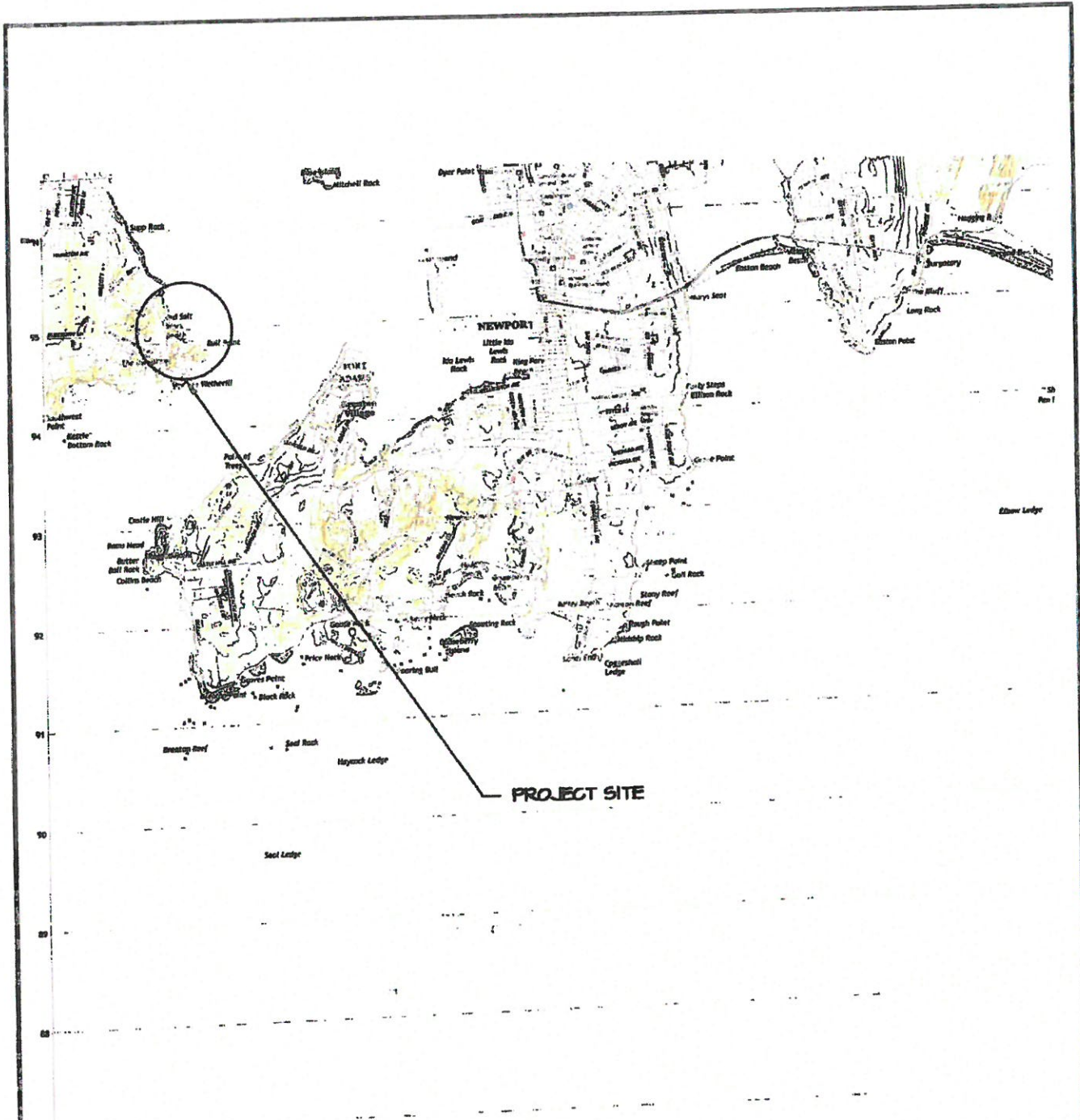
DATUM	NAVD 88 (FT)	NGVD 29 (FT)	MLW (FT)
MEAN HIGH WATER	-0.21	0.23	+1.70
NAVD 88	0.0	+0.87	+1.91
NGVD 29	+1.04	0.0	+1.04
MEAN LOW WATER	-1.91	-1.04	0.0

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NOT FOR CONSTRUCTION  
FOR REGULATORY REVIEW ONLY

DRAWN BY: CBK	SEAL: <b>DEVIN JON SANTA</b>	PROJECT: MARINE FACILITY IMPROVEMENT JAMESTOWN BOAT YARD JAMESTOWN, RI 02835	 <p><b>RACE</b> COASTAL ENGINEERING</p> <p>611 Access Road Stratford, CT 06815 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			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: 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

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DRAWING NO. 2 of 8





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**AERIAL PLAN**

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 DATUM: **N/A**  
 SCALE: **N/A**  
 DATE: **3/26/2019**  
 REV: 2 **11/1/2019**  
 PROJECT # **2018006**

SEAL: **EVIN JON S. I.T.A.**  
  
**REGISTERED  
 PROFESSIONAL ENGINEER  
 CIVIL**  
 NOT VALID WITHOUT ENGINEER'S SEAL

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

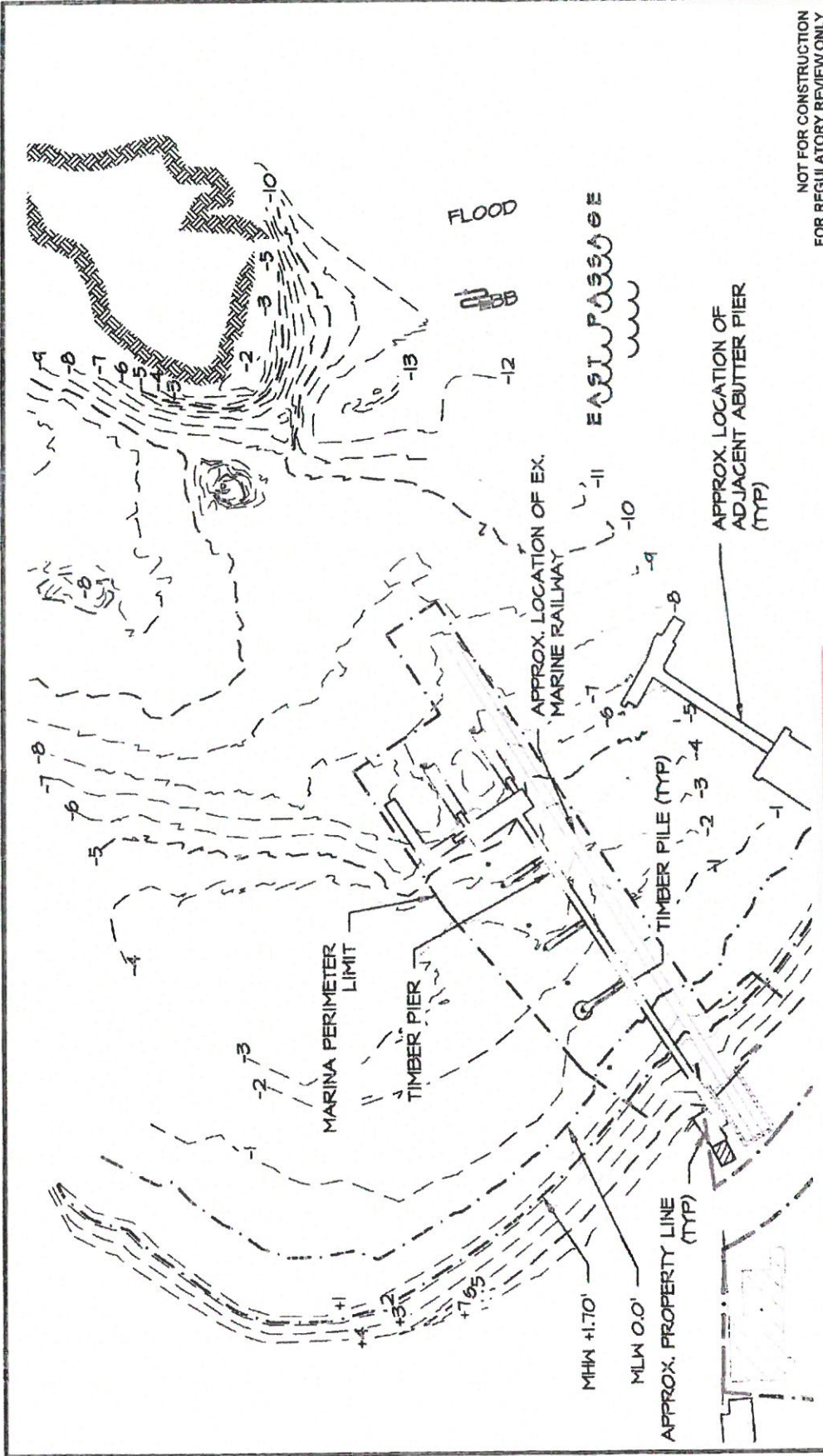
APPLICANT:  
**JAMESTOWN BOAT YARD  
 60 DUMPLING DRIVE  
 JAMESTOWN, RI 02835**

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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:** SEVIN JON SANTA

No. 1834

REGISTERED PROFESSIONAL ENGINEER  
CIVIL

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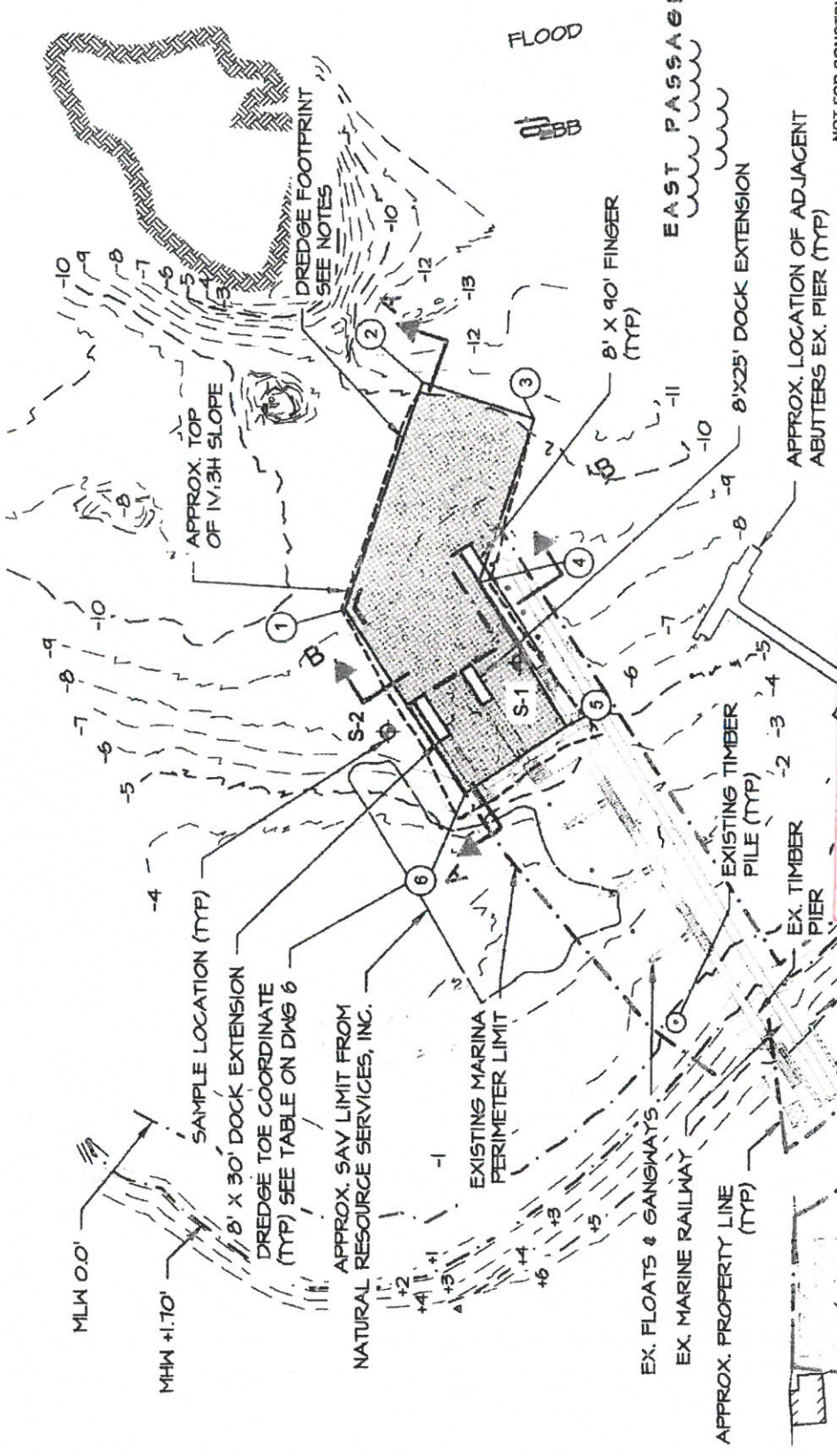
<b>DRAWN BY:</b>	CBK
<b>CHECKED BY:</b>	MRR
<b>DATUM:</b>	MLW
<b>SCALE:</b>	1"=100'-0"
<b>DATE:</b>	3/26/2019
<b>REV. 2</b>	11/1/2019
<b>PROJECT #:</b>	2018006

**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  
50 DUMPLING DRIVE  
JAMESTOWN, RI 02835

SEAL: **DEVIN JON SANTA**  
REGISTERED PROFESSIONAL ENGINEER  
CIVIL  
No. 11854  
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CHECKED BY:	MFR
DATUM:	MLW
SCALE:	1"=100'-0"
DATE:	3/26/2019
REV. 2	11/1/2019
PROJECT #	2018006

**PROPOSED PLAN**

NOTES:  
1. PROPOSED DREDGE AREA  
DREDGE DEPTH -10 MLW  
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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:**

1. 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

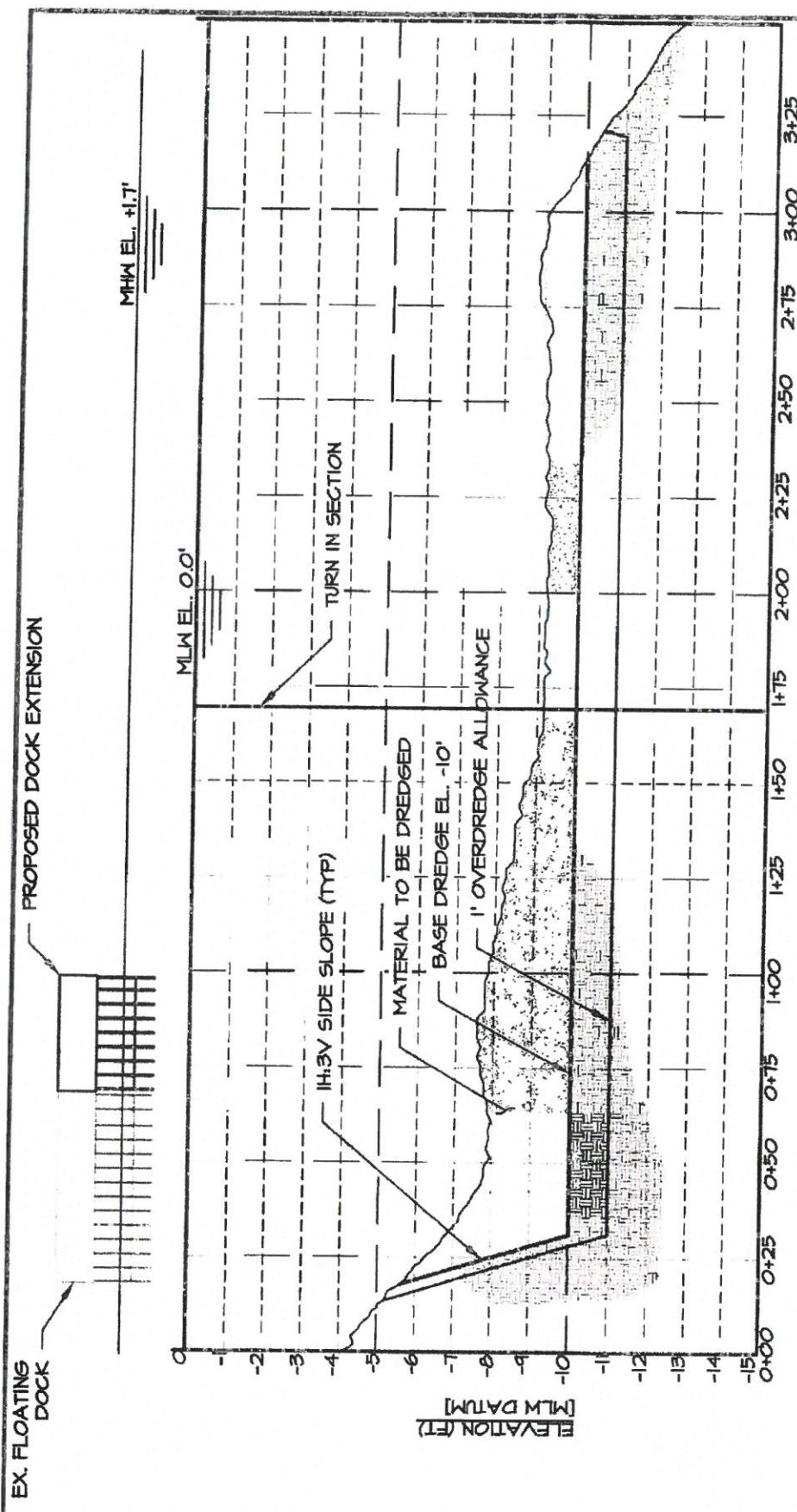
**DREDGE COORDINATES & VOLUMES**

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DRAWN BY: <b>CBK</b> CHECKED BY: <b>MRR</b> DATUM: <b>N/A</b> SCALE: <b>N/A</b> DATE: <b>3/26/2019</b> REV. 2 <b>11/1/2019</b> PROJECT # <b>2018006</b>	SEAL: <b>DEVIN JON SANTA</b>  REGISTERED PROFESSIONAL ENGINEER NOT VALID WITHOUT ENGINEER'S SEAL	PROJECT: <b>MARINE FACILITY IMPROVEMENT JAMESTOWN BOAT YARD JAMESTOWN, RI 02835</b> APPLICANT: <b>JAMESTOWN BOAT YARD 60 DUMPLING DRIVE JAMESTOWN, RI 02835</b>	 <b>RACE</b> COASTAL ENGINEERING 611 Access Road Stratford, CT 06615 Tel: 203-377-0663 www.racecoastal.com DRAWING NO. 6 of 8
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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: **JEVIN 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 #	2018006

GRAPHIC SCALES:

HORIZONTAL:

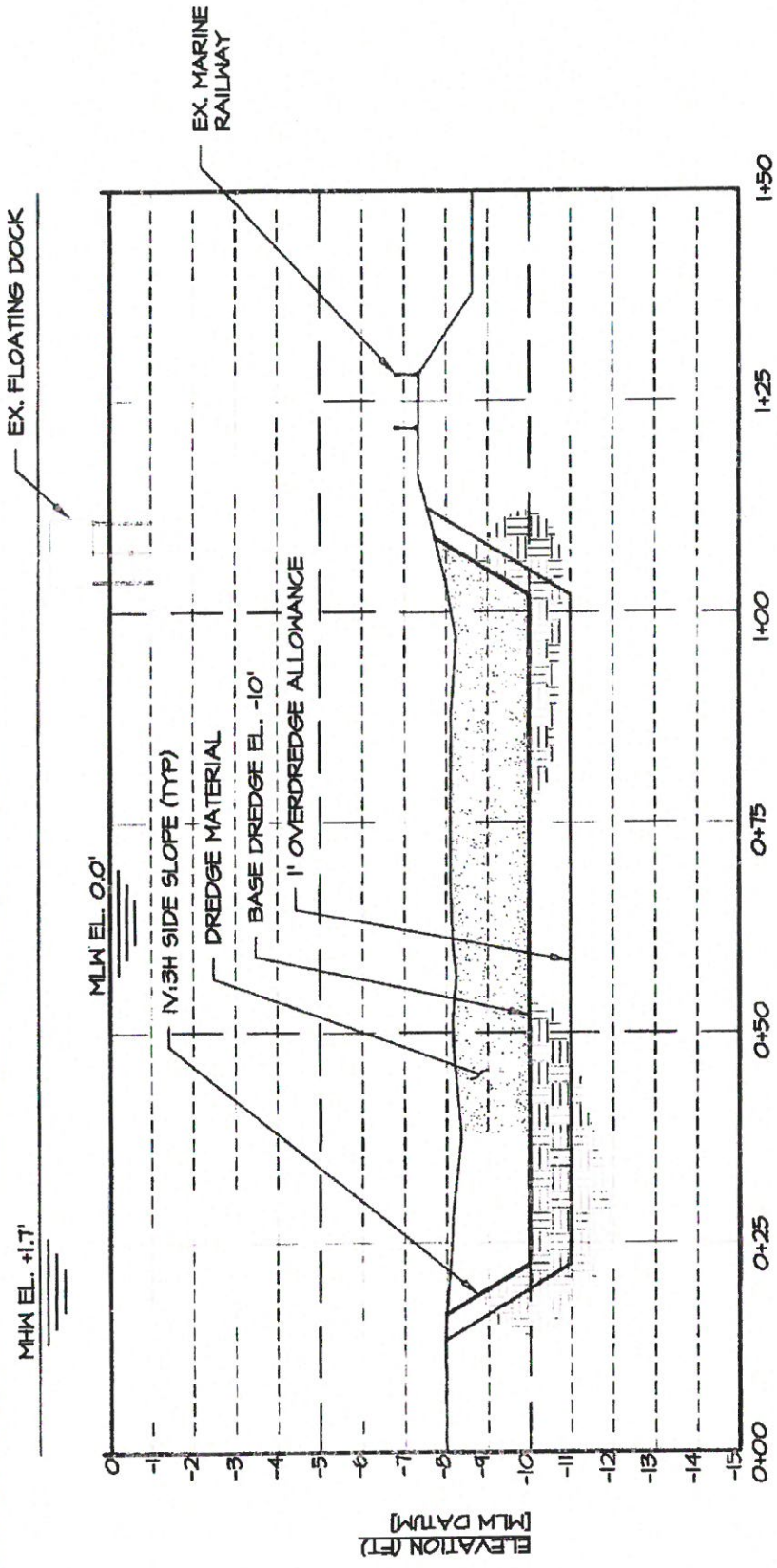


VERTICAL:



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**SECTION B-B**

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**GRAPHIC SCALES:**

HORIZONTAL:



VERTICAL:



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DRAWN BY:	CEBK
CHECKED BY:	MRR
DATUM:	N/A
SCALE:	N/A
DATE:	3/26/2019
REV: 2	11/1/2019
PROJECT #:	2018006

SEAL: **EVIN JON SANIA**

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

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

**RACE**  
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DRAWING NO. 8 of 8

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.



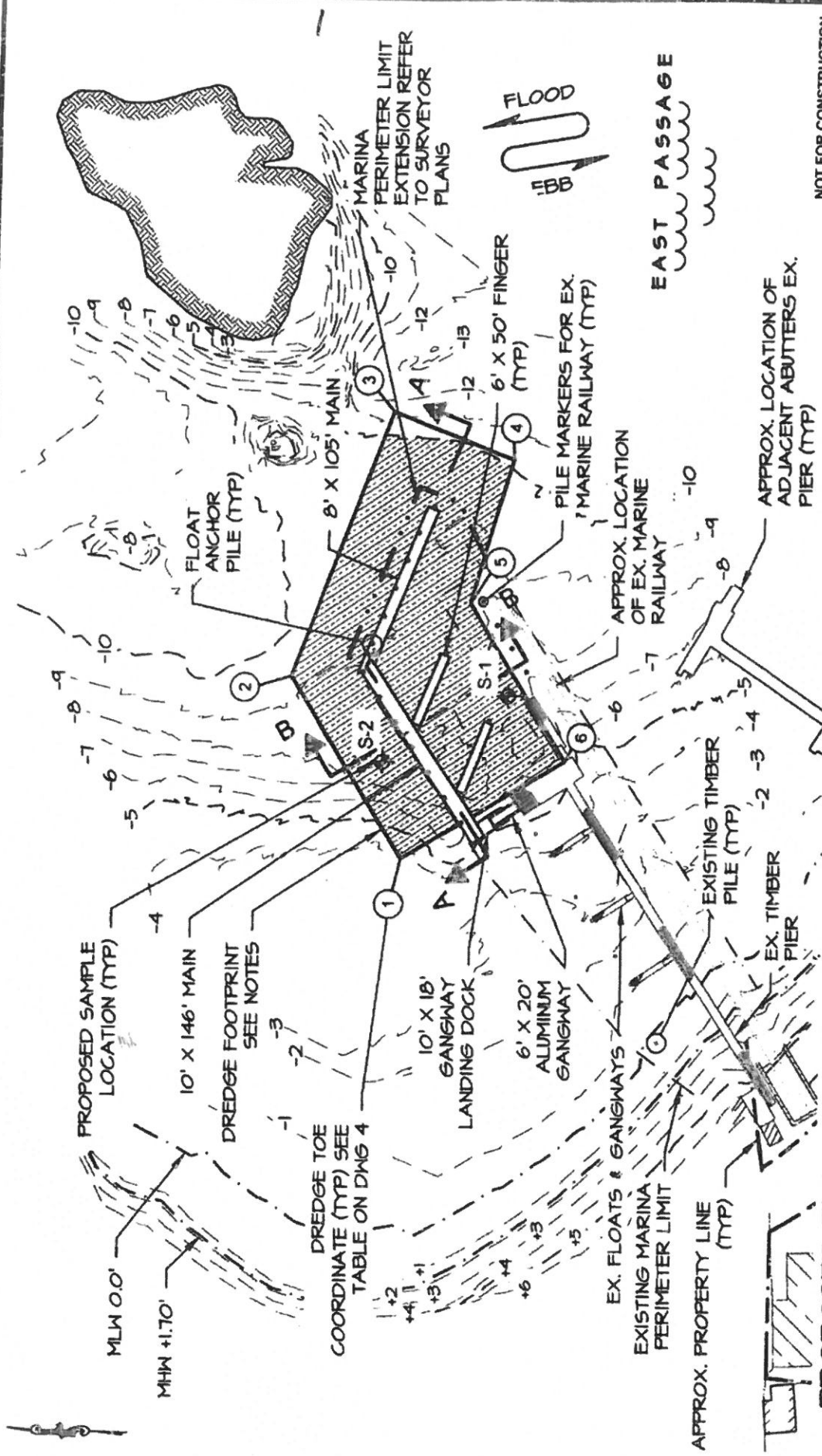
RICRMC/RIDEM Joint Public RE-Notice  
CRMC File No. 2019-06-014  
September 3, 2019  
Page Two

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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# RACE

**COASTAL ENGINEERING**  
 611 Access Road Stratford, CT 06615  
 Tel: 203-377-0663 www.racecoastal.com

**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

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

**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	186
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



FOR ILLUSTRATIVE PURPOSES ONLY  
 NOT A SURVEY PLAN

**Sheet 1 of 2:**  
**Submerged Aquatic Vegetation Survey**  
**Dumpling 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" 3/11/19



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. Aviznis, CPSS, PWS  
Using hand held Trimble GeoXT



April 2018 aerial  
RI DEM Mapping  
Natural Resources Service, Inc.  
1000 Main Street  
Jamestown, RI 02867  
(401) 338-1111  
© 2018



## Some background on heavy metals and dredging

[https://cfpub.epa.gov/ncer\\_abstracts/index.cfm/fuseaction/display.files/fileID/14525](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

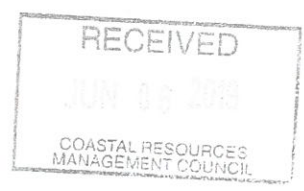
Detection

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](mailto: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](http://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 15<sup>th</sup> and 26<sup>th</sup>, 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](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  $\geq 0.25$  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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Raposa, K., and M. Bradley. 2009. Methods and Protocols for Eelgrass Mapping in Rhode Island: Recommendations from the RI Eelgrass Mapping Task Force. (<http://nbnerr.org/wp-content/uploads/2016/12/2009-RaposaBradley-NBNERR-Tech-Series-2009.5.pdf>)

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.

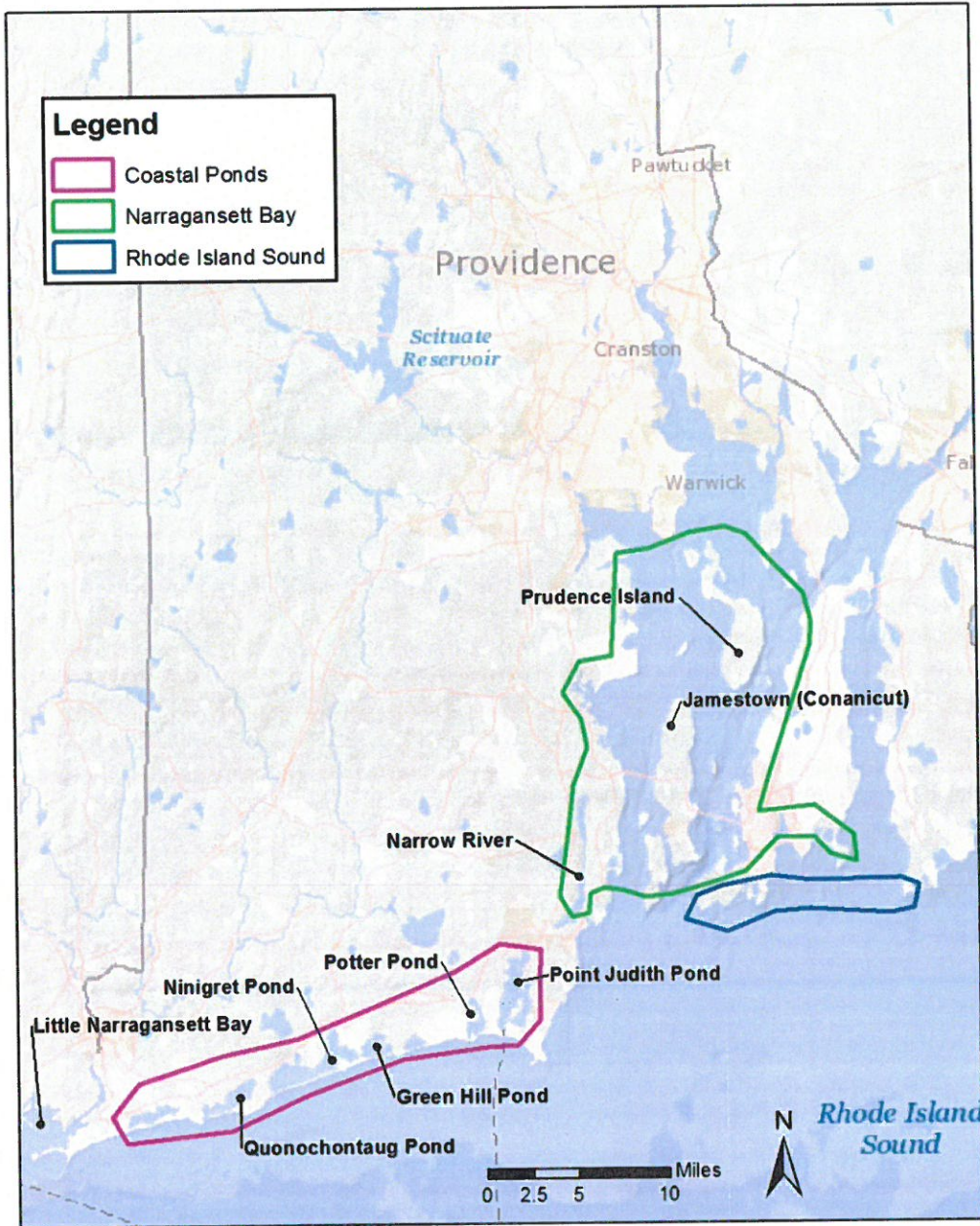


Figure 2. The twelve sites chosen for the eelgrass trends analysis.



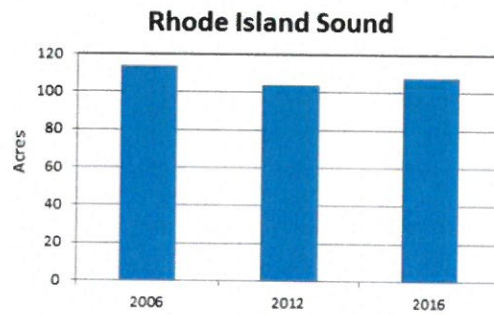
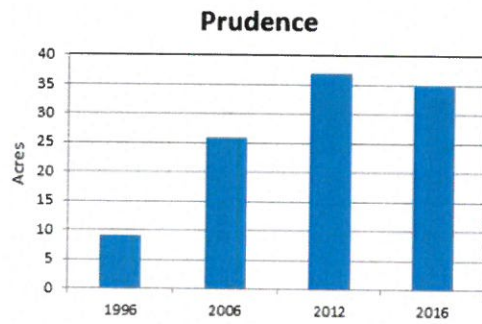
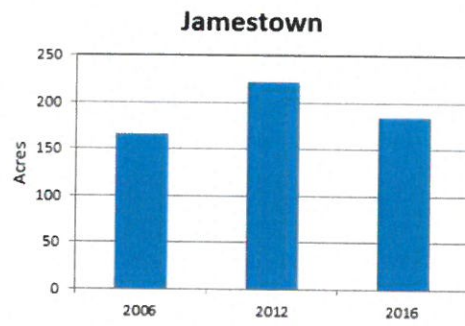
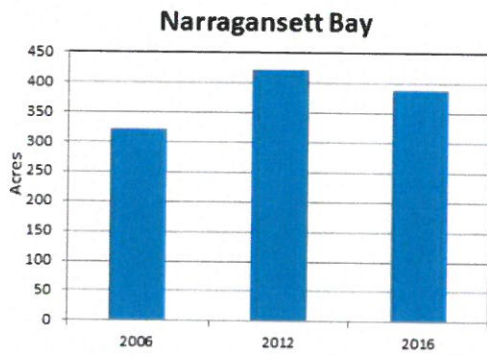


Figure 3. The eelgrass trends for Narragansett Bay, Jamestown, Prudence, and Rhode Island Sound.



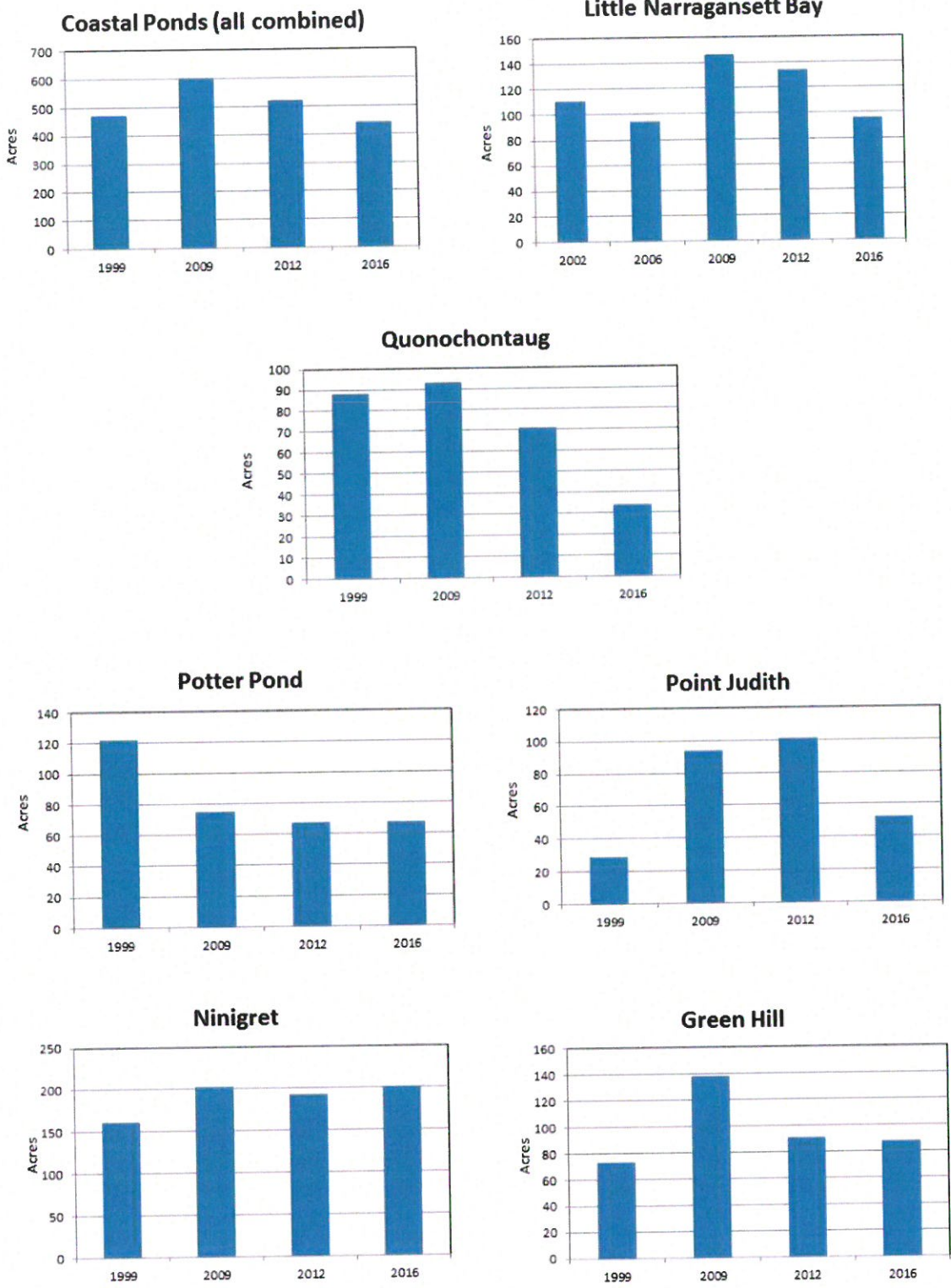


Figure 4. The eelgrass trends for the all the coastal ponds combined, Little Narragansett Bay, and the individual coastal ponds that we included in our trends analysis.

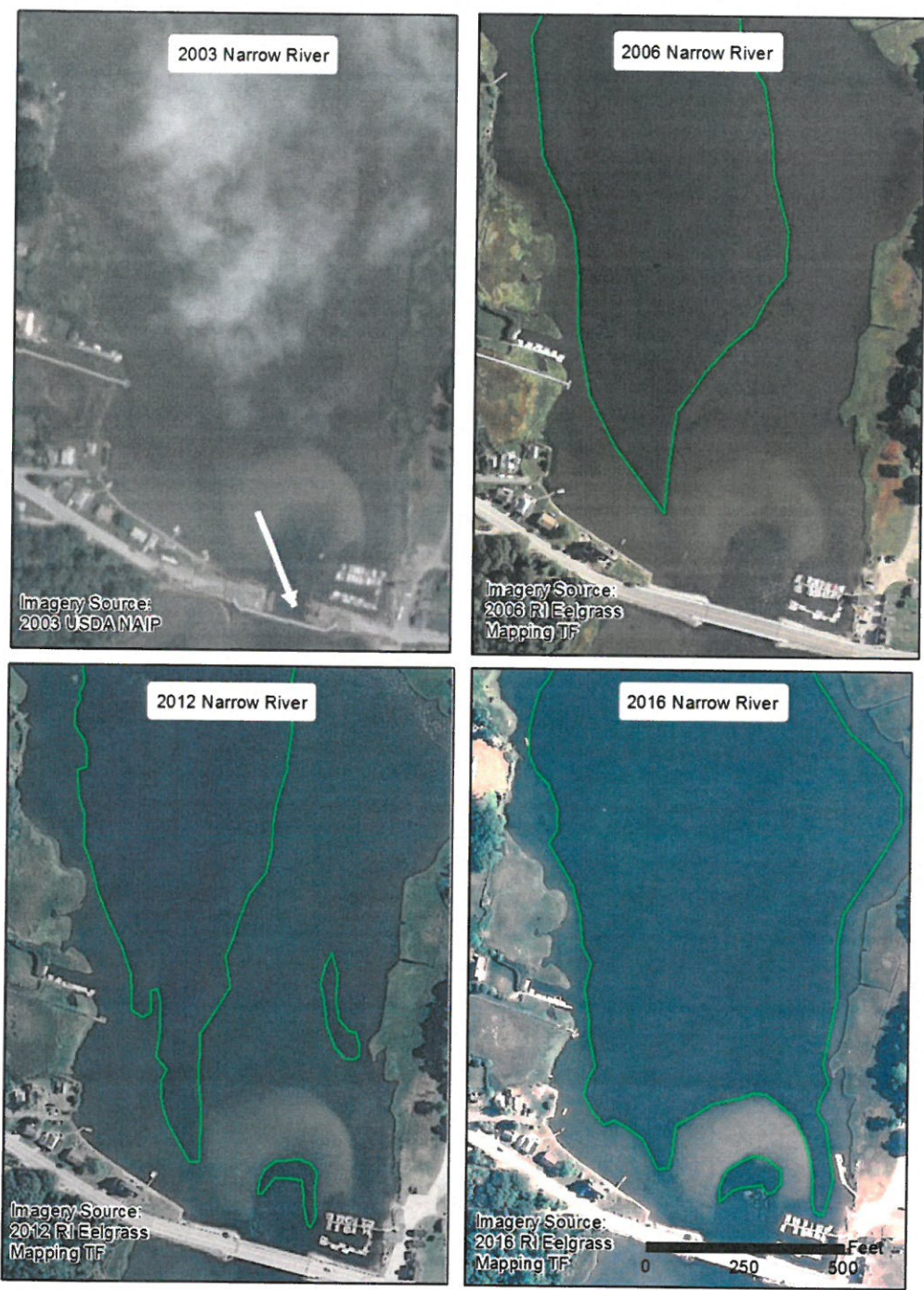


Figure 5. The distribution of eelgrass (green polygons) over time has increased within the Narrow River since 2003 when the tidal hydrology of the river was restored with the construction of the new bridge which replaced a small culvert (white arrow 2003). In the portions of the 2003 image without clouds, no eelgrass signatures are visible.





Rhode Island Department of State  
**Nellie M. Gorbea**  
 Secretary of State

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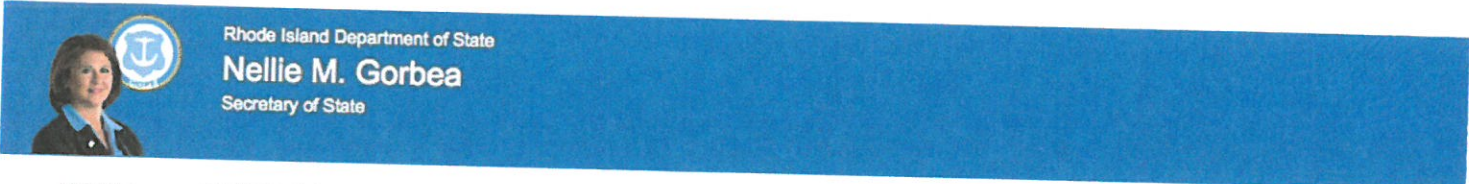
## Entity results

**Number of records: 20**
[Print results](#)

Entity Name	ID Number	NAICS	Inactive status	Address
✓ <a href="#">Safe Harbor Apponaug</a>	001697354			1209 ORANGE STREET CT CORPORATION WILMINGTON, DE 19801 USA
<a href="#">SAFE HARBOR CLINICAL RESEARCH, LLC</a>	000122475	621511		450 VETERANS MEMORIAL PARKWAY, BLDG 11 EAST PROVIDENCE, RI 02914 USA
<a href="#">Safe Harbor Consulting Group.</a>	000121278	000052		372 BROADWAY PAWTUCKET, RI 02860 USA
✓ <a href="#">Safe Harbor Cove Haven</a>	001670607	713930		14785 PRESTON RD SUITE 975 DALLAS, TX 75254 USA
<a href="#">Safe Harbor Cove, LLC</a>	001697170			76 PLANTATION DRIVE SAUNDERSTOWN, RI 02874 USA
✓ <a href="#">Safe Harbor Cowesett</a>	001670608	713930		1209 ORANGE STREET WILMINGTON, DE 19801 USA
<a href="#">Safe Harbor Development Corporation</a>	001685891		Revoked Entity	,
<a href="#">Safe Harbor Financial Advisors, LLC</a>	001659604	523930		P O BOX 960 OCCOQUAN, VA 22125-0960 USA
<a href="#">Safe Harbor Financial, Inc.</a>	000566264	524210		3 N. COLUMBUS BOULEVARD 4TH FLOOR PHILADELPHIA, PA 19106 USA
<a href="#">Safe Harbor Food Products, LLC</a>	001673438		Revoked Entity	691 MAIN STREET WARREN, RI 02885 USA
✓ <a href="#">Safe Harbor Greenwich Bay</a>	001670604	713930		1209 ORANGE STREET WILMINGTON, DE 19801 USA
✓ <a href="#">Safe Harbor Island Park</a>	001701688			14785 PRESTON ROAD, SUITE 975 DALLAS, TX 75254 USA
→ ✓ <a href="#">Safe Harbor Jamestown Boatyard</a>	001702495			251 LITTLE FALLS DRIVE CORPORATION SERVICE COMPANY WILMINGTON, DE 19808 USA
<a href="#">SAFE HARBOR MEDICAL TRANSPORTATION, LLC</a>	001693842			40 PEQUOT STREET NORTH KINGSTOWN, RI 02852 USA
✓ <a href="#">Safe Harbor New England Boatworks</a>	001694862			14785 PRESTON ROAD, SUITE 975 DALLAS, TX 75254 USA
✓ <a href="#">Safe Harbor Newport Shipyard</a>	001697356			14785 PRESTON ROAD SUITE 975 DALLAS, TX 75254 USA
✓ <a href="#">Safe Harbor Pirate Cove</a>	001701300			,
<a href="#">SAFE HARBOR POLLUTION INSURANCE, LLC</a>	000796241	524210		66 WHITECAP DRIVE NORTH KINGSTOWN, RI 02852 USA
✓ <a href="#">Safe Harbor Sakonnet</a>	001670605	713930		251 LITTLE FALLS DRIVE WILMINGTON, DE 19808 USA
✓ <a href="#">Safe Harbor Wickford Cove</a>	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

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**Summary for:** SHM Jamestown Boatyard, LLC

<b>The exact name of the Foreign Limited Liability Company:</b> SHM Jamestown Boatyard, LLC		
<b>The fictitious name of:</b> Safe Harbor Jamestown Boatyard <b>was filed on</b> 12-09-2019		
<b>Entity type:</b> Foreign Limited Liability Company		
<b>Identification Number:</b> 001702495		
<b>Date of Registration in Rhode Island:</b> 12-06-2019		<b>Effective Date:</b> 12-06-2019
<b>Organized under the laws of:</b> State: DE Country: USA		
<b>The location of the Principal Office:</b>		
Address: 251 LITTLE FALLS DRIVE CORPORATION SERVICE COMPANY		
City or Town, State, Zip, Country: WILMINGTON, DE 19808 USA		
<b>The mailing address or specified office:</b>		
Address: 14785 PRESTON ROAD, SUITE 975		
City or Town, State, Zip, Country: DALLAS, TX 75254 USA		
<b>Agent Resigned:</b> N		<b>Address Maintained:</b> Y
<b>The name and address of the Resident Agent:</b>		
Name: CORPORATION SERVICE COMPANY		
Address: 222 JEFFERSON BOULEVARD, SUITE 200		
City or Town, State, Zip, Country: WARWICK, RI 02888 USA		
<b>The limited liability company is to be managed by its Members</b>		
<b>The name and business address of each Manager:</b>		
Title	Individual name	Address
<b>Purpose:</b>		
MARINA OPERATIONS		
<b>North American Industry Classification System Code(NAICS):</b>		
<b>View filings for this business entity:</b>		
ALL FILINGS		
Amendment to Application for Registration		
Annual Report		
Annual Report - Amended		
Annual Report - Reinstatement		
Annual Report - Reinstatement 2006		
<a href="#">Click here to access 2006 and 2007 annual reports filed prior to July 25, 2007. The corporate ID is required.</a>		
<a href="#">View filings</a>		

*attached*

[New search](#)



State of Rhode Island and Providence Plantations  
Department of State - Business Services Division

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**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, I.L.C		
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 02904-2615  
Phone: (401) 222-3040  
Website: www.sos.ri.gov

FILED 12/5/19  
DEC 06 2019  
BY R 66577

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)

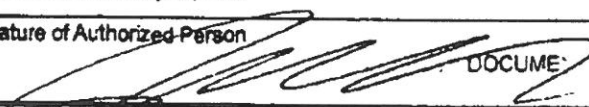
MANAGER	ADDRESS

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.

FORM 450 - Revised: 01/2019



# Delaware

Page 1

The First State

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](http://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 in a small font.

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*





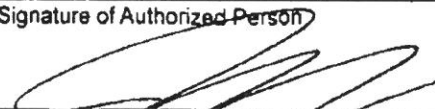
State of Rhode Island and Providence Plantations  
Department of State - Business Services Division

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 SWAN  
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.

FORM 624B LLC - Revised: 11/2017





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.

Nellie M. Gorbea  
*Secretary of State*



Because the dredged material is considered an <sup>PCD</sup> 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 (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.

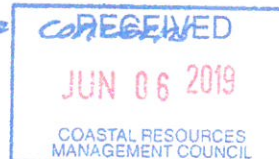
Sample	Beach Criteria	CAD Cap Criteria	GA Leachability Criteria TCLP/SPLP	Residential Disposal Criteria <sup>1</sup>	Commercial/Industrial Exposure <sup>2</sup>	TCLP Criteria for Haz. Waste <sup>3</sup>	Acceptable EPA Method(s)	MRL**
Grain Size	<input type="checkbox"/> <10% silt/clay	<input checked="" 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"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	SW 8015C	
PCB	<input type="checkbox"/> ND	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8270 SIM	100 mg/Kg
PAH	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8082	10 ug/Kg
Arsenic (As)	<input type="checkbox"/> 1.7 mg/kg	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8270- Six (6) Tier 1 compounds	*.02 mg/Kg
Cadmium (Cd)	<input type="checkbox"/> 1 mg/kg	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6010, 6020, 7061, 7062, 7000, 7010	0.4 mg/Kg
Chromium (Cr)	<input type="checkbox"/> 10 mg/kg	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6010, 6020, 7000, 7010	0.07 mg/Kg
Copper (Cu)	<input type="checkbox"/> 10 mg/kg	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6010, 6020, 7000, 7010	0.5 mg/Kg
Lead (Pb)	<input type="checkbox"/> 25 mg/kg	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6010, 6020, 7000, 7010	0.5 mg/Kg
Mercury (Hg)	<input type="checkbox"/> 0.5 mg/kg	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6010, 6020, 7000, 7010	0.5 mg/Kg
Nickel (Ni)	<input type="checkbox"/> 35 mg/kg	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	7470, 7471, 7472	0.07 mg/Kg
Zinc (Zn)	<input type="checkbox"/> 25 mg/kg	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6010, 6020, 7000, 7010	0.5 mg/Kg
TCLP or SPLP							6010, 6020, 7000, 7010	1.0 mg/Kg
Barium (Ba)							1311 or 1312	
Selenium (Se)							<input type="checkbox"/> 100 mg/L <input type="checkbox"/> 1.0 mg/L	6010, 6020
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  
<sup>1</sup> 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.  
<sup>2</sup> 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.  
<sup>3</sup> 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.

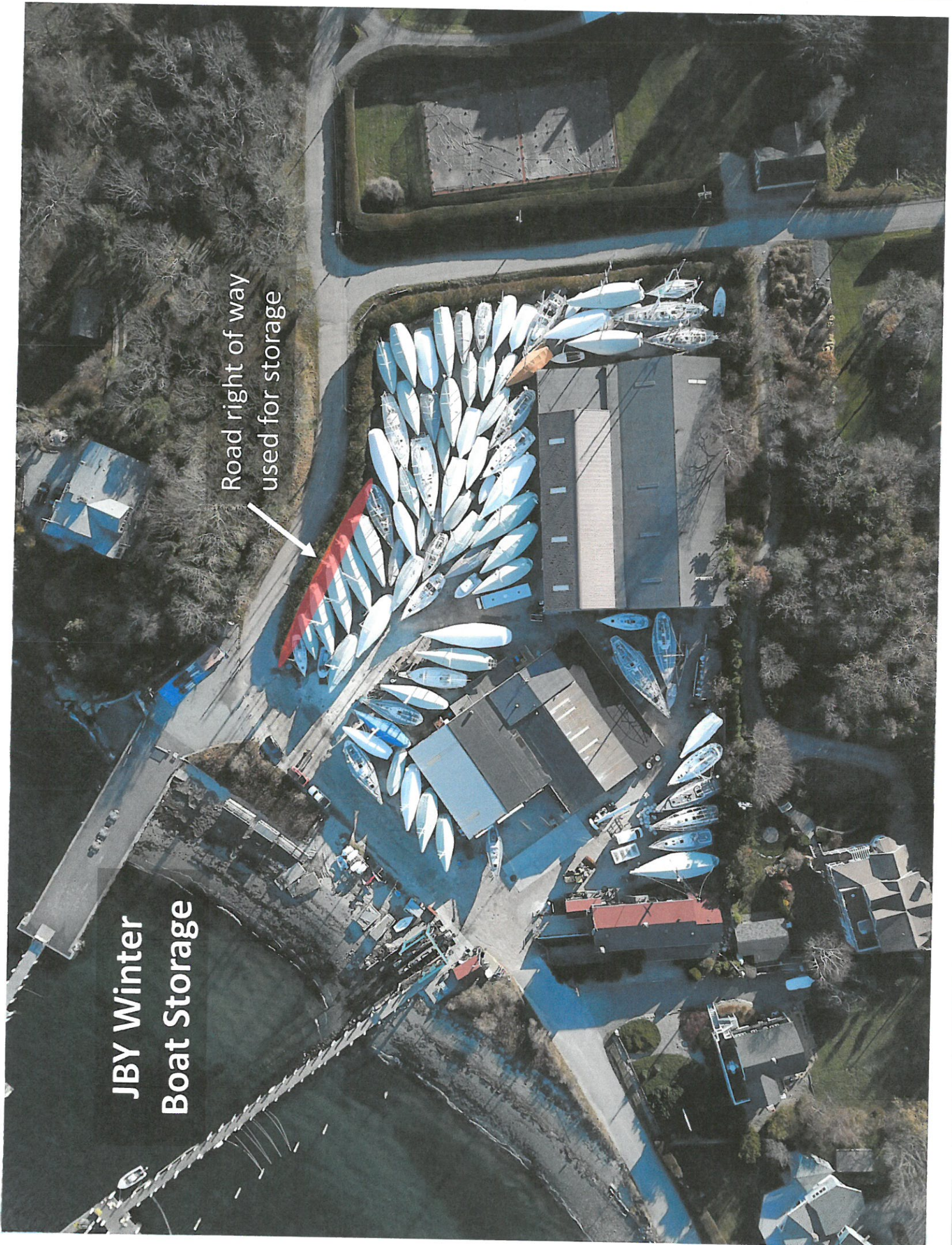


longest dock extension



**JBY Winter  
Boat Storage**

Road right of way  
used for storage





## The JBY proposed expansion and eelgrass

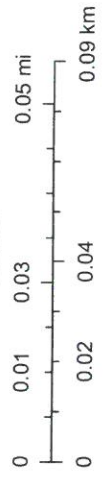
1. The Dumplings area has extensive eelgrass beds and meadows, some of the largest and healthiest in the state. (See the 2016 eelgrass map from the URI Environmental Data Center.)
2. The Submerged Aquatic Vegetation (SAV) survey that JBY commissioned in early July of 2019 showed eelgrass in very close 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

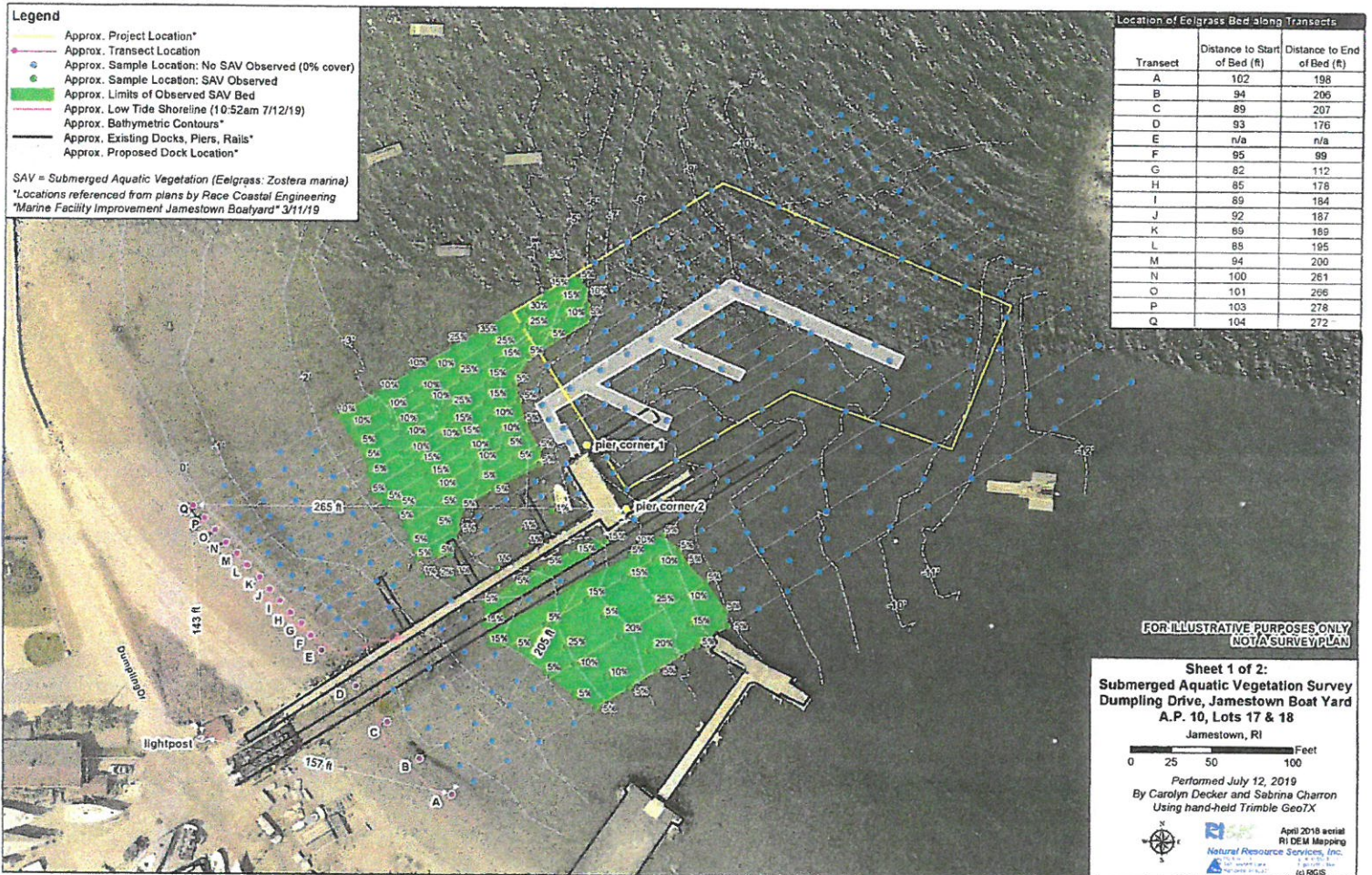


URI EDC, RIGIS, Sources: Esri, HERE, Garmin, Intermap, increment P



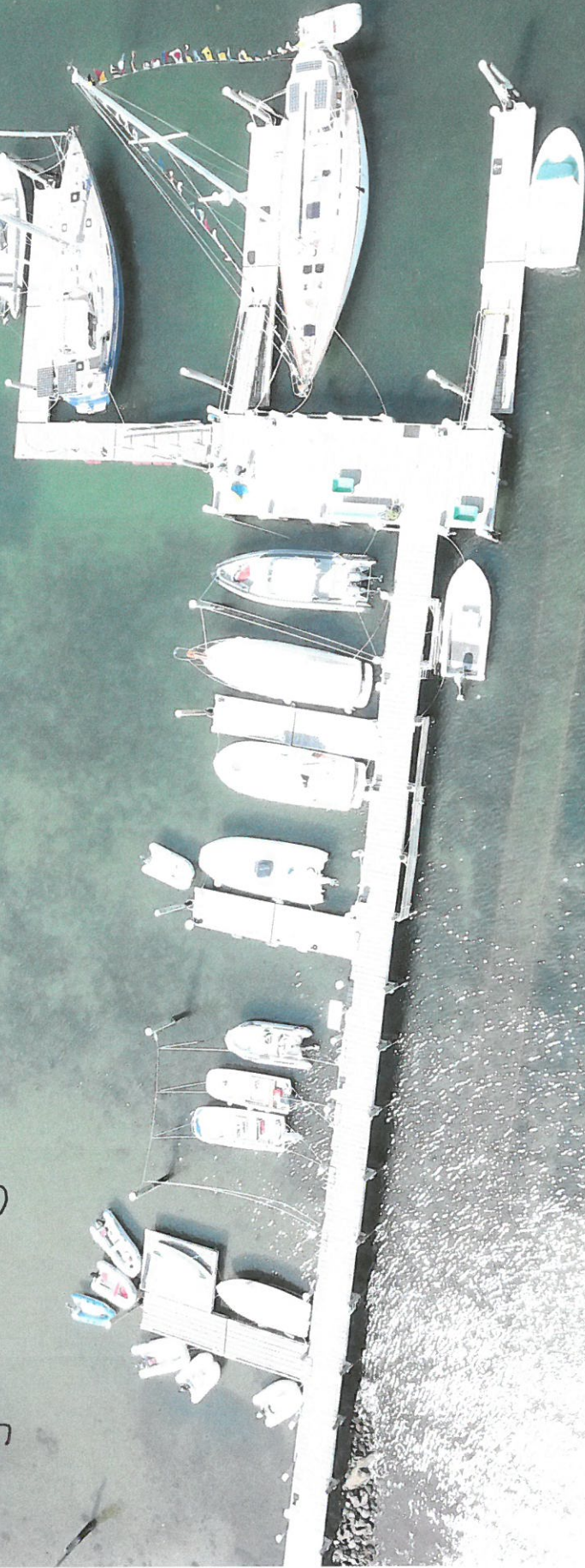
July 12, 2019 eelgrass survey in immediate vicinity of JBY's existing dock and initially proposed extensions to it. (The dredging area is outlined in white.)

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



RECEIVED  
TOWN OF JAMESTOWN, R.I.

20 JAN 22 AM 10:32



January 18, 2020

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

Dear Members of the Town Council of Jamestown,

As the President of the Jamestown Boat Yard (JBY), I would like to address the concerns some residents have voiced with the dredging of our working slips. Our process started with a new design, discussion with the town, and then the application to the Coastal Resource Marine Council (CRMC), the governing body in these matters. We followed these steps because we believed the process would be transparent, orderly and regulated.

#### Some History

The boat yard has had six working slips since 1997, one of which is dedicated to our launch service. The majority of the yachts we service are sailboats with fixed keels and would touch bottom if they were allowed to stay through the low tide cycle. As such, they need to be moved back and forth to their moorings each day. When the tide cycle forces vessels to be removed from or prohibits them coming to the dock, technicians need to be shuttled from land to the moorings to perform their tasks multiple times per day. It is obvious that this process is extremely inefficient. The dredging plan is designed to eliminate this inefficiency.

The importance of boatyards to support water-dependent activities in Rhode Island is well documented. In fact, CRMC has defined 6 types of categories related to uses and priorities in any given area of the Rhode Island coast. The area that Jamestown Boat Yard is located is identified as a Type 3 – High Intensity Boating. As noted in Section 1.2.1(A) of the RI Code of Regulations ("Red Book"): *"Type 3 waters are dominated by commercial facilities that support recreational boating. Here, marinas, boatyards, and associated businesses take priority over other uses and dredging and shoreline alterations are to be expected."*

#### The Request

In late 2018 we decided to engage the reputable and professionally licensed engineering firm, RACE Coastal Engineering. They designed a dock layout and dredging plan that satisfied our needs and was manageable for our budget. We finalized the plan and decided to meet with town officials to obtain their comments and/or objections in March of 2019. At that meeting, the plan was discussed in detail, yielding no comments or objections, and so we moved forward. We collected the additional materials needed for a CRMC application and submitted our request to the CRMC in late May.

In June, the CRMC informed us of the need to do a soil sample survey and an eel-grass and shellfish study, which are normal processes for obtaining a permit. The study came back in July

and we removed an area in the northwest corner from the dredge plan at their request, so as to not disturb the eel grass or shellfish. The soil samples did not indicate unacceptable levels of any chemical or metal constituents based on review by CRMC. The soil removed would be placed in the Confined Aquatic Disposal (CAD) cells in Providence, which the State maintains for the purpose managing the dredging needs for the State's waterfront interests.

After receiving these reports, and in consultation with the CRMC, we decided to reduce the scope of the project, with respect to dock space and dredging areas. Under the reduced plan, all docks would fall within our existing marina perimeter. While the existing marina perimeter allows us to extend our southern dock to the end of the railway, it is our intention to add only 20 feet to this dock. Dredging would be limited to the marina perimeter and associated access channel.

#### Facts Matter

Being a nonconforming property in a residential zone, we are under particular scrutiny with respect to any changes we desire to make. Be rest assured that we have vetted our improvements with the appropriate town departments (including Harbor, Building & Zoning, and Administration). We believe that laws and regulations should be made, and enforced, to protect the town from any rogue developer.

Our mooring field, which the Town Council (in conjunction with the Harbor Commission) regulates and monitors, is in compliance with all existing regulations. Our dedicated staff works with the Harbormaster concerning mooring placements of both ours and private moorings. As a frequent visitor to our mooring field, I know of no instance where he observed reckless or careless operation of any vessel associated with the yard moving in and around our field. All of our launch drivers hold a current US Coast Guard Operator's license, as does anyone that moves a customer's boat over 20' in length.

It is worth noting that in recent years we have switched underwater mooring gear to more eco-friendly "bungee" style components. Although this change required significant investment of capital, both human and monetary, we are happy to report that the result is a rejuvenation of eel grass in the shallow areas of our mooring field.

Given the beauty of our cove, the landscape does get crowded at times. In addition to our customers, we allow the members of the Dumplings Association to park in our yard, enjoy our beach, throw their trash from their beach outings in our dumpster, and the use of our restrooms. The Dumplings Association has approximately ten parking spaces for one hundred and twenty families. If there is a parking issue, it is not caused by JBY customers.

It was stated at the recent Town Meeting that our current involvement with Safe Harbor was the reason for our application to the CRMC. This is just plain wrong. As noted above we started our plan with RACE Coastal Engineering in 2018, met with town officials in March 2019, and subsequently approached by Safe Harbor in mid-July. We feel that false assumptions and suppositions only make matters worse in people's perception of our intentions.



### Our Intentions

- Dredge the existing slips and access channel to a depth of ten feet at mean low water. This is an average of less than two feet from current depth.
- Add eighteen-foot extensions to our two northern docks and a twenty-foot extension to the launch dock, all falling within our existing CRMC-approved marine perimeter.
- Our intended sale to Safe Harbor is not connected to nor was it prompted by our desire to fix the depth problem. As noted above, our focus on dredging crystalized in late 2018 when we hired RACE Coastal Engineering to perform depth surveys and develop a plan to address this matter. Safe Harbor was not involved with the design, scope or filing of the plan with CRMC. They were not aware of the plan until we informed them during the due diligence period of our negotiations, and the potential sale to Safe Harbor is not contingent on obtaining a permit from the CRMC.
- Continue operating JBY as a small boatyard in the same manner it has operated in the last ~50 years. We will continue to provide world-renowned service to yachts between 40 and 60 feet. The addition of Safe Harbor will not affect our culture, but will provide the financial security which will allow us to operate well into the future and remain a vital part of Jamestown's maritime heritage while providing jobs and supporting the local economy.

### Let's Talk

If there are neighbor issues, I believe they should be resolved by the neighbors themselves. Reasonable people should be able to share their ideas, goals, hopes and dreams with each other, and reach a compromise where necessary. Usually, a compromise that no one is completely satisfied is the right solution. To that end, JBY has made numerous concessions in our original improvement plans based on our desire to protect the environment and the feedback from our neighbors. What we are proposing now is not the perfect solution for JBY but will improve our operations while addressing many of the stated concerns during the application review process.

As a Jamestown resident, business owner, and local boater, my interests are aligned in many ways with my neighbors. Rest assured, I would not promote an alternative that would result in environmental harm to a place that I love, derive my living from, and enjoy the water with my grandchildren.

I am willing to talk things out with anyone who has concerns and brings facts and a spirit of good faith to the discussion.



Stephen De Voe  
President



## Erin Liese

---

**From:** Pebbles <pebbles@utexas.edu>  
**Sent:** Saturday, January 18, 2020 12:40 AM  
**To:** Erin Liese

RECEIVED:  
JAN 21, 2020 08:50 AM  
Erin F. Liese CMC  
TOWN OF JAMESTOWN Town Clerk

*Dear Erin,  
Will you please give this to the Jamestown Council Members and the town manager...thank you very much,  
pebbles*

Dear Members of the Jamestown Town Council:

I have written to you before but I realized that I left out one very crucial point. Hence, my second letter.

THE ISSUE OF THE PENDING JBY PROPOSAL IS NOT SIMPLY A DUMPLINGS' ASSOCIATION ISSUE or for those who live near by to the Dumplings.

It is, rather, a Jamestown issue that affects everyone who lives on our beloved island.

It is a question of " will the Town Council stand up and stand formally " for why most of us have chosen to live on the island. It's about the natural beauties and resources of our island verses the commercial needs.

It is that simple.

Please stand up for what the majority of the islanders want and not bow once again to the dollars that you might think such a proposal will bring to the island... that in my opinion is very little.

Thank you very much.

Respectfully,

Roxalene (Pebbles) Wadsworth  
1093 East Shore

--  
Encourage Curiosity!

RECEIVED:  
JAN 21, 2020 08:50 AM  
Erin F. Cressy CLK  
TOWN OF JAMESTOWN Town Clerk

Barbara Carton  
153 Longfellow Rd.  
Jamestown

Dear Town of Jamestown,

I'm writing again because it has come to my attention that JBY has already been granted a series of special zoning permits over the years -- with no apparent regard to the fact that it is an industrial boat yard in an RR80 zone.

I don't think anyone would object to a tiny boatyard, which is how it began many years ago, as tiny shack operated by old Charlie Wharton. That was actually kind of colourful.

But, the yard has since been permitted to expand into a large industrial operation that now would like to grow even more -- from the from 50 to 79 moorings, plus large dock extensions able to handle very large boats, up to 65-feet.

A large industry has no business in a residential zone. And, special permits -- or variances -- are specifically set up to allow occupants to use property

that is contrary to zoning regulations. Variances should only apply in exceptional cases.

JBV expansion means more workers, many of whom appear to be seasonal non-Jamestowners from having talked to them. It means more parking, more boat owners, more showers, more industrial activity, heavy equipment, noise, trash...lots more stuff.

The town would certainly have to widen Dumplings Drive for safety reasons. And, the shipyard would have to build a parking lot for all of those people who now park up and down the roadside. I assume JBV would also need to its' already-large boat storage area.

Saying that a shipyard will expand doesn't convey the increased full range of industrial, manufacturing and other service options it will need to offer.

What do we really know about all chemical, physical, biological, and ergonomic hazards not covered by OSHA and other standards that might cause harm to the air we breathe, the water we swim and kayak in, the children who play on the beach?

Jamestown has worked so hard to preserve open spaces and scenic views, from farmland to Fort Wetherill State Park (which, if my memory is correct, was once targeted for a proposed housing development). We even defeated a plan to plunk an oil refinery on our shores.



The Dumplings is a small place, but like many of our other small spaces and small beaches, it is another piece of our overall effort to preserve Jamestown's open space and open views in the face of ever-encroaching commercialization.

Once the shipyard expands, that expansion can't be taken back. It's hard to disassemble an entrenched industrial use.

Sincerely,

Barbara W. Carton

RECEIVED:  
JAN 21 2020 08:51 AM  
Erin E. Liasa CMC  
TOWN OF JAMESTOWN Town Clerk

January 17, 2020

Dear Jamestown Town Council,

I'm writing in opposition to the expansion of Jamestown Boat Yard and to encourage the council to send a letter to CRMC in opposition to the expansion.

I'm hoping that the Council and the Town of Jamestown has looked at the history of building permits and zoning approvals granted to JBY since 1984. The growth of the yard can be seen in the piecemeal approach to the zoning approvals over time. For example in Sept 1984 'the finding of fact' or the assumption behind the zoning relief to build a new building to store boats was "the business was not expanding: the structure is intended to refine the storage area". But the business did grow and the 'storage sheds' became work areas. This is simply one example of an Incremental change that on its own may seem reasonable but over all have allowed this "rural residential' area to contain a large commercial operation.

I have been part or full time resident of Jamestown for over 70 years. I have seen the tremendous increase of size and scope of the boatyard from a few boats moored inside the Dumpling rocks and one small building to a heavily populated ocean front and jammed packed land operation with barely enough room to store boats let alone have parking for workers or boat owners' vehicles. The area has become dangerous for pedestrians and small boats, kayakers, paddle boarders, swimmers etc. and it's not clear that an EMT or Fire Truck could get down the road in an emergency especially during 'peak' season.

Again I encourage the council to write a letter to CRMC opposing the project and that the Town to consider the potential impact of the overall project scope when considering further JBY's petitions to the Zoning Board.

Sincerely,

Louise Potter

9 Plymouth Road

January 18, 2020

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

RECEIVED:  
JAN 21 2020 08:51 AM  
Erin F. Liese CNC  
TOWN OF JAMESTOWN Town Clerk

To the Town Council:

As Jamestown property owner at 9 Conanicus Ave. and member of the Dumplings Association, I believe I have adequate standing to voice my opposition to the proposed Jamestown Boatyard expansion plans. It seems straightforward that the plans will have a negative impact to the Dumplings area, and the town of Jamestown in general.

I base my opposition on several factors:

1. The plans submitted would effectively extend a commercial enterprise in a residential district, based on what I would view as an expansive view of riparian rights. Development that would present a material (and I daresay controversial) alteration of existing zoning if it were attempted on land, should not be acceptable simply because it is 400 feet off the beach.
2. The extension of the marina, and especially the explicit plans to accommodate large motor yachts, will negatively impact the ambience and picturesque nature of the Dumplings area. As anyone who has witnessed the view can attest, the sight of the ostentatious floating palaces that mar Newport's harbor with three stories of fiberglass, and artificially light the water with florescent lights each summer, is the definition of garish and is antithetical to the quaint New England village ambience that the town of Jamestown has gone to such pains to promote.
3. These large yachts invariably run their generators much of the time, causing noise and diesel fumes, negatively impacting the residents' quiet enjoyment of their property, not to mention the environmental concerns of water and noise pollution.
4. **After years spent on the re-propagation of the environmentally crucial eel grass in the coastal environs, including the concept of changing every mooring under the purview of the Town of Jamestown to minimize the impact on this vital resource, it seems counter-intuitive to permit extensive dredging in one of the most environmentally sensitive area on Conanicut Island for the short-term benefit to one commercial enterprise.**
5. Any additional economic impact to the town from more dock space available during the high season will be limited to the marina through dockage fees, and will be outweighed by the increased vehicular and pedestrian traffic that will clog Dumpling Drive and Racquet Road.
6. The plans as submitted assume an extension of riparian rights that do not seem to take into account the curvature of the coast line.
7. The tax changes implemented over the last several years in Jamestown increased the assessments on homes that enjoy a water view. Fair enough. A different story,



though, if that view is impacted by commercial facilities directly in front of the property.

Thank you for your consideration of these points of view.

Sincerely,

Clarke Moody  
9 Conanicus Ave.  
Jamestown, RI

## Erin Liese

---

**From:** Catherine Biddle Dunning <biddledunning@gmail.com>  
**Sent:** Saturday, January 18, 2020 11:49 AM  
**To:** Erin Liese  
**Subject:** Opposition to JBY expansion

Dear Erin Eliese,

I am writing to express my opposition to the marina expansion of the Jamestown Boat Yard. I understand that the expansion includes a plan to attract larger, deeper-draft boats to the facility. For the following reasons I feel that this expansion would very much be to the detriment of both Jamestown residents and visitors:

*Increased boating and car traffic:* during the summer this is already an extremely congested mooring field. This raises significant concerns about safety for swimmers, kayakers and other boaters. As for land-based parking, this is already very limited on a summer day. Simply put, there just is not the space.

*Environmental concerns/Maintaining the beauty of our island:* Jamestown is a beautiful, scenic area; that's why our residents choose to live here and why we have thousands of visitors each year that bring essential business to our island. We should be preserving our island so that it remains a place of beauty for the residents and generations to come, as well as for the visitors that come back year after year. As decent citizens of this island, it is our responsibility to protect our waters, so that they continue to be a source of beauty, and a place of clean and safe swimming/recreation.

Please do not hesitate to contact me if you need any further information.

Sincerely,

Catherine Biddle  
William Dunning  
11 Avenue B  
Jamestown, RI

RECEIVED:  
JAN 21, 2020 08:51 AM  
Erin F. Liese CNC  
TOWN OF JAMESTOWN Town Clerk

## Erin Liese

---

**From:** Frank DiZoglio <frank@abbeypackaging.net>  
**Sent:** Saturday, January 18, 2020 1:12 PM  
**To:** Erin Liese  
**Subject:** Jamestown Boat Yard

Hi Erin, I would like to address the article in the Jamestown Press concerning the Jamestown Boat Yard. As one of the 125 property owners in the area I would like you to consider my support for the Jamestown Boat Yard. I believe the marina would not move forward without the blessing of CRMC unless whatever was necessary has been attended to. I know they are extremely conscious regarding the use of plastic items and have always kept their property extremely clean. For the past 25 years I have relied on the Jamestown Boat Yard to tend for all aspects of my vessels. As a company they have been superb and I have never had an issue. They are a family run company and their employees shine in every way. Even during the recent construction of a new building the area was totally manageable, even when I launched my canoe for a quick paddle.

The Jamestown Boat Yard needs the Council to consider a business friendly posture especially due to the fact the extension of the docks is critical and will not take away from the character of the area in any way. JBY are reasonable people and have always worked and helped anyone that has asked. The upgrades to the boatyard in past years have improved the area and will continue to do so. Thank you for your consideration, Respectfully, Frank Di Zoglio.....56 Blueberry lane...116 Battery lane

RECEIVED  
JAN 21 2020 08:51 AM  
Erin F. Liese CNC  
TOWN OF JAMESTOWN Town Clerk



To: [eliese@jamestownri.net](mailto:eliese@jamestownri.net)

Jamestown Town Clerk

Re: JBY Expansion

From: Cornelia Sertl, [corysertl@gmail.com](mailto:corysertl@gmail.com), owner 34 Dumpling Drive

I am writing to express my concerns re: the plans for expansion of the Jamestown Boat Yard.

I have been a summer resident since my parents built on the property one house away from JBY in the early 60's. Together with my family I spend as much time in Jamestown as I can from April - December. We enjoy swimming off the Dumplings dock, boating/paddleboarding off the beach and the unique views from our home.

Over the last 10 years there has been a considerable increase in the amount of commercial vehicle traffic that services the boatyard that has had a detrimental effect on the quality of life in the neighborhood. There is not enough parking within the boatyard facility to serve the current level of employees and customers who keep their boats there. On busy days in the summer the parking situation leads to illegal parking on Dumpling Drive that limits access by emergency vehicles and fire trucks. The area is already highly congested at peak times and in my opinion cannot accommodate further traffic or parking in a safe manner.

As a property owner in the Dumplings I have always felt responsible to clean up the area and regularly pick up large amounts of trash left by trespassers on the nearby shoreline. This is already a significant issue that will not improve with an expansion that will lead to greater congestion.

JBY has been a long time neighbor and a boatyard operation has been part of the neighborhood co-existing with the community of people who live there. The new proposal for expansion tips the balance and would have a significant impact on quality of life for those of us who are immediate neighbors and for everyone else who currently keep boats there and/or are members of the Dumplings Association who regularly swim, boat, walk, bike and simply enjoy spending time near this very special part of Jamestown.

I urge the Town Council to oppose any further expansion to the Jamestown Boat Yard.

Sincerely,

Cornelia Fischer Sertl  
585-202-6064

RECEIVED:  
JAN 21, 2020 08:52 AM  
Erin F. Liesa CNC  
TOWN OF JAMESTOWN Town Clerk

## **Susan Maffei Plowden**

January 2, 2020

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

To Jamestown Town Council,

I am writing with concern about the proposed plans for expansion submitted by Jamestown Boat Yard for additional docks, as well as dredging in the immediate area.

I was the service manager at Jamestown Boat Yard in the late 1980s, and currently a member of the Dumplings Association, so I am very familiar with the area, usage, traffic, etc. But probably more importantly to me, I frequently sail in the Dumplings area on a small boat, and am well aware of the recreational and commercial activity there. On a typical summer day, this area is extremely popular – and it's easy to see why, as it's one of the most scenic and spectacular waterways on the Bay.

Along with small power and sail boats transiting the area, there are kayakers and SUPs paddling around, as well as regular 'visits' from smaller charter boats which tour through this area -- and there is also JBY's launch which operates non-stop, servicing their customers' boats on area moorings, as well as the launching/hauling of boats on JBY's railway. It is a very busy waterway; all of this activity currently manages to co-exist fairly seamlessly, but the proposed dock extension, seems to be completely out of scale, and character, for an already congested area.

No one in the marine industry (or the R.I. coconut telegraph) is oblivious to the recent expansion by Safe Harbor Marinas into R.I. As the "largest owner and operator of marinas in the world", some of their recent acquisitions make sense (ie, Newport Shipyard, N.E. Boatworks), as these properties have existing viable marinas. Jamestown Boat Yard has always been a service yard with limited dockage. Clearly their expansion proposal is predicated by Safe Harbor's interest in acquiring the yard (some say it's already happened, not sure that really matters). This expansion plan is ill suited for this particular location.

JBY has existed in a residential area, somewhat harmoniously with the surrounding neighbors, for over 100 years. While JBY sees an opportunity to expand to meet future demand, the Council should seriously consider the negative environmental effects on the waterway, increased shore side traffic, and a diminished recreational experience for everyone.

Sincerely,

Susan Maffei Plowden

RECEIVED:  
JAN 21, 2020 08:52 AM  
Erin F. Liese CTC  
TOWN OF JAMESTOWN Town Clerk

**45 Calvert Place, Jamestown, Rhode Island 02835**  
**401.855.0234 cell / suma3@mac.com**



## Erin Liese

---

**From:** Julie Gaither <jggaither@gmail.com>  
**Sent:** Sunday, January 19, 2020 1:44 PM  
**To:** Erin Liese  
**Subject:** Proposed JBY expansion

Dear Jamestown Town Council

My name is Julie Gaither and my address is 93 Clarke Street. I am writing to express my strong opposition to the JBY expansion plan. I am a member of the Dumplings Association, but I am also writing as a resident of Jamestown.

While I support the business that the Jamestown Boatyard does - and does very well - I cannot support their expansion plan as it is completely out of balance with the long-standing recreational use of the area. It goes without saying that the large boat traffic that would come with the plan poses dangers to swimmers, kayakers, divers and small craft boaters (in the summers months there are hundreds who enjoy the beauty of the Dumplings area). The parking in the area is already at maximum capacity, and more traffic will endanger walkers and cyclists who enjoy the area. Beyond this, the environmental damage that dredging would cause is far reaching.

The layers of heavy metals and pollutants currently deposited on the bottom - decades and decades of this sediment - would become re-suspended in the water. Small motor boats frequently anchor off Old Salt Beach - families with kids who enjoy swimming in the shallows and enjoying the views of Clingstone and Newport. Additionally there is the potential damage to the currently healthy eelgrass beds (a rarity in Narragansett Bay). The beds are vulnerable to pollutants and they require (and therefore encourage) clear water to live. Dredging plumes will unquestionably have a severe impact on this critical ecosystem.

Please work with us to protect the area. Thank you for your consideration.

Sincerely,

Julie Gaither

RECEIVED:  
JAN 21, 2020 08:52 AM  
Erin F. Liese CMC  
TOWN OF JAMESTOWN Town Clerk



## Erin Liese

---

**From:** Betsy Edie <betsyedie@gmail.com>  
**Sent:** Sunday, January 19, 2020 1:46 PM  
**To:** Erin Liese  
**Subject:** Objection to JBY Expansion

We are writing to **strongly object** to JBY's proposed expansion. Too much will be jeopardized by the additional dockage and increased capacity for larger boats.

- The NATURAL BEAUTY of the Dumplings area will be jeopardized.
- The SAFETY of boaters, swimmers, walkers, and kayakers will be jeopardized due to increased traffic and congestion, both in the water and on the roads.
- The HEALTH of our waters (dredging eel grass and adding more pollutants from boat maintenance) will be jeopardized.

Please turn down JBY's proposal for expansion. It is too much for the beautiful gem of Jamestown.

Sincerely,

Betsy and Rick Edie

RECEIVED:  
JAN 21, 2020 08:52 AM  
Erin F. Liese CNC  
TOWN OF JAMESTOWN Town Clerk

**Erin Liese**

RECEIVED  
JAN 21 2020 08:52 AM  
Erin F. Liese, CNC  
TOWN OF JAMESTOWN Town Clerk

**From:** Peter Parsons <pparse@comcast.net>  
**Sent:** Sunday, January 19, 2020 1:46 PM  
**To:** Erin Liese  
**Subject:** JBY Proposed Marina/Boat Yars Expansion

To Who it May Concern,

The purpose of this letter is to voice my strong objection to the proposed expansion of the Jamestown Boat Yard (JBY).

I have been coming to Jamestown for over 50 years and my family has been using the Dumplings area recreationally both by way of the swimming dock or by boat. The Dumplings area has always been one of the more scenic areas on the East Coast given its natural beauty (including Clingstone) and the fact that it helps mark the entrance to Narragansett Bay, one of the premier sailing areas in the world. We must do what we can do to preserve the natural beauty of this area as once lost, much in the way that Newport Harbor has lost and continues to lose it's natural beauty along the waterfront, it can never be reclaimed.

This expansion sounds like an expansion that is being pushed by JBY because of expected boat demand for it, and the fact that it makes economic sense, with no consideration to the physical limitations in the area that are already stressed. Further, it also sounds like little thought has been put into potential environmental issues that could result, and similar to the physical beauty, once lost is gone forever.

To summarize:

- A significant number of moorings have already been added over the years, significantly increasing boat traffic in the harbor. The harbor is currently stressed to its physical limit, placing boats on moorings already too close to each other, limiting current users of the size of boats that can be put on moorings. An expansion will only make this worse.
- Additional moorings and JBY docks/floats will clearly increase boat traffic, as well as the size of boats, further stressing a harbor with increased boat traffic to the detriment of all. There are safety considerations too that will also be further stressed for recreational use of the harbor.
- Parking in the area is already stressed with the existing use of the area by JBY and recreational boaters, as well as those using the swimming dock. During busy times parking is done along the side of the road which could create problems in an emergency. Expanding JBY will only make this worse, and more unsafe. Has JBY put any thought into the additional cars from the expansion and where people would park??
- Environmental issues can not be ignored. Creating long term environmental issues can create costs in the future that today are difficult to quantify, and have some potential for being priceless. It's time the town makes this a priority for future generations.
- Local residents will clearly be affected by the expansion negatively in many ways, and it is important for all that a thriving boat yard must be a good neighbor. Given the physical limitations of the area, it is very unclear how this can happen with a JBY expansion and also can not be ignored.

With the overcrowding of Newport, Jamestown inevitably will receive more and more attention from those looking for alternatives. This is probably just the beginning, and is a significant opportunity for the Town of Jamestown to do the right thing by taking steps to preserve world class natural beauty, properly manage additional traffic on land and water, and to prevent more environmental destruction. I am very supportive of the current JBY business as it has revitalized the area, and having a successful boat yard there right now works. An expansion however will create many problems, and must be rejected by the town.

Very sincerely,  
Peter Parsons  
508-404-4279



**Erin Liese**

---

**From:** Peter <pparse@comcast.net>  
**Sent:** Sunday, January 19, 2020 9:24 PM  
**To:** Erin Liese  
**Subject:** Proposed Expansion of the Jamestown Boat Yard-Objections

Erin, I realize I missed the deadline for this to be included at the Town Meeting, but wanted to send this to you to hopefully help show the town how sensitive this issue is to many us. Please use the below letter and disregard the letter I sent to you in error earlier today.

Thank you,  
Peter Parsons

To Who it May Concern,

The purpose of this letter is to voice my many concerns with the proposed expansion of the Jamestown Boat Yard (JBY).

The Dumplings harbor is part of an area that has always been one of the more scenic areas on the East Coast given its natural beauty, and the fact that it helps mark the entrance to Narragansett Bay, literally one of the premier sailing areas in the world. We must do what we can do to preserve this natural beauty as once lost, much in the way that Newport Harbor has lost and continues to lose it's natural beauty along the waterfront, it can never be reclaimed. Boat yards on Jamestown can add to this natural beauty and the community, but expansions must be done in a very thoughtful way that properly integrate the business with the physical limitations of the area, ensuring that we preserve what makes Jamestown the beautiful island it is.

My family has had a boat moored in the Dumplings harbor for over 40 years, has used the Dumplings swimming dock for longer, and I personally have witnessed the dramatic increase in moorings in the harbor, as well as the increase in boat and car traffic that has occurred over these years. Right now car traffic appears manageable with occasional parking shortages during busy times, however, it is clear that any proposed expansion could easily result in excessive car and boat traffic. The proposed expansion appears to have given very little consideration for the physical limitations of this area (water and land) that are already stressed with the current boat and car traffic, little consideration to the negative affect this could have on neighbors, and little consideration to potential safety issues resulting from excessive car and boat traffic. Further, it also sounds like little thought has been put into potential environmental issues that could result, and similar to the natural beauty, once the environment is damaged it is difficult to bring it back.

More specifically:

- A significant number of moorings have already been added over the years, significantly increasing the number of boats and boat traffic in the harbor. The harbor appears to be already stressed to its physical limit, with boats on moorings already too close to each other, and limiting the size of boat that current mooring owners can put on moorings. An expansion with more moorings will only make this worse.

- Additional moorings and JBY docks/floats will increase boat traffic, and bring in larger boats, further stressing a relatively small harbor with increased boat traffic to the detriment of all. I fear that a larger boat yard will make recreational use of the harbor that includes swimming, kayaking, and paddle boarding, even more unsafe.
- Parking in the area is already stressed with the existing use of the area by JBY and recreational boaters, as well as those using the swimming dock. During busy times parking shortages result in parking along the side of narrow roads which could lead to problems in an emergency, restricting access by emergency vehicles. Expanding JBY can only lead to more parking shortages, making it even more unsafe. Has JBY put any thought into the number of additional cars resulting from the expansion and where people would park?? Would a larger boat yard also lead to more boats stored on land? If yes, boat storage space on land appears to already be maxed out as well.
- Environmental issues obviously can not be ignored. Creating long term environmental issues can create costs in the future that today are difficult to quantify, and have some potential for being priceless. The town needs to make this a priority for future generations.
- Local residents/neighbors will clearly be affected by the expansion negatively in many ways, and it is important for all that a thriving boat yard be a good neighbor. Given the physical limitations of the area, it is very unclear how this can happen with a JBY expansion and also can not be ignored. I do hope the town puts the rights of it's residents ahead of big business.

With the overcrowding of Newport, Jamestown inevitably will receive more and more attention from those looking for alternatives. This is a significant opportunity for the Town of Jamestown to set precedent and to do the right thing by taking steps to preserve world class natural beauty, properly manage additional traffic on land and water, prevent potential environmental destruction, and avoid the overbuilding that has happened in Newport. I am supportive of the current JBY business as it has energized the area. But the town needs to be very thoughtful of any expansion that can lead to regretful results that are difficult to reverse.

Very sincerely,

Peter Parsons

Sent from my iPad



January 19, 2020

To the Jamestown Town Council,

To help preserve our coastal resources, the rural nature of our town, and to allow our waters and beaches to be used by our residents safely, I believe that it is imperative that the Town Council become involved with the proposed Jamestown Boat Yard (JBY) expansion.

JBY's amended proposal calls for dredging over 1000 cubic yards of sediment. The probable environmental impacts of this process are concerning. These impacts include stressors to aquatic life including sediment-induced stress, release of toxic contaminants, and noise pollution. The results of these would be a reduction of spawning/egg survival, a loss/altering of habitat, and adult fish being put into a "fright/flight" response and vacating the area (Wenger AS, Harvey E, Wilson S, et al, 2017). Dredging often affects the water quality as well, thus impacting swimming beaches and other recreational use of the close waters (<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4667927/>). This is significant because there are several neighboring swimming beaches nearby (e.g. Old Saltworks Beach which is often used by sailing classes) and the waters near Clingstone and Bull Point which are popular fishing spots.

Unfortunately, JBY'S building and development history has led me to view their rationale for extending their dockage with skepticism. For example, JBY was granted permission to build temporary storage sheds. With time, these temporary sheds were gradually replaced with more permanent structures. Boats stored for the winter are packed into the current parking lot forcing employees and temporary workers (e.g. contractors) to park on the street. Ironically, the posted JBY parking rules are blocked by boats. Additionally, there does not appear to be a marked, designated handicapped parking spot. Summer does not bring much relief to the parking situation as there are a considerable number of boats which are not launched and continue to be stored in the former parking lot throughout the season. Delivery trucks and boat transport vehicles frequently block the road and have difficulty navigating the narrow street demands. These circumstances are not likely to improve if additional seasonal workers and/or additional patrons will need access to the docks. I place emphasis on the building and parking situations because they directly impact the "rural nature" of the surrounding neighborhood, make it difficult for vehicles to pass through, and illustrate JBY's potential to expand its business without considering the impact of its actions upon its surroundings.

As someone who frequently utilizes the waters around JBY, I have difficulty understanding JBY'S justification for requesting this expansion. Their reasoning appears to be based on their desire to allow boats to "remain on working slips" through the tide cycle. This implies that they frequently bring in yachts, work on them during the high tide cycle, return them to their moorings at low tide and then repeat this process until the repairs have been completed. This does not seem to be their current practice, as boats often remain in the current slips for days, if not weeks. One summer, the power yacht of a JBY owner, occupied the end of the dock for the



entire season. For difficult repairs, it appears that the boats are hauled out of the water and then worked on it in the yard. This is a practice that could and should continue. I further question the idea that marine traffic would be reduced, as it seems more likely that not only the amount of marine traffic would increase but also that the area affected by the traffic flow would expand. This raises additional concern because the surrounding waters are frequently used by small water craft (e.g. paddleboarders, kayakers, Lasers, Opti's) whose paths can be adversely impacted by the lack of maneuverability and/or wake of larger boats which at times are under tow.

I ask the Council to consider the impact of the overall project scope on the coastal resources and JBY's surrounding neighborhood when deciding how to proceed with this decision.

Respectfully Submitted by,

Amy W. Taft

65 Clinton Avenue

Wenger AS, Harvey E, Wilson S, et al. A critical analysis of the direct effects of dredging on fish. *Fish Fish*. 2017;18:967–985. <https://doi.org/10.1111/faf.12218>

RECEIVED  
JAN 21, 2020 08:53 AM  
Erin F. Liese CMC  
TOWN OF JAMESTOWN Town Clerk

Hugh M. Balloch  
210 Racquet Road  
Jamestown, RI 02835

January 20, 2020

Erin M. Liese, CMC  
Town Clerk  
Town of Jamestown  
93 Narragansett Ave  
Jamestown, RI 02835

Dear Sirs:

I am writing in support of Jamestown Boatyard's application for minor adjustment to its dock, and work-slip dredging to allow deeper draft vessels they service to remain at the docks through low tide.

I am a home owner on Racquet Road where I have lived during the summers my entire life. My wife Susan and I are building a year-round home also on Racquet Road that will serve as our retirement home. We are looking forward to spending more time in Jamestown in the future.

We are good friends of El and Steve DeVos, principal owner and operator of JBY. Steve and El are thoroughly nice people, Jamestown residents, successful sailors, and responsible professional business owners. I am a longstanding client of JBY. My 48 foot Swan, Dragon, has been serviced there for the past 12 years. So I write to offer the perspective of someone who lives and has a substantial investment in the neighborhood, has close personal knowledge of JBY's operations, and first-hand experience of the excellent craftsmanship provided by JBY for their customers.

Steve has shared with us details of the requested approvals and they make a great deal of sense. My boat draws 8 feet and can no longer be serviced at low tide in their 5 work slips necessitating movement to and from spare moorings. Please note, JBY is not a "marina" but a working yard. One of a few authorized Nautor Swan authorized yards, it must exhibit the highest quality capability and workmanship to receive and keep such designation. They employ 29 professionals year-round and several more in summer providing stable high-quality employment; growing skilled jobs in Rhode Island and capability in Jamestown. The nearest yard with similar designation and accreditation is Pilots Point in Westbrook CT. We need to do what we can to grown quality RI jobs and support employers in Jamestown, not the opposite.

I understand there have been many letters written expressing concerns based on inaccurate or outdated information. I've read many of them which appear to be crafted based on some sort of form letter. I am hopeful Jamestown's hearing process will sort through the facts, with a positive outcome for JBY.

The changes proposed will make no difference to the traffic going past our homes on Racquet Road. I can personally attest that JBY runs a clean, environmentally sound workplace. Their yacht storage sheds have recently been rebuilt to a Bill Burgin shingle-style design far exceeding what would normally be provided by a less neighborhood-friendly industrial yard. They have emergency water tanks to supplement the hydrants available to Jamestown Fire Department for Dumplings area fire emergencies.

They work proactively and collaboratively with CRMC, and other RI regulatory bodies. Should the rumored sale of JBY to Safe Harbor be completed, I am confident that the management of that group which is equally as professional as the DeVos', will continue in JBY's tradition of high quality environmentally conscious work practices. Former NYYC Commodore Reeve Potts and other senior management of Safe Harbor are leaders in the yachting industry and of the highest integrity.

I would be happy to discuss any aspect of this letter with town officials involved in this approval if I can be of help.

Kind regards,



Hugh M. Balloch



# Devereux Ocean Foundation, Inc.

RECEIVED  
JAN 17, 2020 01:09 PM  
Erin F. Liese CMC  
TOWN OF JAMESTOWN Town Clerk

Mark J. Grosby  
P.O. Box 537  
Jamestown, RI 02835

[mgrosby@me.com](mailto:mgrosby@me.com)

401-835-1879

January 16, 2020

Erin F. Liese, CMC  
Town Clerk  
Town of Jamestown  
93 Narragansett Avenue  
Jamestown, RI 02835

Re: Jamestown Boat Yard

Dear Ms. Liese,

I wish to voice my support for the maintenance dredging and dock improvements request by Jamestown Boat Yard. I will provide my observations and address some of the objector's issues.

I have kept my sailboat on a mooring and on shore at JBY for the last 13 years. I've witnessed the tremendous efforts the JBY team have taken to protect the environment and to restore the yard buildings with design hints from the neighborhood. One of those decisions caused a good unintended consequence. All the new cedar siding required a massive fire fighting reservoir and delivery system that the town has the right to use in the neighborhood. All actions of a good citizen.

I've, also, seen the summer traffic and parking issues. The dredging and the dock changes will have zero impact on those issues. Neither project increases the number of docks.

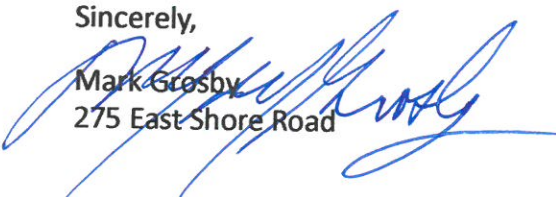
Safety. Can we agree that reducing boat traffic around the docks will reduce the possibility of an event. By dredging, JBY will be able to significantly reduce the traffic to and from the dock because they will not be required to move the boats being serviced to moorings around low tide. Dredging creates a much safer environment.

Since I run a foundation that fosters ocean research, education and stewardship, I will describe an example of JBY's marine stewardship. Over the past two years, JBY has removed all of its double chain mooring tackle that scours the bottom with each tide and installed shock absorbing ground tackle that stays off the bottom. This will allow the eel grass and other marine life to return to the mooring field.

I ask for your support for this appropriate project.

Sincerely,

Mark Grosby  
275 East Shore Road



Nurturing Ocean Research, Education and Stewardship

**Erin Liese**

---

**From:** Thomas J Fritz <tfritz@andover.edu>  
**Sent:** Tuesday, January 21, 2020 9:52 AM  
**To:** Erin Liese  
**Subject:** JBY expansion

We are writing in support of the Dumplings Association in its opposition to the plans for the Jamestown Boat Yard expansion project. We are concerned about the environmental and commercial impact—all negative—on this part of the harbor and coastline.

Thank you for your attention,  
Tom and Kassy Fritz

**Erin Liese**

---

**From:** Lawrence Goss <outlook\_6BFBD8937978923B@outlook.com>  
**Sent:** Tuesday, January 21, 2020 1:59 PM  
**To:** Erin Liese  
**Subject:** JBY Application

Sent from [Mail](#) for Windows 10  
Lawrence T. Goss  
15 Buloid Ave.  
Jamestown, RI 02835

January 19, 2020

Erin F. Liese  
Town Clerk  
Town of Jamestown  
93 Narragansett Ave.  
Jamestown, RI 02835

Re: Jamestown Boatyard Expansion Application

Ms. Liese,  
I would like to write in favor of the Jamestown Boatyard in their pending expansion request. I have had the privilege of being a customer of the yard as well as a Jamestown resident and yachtsmen for many years. I also owned Kenport Marina in South Kingstown, so I have had experience as customer and owner. JBY has always been a great Jamestown destination, Corporate Citizen and ardent supporter of the local Boy Scouts. The manager, Jim Archibald has graduated more eagle scouts then any scout leader in a small town that I have ever heard of. I would say that is a good neighbor. The accusation that Jamestown Boatyard is going to cause an environmental hazard is absurd when the charge is coming from the Dumplings Association, 120 Families of let's say 4 people each so, 480 people confined in a small beach area with no toilet or dumpster. Now is the Dumpling's Association so exclusive that members don't even have to use the bathroom? Or do they just use the Bay whose character they claim to protect?  
Sincerely,

Lawrence T. Goss



## Erin Liese

---

**From:** Bill maynard <w.g.maynard@hotmail.com>  
**Sent:** Thursday, January 16, 2020 11:26 AM  
**To:** mgblanco@cox.net; meagherjamestowntc@gmail.com; jtownelc@aol.com; Major510@cox.net; Billpiva8@cox.net  
**Cc:** Erin Liese  
**Subject:** Jamestown Boat Yard proposed expansion

Jamestown Town Council Members,

My wife and I would like to echo the concern that Mary Marshall communicated at the January 6<sup>th</sup> Town Council Meeting. We, like many other Jamestown residents are *very* concerned about what JBY is proposing and the impact it will have on this area of the island. As Mary very effectively outlined, there are significant recreational safety, environmental, and esthetical impacts from such an expansion within this residential neighborhood. Over the more than two decades that we have been residents, we have watched JBY continue to grow with more and more related activity – increasing traffic both on the water and on the shore to a point that has changed the character of the surrounding area. Quite honestly, it feels that the yard has already outgrown its surroundings. If JBY goes forward with the proposed expansion, we like so many of our Jamestown neighbors are quite certain it will cause irreparable harm to the area and potentially jeopardize the health and safety of residents and recreational users of the Dumplings waterfront.

Thank you for all you do to keep Jamestown the very special community it is!

Sincerely,

Bill & Janet Maynard  
358 Highland Drive

**Erin Liese**

---

**From:** David Laurie <dhl1@cox.net>  
**Sent:** Wednesday, January 22, 2020 2:14 PM  
**To:** Erin Liese  
**Subject:** JBY sale

## **Town Council Jamestown January 5, 2020**

I am an abutter of The Jamestown Boatyard (JBY) owning the beach on the northern side that comes from my property at 15 Dumpling Dr all the way to their dock. I have owned the property for some 22 years having grown up there. I have watched with alarm how one new buyer of the JBY property after another have attempted to expand and profit from expansion on this beautiful place. But never more than now. The plans in place for this spot are hideous and absent of all sense except that of unbridled profit. I wish to add my voice to those of my neighbors in opposing this expansion. Please do not allow money hungry commercial developers to have their way. Do not let them change, alter, and ultimately destroy one of Jamestown's most scenic spots that has endured relatively the same for a century or more. Tell them no.

Sincerely  
David H Laurie  
15 Dumpling Dr  
Jamestown  
401-338-6600

Sent from my iPhone

JOSEPH D'ARRIGO

January 21, 2020

Erin F. Liese, CMC  
Town Clerk  
Town of Jamestown  
93 Narragansett Avenue  
Jamestown, RI 02835

RECEIVED  
JAN 23 2020 10:19 AM  
Erin F. Liese CMC  
TOWN OF JAMESTOWN Town Clerk

Dear Ms Liese,

I have been a resident of Jamestown since 1998. The island has had some changes in these last 22 years, but the nature, spirit and tranquility of the island still makes it a unique gem in today's world. Though my work is in Boston, my home is in Jamestown.

It was interesting to read in the Jamestown Press this week the article regarding the Jamestown Boatyard. I have moored my boat there for the last 20 years. In addition, they have provided winter storage and all support and maintenance during those years. With so many options available, why would someone stick with one vendor for 20 years.

The answer is very simple. I have found the management and staff to be of the highest professional quality, while still maintaining the sensitivity of a family business. They exhibit all the qualities of a good neighbor, sharing their facilities with neighbors, and going beyond expectation to provide services. This in my experience is something very difficult for a commercial endeavor in a residential area.

On a practical note, I have found that mooring field provides one of safest harbors, considering access and egress, that is offered in any mooring field I have encountered in New England. They have maintained and updated their facilities in an environmental sensitive manner.

My concern with safety in the area has nothing to do with JBY, and their customers all who are experienced sailors, but with the boat traffic accessing the beach at the Dumplings cove. On a hot summer day that should be the real concern of neighbors with kayaks and SUP's.

Dredging in New England waters has become a necessity not an option due to the strong currents and shifting sands.

My boat has a 5 ½ foot draft, there are times I'm hesitant to bring it to the dock at low tide. Dredging has been accomplished in Jamestown on both the east and west side of the island with no adverse environmental impact and so it should be at the JBY site.

109 Summit Avenue  
Jamestown, RI 02835



JOSEPH D'ARRIGO

---

The JBY request seems very reasonable based on the reality of the needs and the demonstrated long history of responsible management who have the same concerns for maintaining the quality of life on this Island.

Sincerely,

  
Joseph D'Arrigo

---

109 Summit Avenue  
Jamestown, RI 02835

January 22, 2020

Dear Jamestown Town Council,

I am writing to oppose expansion of Jamestown Boat Yard due to parking considerations.

I visit JBY, the Dumplings Association, and Old Salt Beach, two to three times a day, June-September. I go during low tide to walk my dog on Old Salt Beach. I go once or twice for a swim off the Dumplings dock (closer to high tide) and go many times a week to sail my boat from JBY. I enjoy every activity.

I have a Dumplings sticker, and therefore, I park in the Dumplings parking lot regardless of the activity: sailing at JBY as a JBY customer, dog walking or swimming. When I sail, I would prefer to park in the JBY lot, but often there are no available spots due to stored boats and equipment. When swimming I am only there for 30-45 mins. Sometimes on a summer weekend, the Dumplings' parking lot may be crowded, but seldom is there no parking for members. Many times, people who live in the area will walk or bicycle down.

While there are many members of the Dumplings Association, there is a small percentage of them that use the dock frequently and as stated only for short period of time.

There are other people that park on Dumpling Drive aside from the JBY workers, and JBY customers. People park on the street to walk dogs or stroll along the beaches. It is a beautiful area.

Thank you for considering my letter.

Regards,

Louise Potter

9 Plymouth Road

RECEIVED:  
JAN 23, 2020 10:19 AM  
Erin F. Liese CRC  
TOWN OF JAMESTOWN Town Clerk

**Erin Liese**

---

**From:** alan <alkajuka@aol.com>  
**Sent:** Tuesday, January 21, 2020 1:38 PM  
**To:** Erin Liese  
**Subject:** CRMC notice 2019-12-079

We will be unable to attend the Town Council meeting on 1-21-2020 but we would like to submit our concerns about the amount of cages that are being requested.

This lease currently allows 576 cage and now they are requesting to increase that number to 12,000. This is an substantial amount of additional cages to add to an area that already has so many cages in the water. For every cage allowed, it takes 2 floats to hold it up. It impacts boating navigation and space for swimming. It has also created scenic vista pollution. Dutch Harbor had been one of the most beautiful vista's in Rhode Island. It has now become a commercial aqua culture site filled with thousands of cages and twice as many floats. It has had an impact on our home values and with addition of more cages, the impact would be even more substantial.

The Jamestown Conservation Commission had objected to this area for aqua culture back in 2016 when these applications were originally filed. They objected on the basis of this area being a "conservation" zone". They also objected because they were concerned that the historical open space view shed would be impaired by aqua culture infrastructure so close to the shore line. And they objected based on the impact to conservation values and aesthetics. And in all cases, they were correct.

Our understanding from the last hearing we attended in 2018 was that CRMC would not be approving any more cages in Dutch Harbor because the approved number of leases and cages that already exist have built out the area fully.. We hope that is still the case.

We ask for the Towns support on this issue.

Thank you

Alan and Lorraine Katz  
52 Westwind Drive  
Jamestown, R.I. 02835



## Erin Liese

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**From:** alan <alkajuka@aol.com>  
**Sent:** Tuesday, January 21, 2020 1:28 PM  
**To:** Erin Liese  
**Subject:** CRMC File 2019-12-055 Walrus and Carpenter(W & C)

We are writing in reference to the above CRMC notice that is on the agenda for the 1-21-2020 town council meeting. We are unable to attend but wanted to express our opinion on the matter.

We have had several mediation meetings between concerned homeowners and Jules from W & C. The proximity of his current lease which is .20 miles from our homes has been an issue ever since he was awarded the lease back in 2017. Before all these leases were given out, we had one of, if not the most scenic views in all of R.I. with plenty of space for boating, swimming and recreation on the water. But since then, the state and CRMC has allowed thousands of cages to be put on top of the water that birds continually roost on and leave guano all over the cages and floats. It has also greatly reduced the available areas for boating and swimming.

Based on our several mediation meetings with W & C they have agreed to vacate their present lease that is within .2 miles of our homes and move it our further to a spot that is .65 miles away which we feel would help with the visual effect compared to where their current lease is. Their current lease permit allows him to have 240 cages(they currently have more than double that amount which CRMC has required him to reduce to their permitted amount) We feel that 2,000 cages is a large amount to add to the thousands of cages that have already been permitted in the small Dutch Harbor area. We were hoping for a reduced amount of cages for the new lease. One thing to keep in mind is that for every cage that is approved, it takes two floats to hold it up. So 2,000 cages is an additional 4,000 black floats on the water.

In the mediation meetings, Jules offered to leave his current lease and move it to a spot that is .65 miles away from our homes. We do not object to this provided that they vacate their current lease area and that their old area is not made available again to others due to it's close proximity to our's and our neighbors homes.

We ask for the Towns support on this issue

thank you

Alan and Lorraine Katz  
52 Westwind Drive  
Jamestown, R.I. 02835

January 22, 2020

Christina Collins, Acting Town Administrator,  
Lisa W. Bryer, Town Planner;  
Anne Kuhn-Hines, Chair Conservation Commission,  
Michael G. White, Town Council President

RECEIVED:  
JAN 23, 2020 10:20 AM  
Eric P. Lisse CPC  
TOWN OF JAMESTOWN Town Clerk

Subject: Proliferation of Floating Oyster Cages in Dutch Harbor: Seakist Aquaculture LLC application  
2019-12-079

Hi All,

The purpose of this letter is to (1) reiterate our concerns with the overall proliferation of oyster cages in Dutch Harbor and (2) to enumerate our concerns regarding the application: 2019-12-079 filed by Seakist Aquaculture LLC for approval of a new lease for oyster farming in Dutch Harbor. You may recall we sent you a letter concerning this topic when Seakist presented their *preliminary application* to you on October 30. Now that they have filed their application, it is even more important for Jamestown to communicate to CRMC its concerns that this proliferation is not in the interest of the citizens of Jamestown by objecting to the application.

#### **Proliferation of Oyster Cages in Dutch Harbor**

In 2018, the Jamestown Town Council sent a letter to CRMC detailing its concerns with the proliferation of floating oyster cages in Dutch Harbor and requested that a study be undertaken to understand the impacts of thousands of oyster cages in our once pristine harbor. To our knowledge, a study of this type has not been undertaken. However, requests for proliferation of these cages continue for ever increasing numbers of cages.

This Seakist application is the second one filed recently, so it is important to step back for a moment and understand the enormity of the proposed cages, given the sum of this application plus the Walrus & Carpenter application. Between the two applications, the farmers are **requesting an additional 14,000 cages** to be installed in Dutch Harbor. At the CRMC hearing for the Pinheiro application to float additional cages in 2018, although they applied for over 700 floating cages, they were approved for 500. The Seakist request for 12,000 cages is thousands more than were approved for the Pinheiro lease. In addition, our understanding from the Pinheiro hearing was that there would be no additional cages approved for Dutch Harbor, given the number of cages that already exist.

#### **Seakist Aquaculture LLC Application**

We have several concerns with the application.

- Even though the cages are smaller than some of the floating ones, 12,000 cages is so many, it's almost unimaginable.
- Although the height of the proposed cages is lower than some of the other models, when the cages are turned for drying (weekly), they will be as high as others so the sight lines will be as unsightly as the higher profile ones.
- One of the major drivers of Walrus & Carpenter's decision to apply for a new lease was to site his lease as far away as possible from homeowners. In contrast, Seakist is attempting to expand closer to boat moorings.
- In Section 300.1 (5), Seakist states that the "*presence of oysters in this area will help mitigate the effects of nitrogen runoff from waterfront lawn fertilizer applications and septic systems in close*



- proximity to the bay.*" However, this argument is specious because the waterfront homes on Westwind Drive all have buffer areas (required by the CRMC) that cannot be fertilized, and the houses are on sewers, not septic systems.
- Seakist claims in 300.1 (6) that *"the farm will not unreasonably interfere with, impair, or significantly impact existing public access to, or use of, tidal waters, and, or the shore.* In fact, since the proposed farm expansion would extend out farther west, it would be more difficult for boats to go to and from their moorings from other parts of the harbor or from Narragansett Bay. In addition, it would be more difficult for the numerous boats coming into Dutch Harbor to anchor and spend the day and overnight. This much larger farm would continue to lessen areas for kayaking near shore. When kayakers are required to paddle farther from shore, the waters are often rougher and kayakers are more likely to have to steer clear of the numerous anchored boats (especially on weekends).
  - Seakist does not even comment on Section 300.1 (11), *"Demonstrate that measures have been taken to minimize any adverse scenic impact,"* so we assume they haven't even considered the impact. An additional 12,000 floating cages with high profiles while drying will have an adverse scenic impact. In order to dispute this observation, it would be helpful for them to provide a rendering of what the farm would look like from the decks of property abutters' houses, with the cages in "growing" mode and "drying" mode.
  - **12,000 additional cages will also provide thousands more roosting places for many different birds all summer long along with their droppings.**

In summary, we feel that approving an additional 12,000 floating cages is not in the interest of citizens of Jamestown and, therefore, request that the Jamestown Town Council, the Town Planner, and the Conservation Commission object to the application. These additional cages will continue to denigrate homeowners' (formerly unobstructed) view of Dutch Harbor and the conservation land, complicate mariners' access to Dutch Harbor moorings and visiting mariners' anchorage spots, and require kayakers to paddle farther from shore where water is rougher.

We would not object to some additional cages if the visual renderings of the proposed application area show that the location is visually acceptable. If not, the number of floating cages needs to be reduced to a level that is visually acceptable after analyzing the rendering. In addition, we would want to re-assess the impact of the smaller number of cages on mariners and kayakers.

For the last several months we have been engaged in the mediation sessions with Walrus & Carpenter. We feel that these sessions have been helpful and productive in terms of providing a better understanding of the needs and concerns of both parties. These sessions have also identified areas where we can work together to provide longer term solutions to the fundamental conflicts between oyster farmers and abutters. These areas include development of less visually obtrusive cages, changes in cage color, reasonable numbers of cages, etc. We will continue to work with the farmers to find ways to improve this relationship. Perhaps we could expand these sessions to include other farmers.

#### **Request to Town Council, Town Planner, and Conservation Commission**

We request that you send a letter/s to CRMC enumerating Jamestown's concerns with the proliferation of floating oyster cages in Dutch Harbor detailing the concerns listed in this letter and any others you may identify given your areas of expertise. Comments must be received by CRMC by February 6, 2020.

Thanks for considering our concerns.



Sharon Purdie and Ted Sybertz  
60 Westwind Drive

William (Bob) R. Kalandar, Jr.  
63 Westwind Drive

Jim and Renee McCooey  
70 Westwind Drive

Box 456

Jamestown, RI 02835

Town Council

93 Narragansett Ave

Jamestown, RI 02835

RECEIVED:  
JAN 27, 2020 11:11 AM  
Erin F. Liese CMC  
TOWN OF JAMESTOWN Town Clerk

All members of the Town Council

I object to lengthening the docks at Jamestown Boat Yard necessitating dredging in the midst of a residential area on property that exists as commercial only because of special exception. The citizens of Jamestown have repeatedly voted in favor of preserving the rural character of the island. To turn what is really an iconic image, the Dumplings and Clingstone, into a larger commercial marina is not in accord with the wishes of residents. Dredging, longer docks, accommodating larger boats, is to the detriment of the natural beauty of the area, an area used for typical summer activities - swimming, messing about in small boats, playing on the beach. Too many boats will endanger young and old alike. And where, where will cars be parked? More large boats means more people and people arrive in cars!

Dredging will disturb the environment. Who knows what toxins will be released contaminating the bay.

Please do not allow this expansion.

Sincerely,

*Martha Milot*

Martha Milot

*January 25-2020*

January 24, 2020

RECEIVED:  
JAN 27, 2020 10:29 AM  
Erin F. Liese CNC  
TOWN OF JAMESTOWN Town Clerk

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

Dear Council Members,

I write to inform that I oppose the application of the Jamestown Boat Yard (JBY) to dredge seabed and expand their dock. I oppose on environmental, safety, and aesthetic grounds.

The safety issue of increased boat traffic was mentioned at the January 6<sup>th</sup> council meeting. Christian Infantolino, counsel for the JBY, said in defense of the yard, that the expanded dock would lessen the traffic as boats could stay at the dock for repair and not be moved in and out due to the change in the tide.

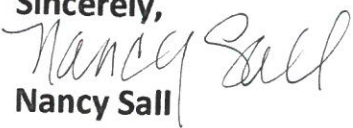
His argument realized that increased traffic was a grave safety issue and said that the expanded dock would make the area safer for all. I found little validity in his argument then and none now.

The sale of the boat yard to Safe Harbor has now been made public. Safe Harbor advertises to all boat owner members that all of its facilities, 80 in total, are open to all members. They stated this in their welcoming email to current JBY customers:

As a new Member of Safe Harbor, you now have a boating home not only in Jamestown, but throughout the Northeast and across the entire country.

It is now abundantly clear that the purpose of any expansion of JBY's dock is to handle the extra visiting Safe Harbor members and their yachts, not to provide safe working space for current JBY boats. Traffic in an already overly crowded waterway will surely increase, raising the probability of harmful accidents.

Please join me in opposing the unnecessary and dangerous expansion of the JBY.

Sincerely,  
  
Nancy Sall  
28 Newport Street



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

January 22, 2020

Dear Council Members,

I write as an opponent to JBY's CRMC application to allow dock expansion and dredging at their facility. I also write to specifically refute several points that my Dumpling's neighbor Paul A. LaViolette wrote in his letter to the Council. The letter's date is January 11<sup>th</sup> of this year.

Mr. LaViolette, as the Council well knows, is incorrect in stating that the application does not include the request for additional dockage. The current permit request clearly shows 3 new dock extensions (30', 25' and 90' respectively) which are to be added to the current dock structure.

I also strongly disagree with Mr. LaViolette's anecdotal observation that the parking problem in the area of the boat yard and swim club dock is mainly caused by Dumplings Association members.

I offer my own, yes albeit, somewhat anecdotal observation, attached herewith.

It is a photograph, found on the web, of the area. It is obviously a summer day as boats are on their moorings, and the Dumplings swim float and swim lines are in the water. It is in fact a sunny summer day.


The Dumplings parking lot is circled in "green." There are 2 cars in the lot. There is plenty of room in the Dumplings lot for more cars.

Cars parked in the street and minimally occupying spaces in the boat yard are circled in "red." I count 32 cars in those areas.

I argue that every one of the 32 cars parked outside of the Dumplings parking lot are there either to work at the yard or use the yard's facilities. If any of the 32 car owners were Dumpling's members they would park in the Dumplings lot.

A member of my family has owned the same house on Newport Street since the 1950's. My family and I remain strongly opposed to the expansion, commercialization, and ecological disruption the granting of the permit in question would cause.

Sincerely,

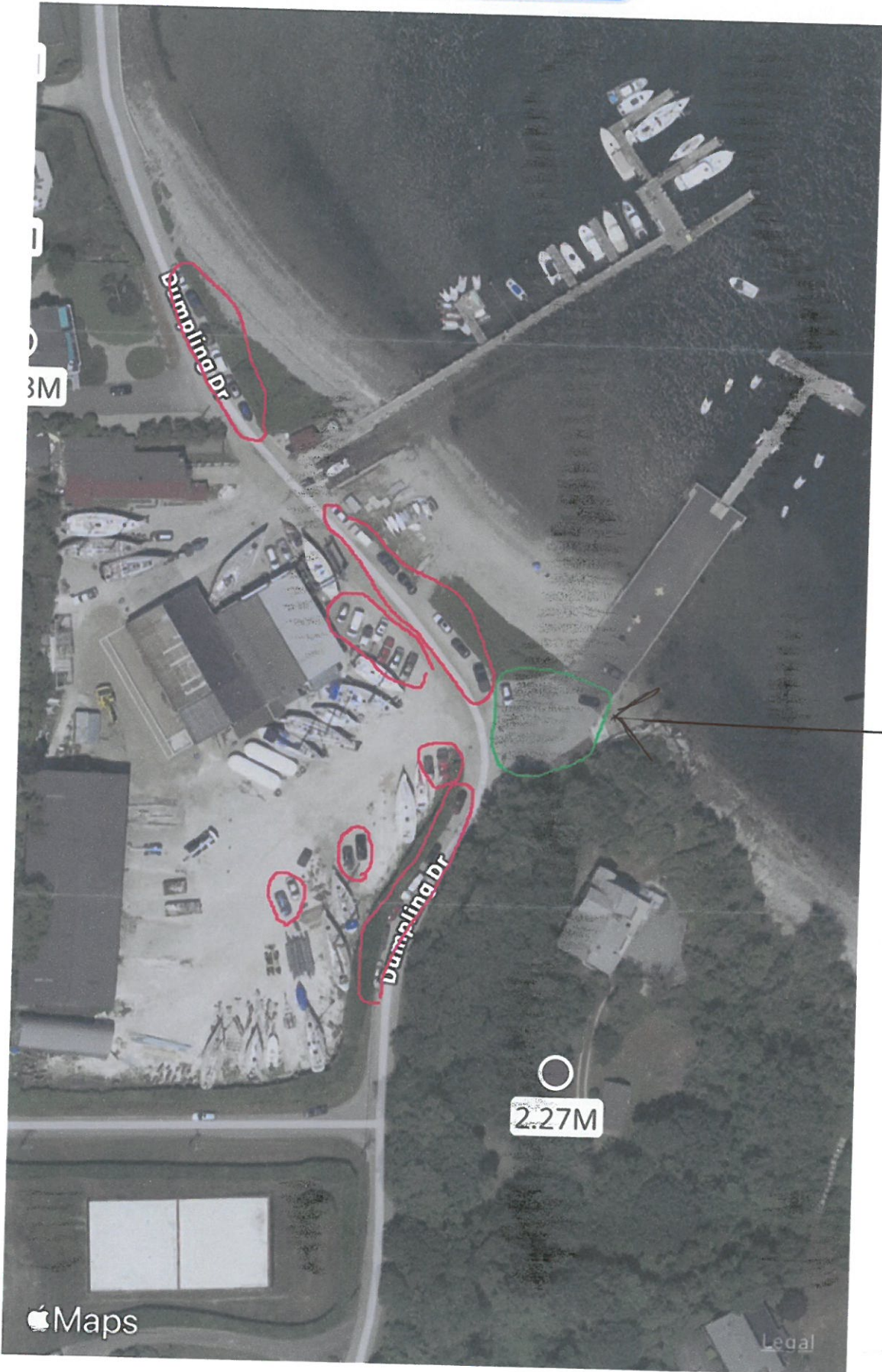
  
Jeffrey W. Gravidahl  
28 Newport Street

Attachment: JBY and Dumplings Assoc parking



Map

Lot Lines



Dumplings Assoc parking lot





CAMERON & MITTLEMAN<sup>LLP</sup>  
*Attorneys-at-Law*

January 24, 2020

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

Dear Honorable Members of the Jamestown Town Council:

We represent David H. Laurie and the Dumplings Association, abutters of the Jamestown Boatyard (JBY).

Mr. Laurie is the owner of property located at 15 Dumpling Drive on the JBY's northwest side (lot 17, plat 10). The Dumplings Association is the trustee of the property to JBY's southeast (lot 88, plat 10). These abutters respectfully contest the information that the Town of Jamestown provided to the Coastal Resource Management Council (CRMC), dated March 28, 2019, stating that JBY's plans to expand its existing marina "conform with all elements of the zoning ordinance" and require no zoning board approval. JBY is a nonconforming use in a RR80 rural residential district. As such, any desired alterations to it "shall be made as a request for a special use permit to the zoning board" (Jamestown Zoning Ordinance, Article 7, Sec. 82-704). As of January 21, 2020, JBY has been sold to the very large corporation, Safe Harbor Marinas, which has a network of over 90 marinas nationwide.

Our clients also contest any position that this expansion of JBY's marina is outside the jurisdiction of the Town of Jamestown. The proposed marina expansion unquestionably entails an expansion of this nonconforming use as a whole. As a result of this marina expansion, the JBY business will be measurably enlarged with respect to both its on-the-water infrastructure and its clientele. This growth will inevitably affect the business's presence on land as well, including an increase in its need for customer transportation and parking and an increase in the number of boats that the yard services and may also store, temporarily or otherwise. Since this business is a nonconforming use, such a clear expansion of it is subject to the special use requirement of Jamestown's zoning ordinance.

In a letter given to the Jamestown Town Council at its meeting on January 6, 2020, JBY's attorney, Christian Infantolino, maintained that the yard's proposal before CRMC is simply "to accommodate work that is currently being performed by JBY, not to expand the services of the





marina.” We refute this claim for several reasons, all of which point to the fact that this marina proposal involves a genuine expansion of a nonconforming use:

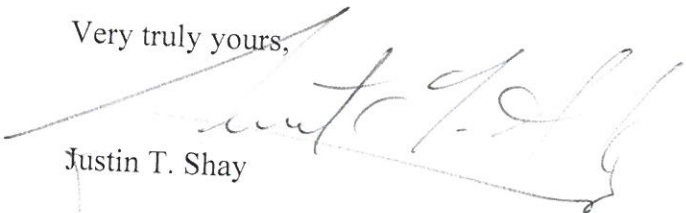
1. The amount of new dockage being added (dock extensions of 30 feet, 25 feet, and 90 feet in length) is excessive just to service the boats of existing JBY customers given that empty slips are almost always available at the end of the current JBY dock. If the boats of some existing customers have keels too deep to be at these docks during low tide, then the solution would be dredging alone, not the building of additional dock space. The new docks, therefore, are by definition a business expansion.
2. If these new dock extensions were added, especially the 90-foot one (which has two available sides for a total of 180 feet), they could be used for any purpose that JBY desired and for any customers of the yard, existing ones or new ones. With the proposed dredging as well taking place, these docks would be able to accommodate any large boat with a draft up to 10 feet, which is the size of boat that JBY’s application to CRMC specifically claims to be a growing segment of the sailboat market. Consequently, it is virtually impossible for these new docks not to be an expansion of the marina’s business. The presence of these docks would, in fact, serve to enable such expansion.
3. At the Town Council meeting held on January 6, 2020 the former principal of JBY, Stephen DeVoe, who initiated the plan currently before CRMC, gave an estimate as to the size of the boatyard’s business expansion if that plan was approved. He said that the dock extensions would involve about 3.5 additional boats.
4. Past claims as to what the expanded docks would be used for and why those uses would not entail a business expansion are now irrelevant. Now that Safe Harbor Marina is the owner of JBY it is Safe Harbor’s intended uses of these expanded docks that require review.
5. In its recent welcome letter to JBY customers, Safe Harbor’s management made clear how its facilities operate. It stated that, as members of Safe Harbor, customers of JBY will have access to any of Safe Harbor’s marinas across the country. This means that the customers of these more than 90 marinas will also have access to JBY. Offering a home for transient boaters is unequivocally a central part of the Safe Harbor business plan. The proposed expanded docks would be available to accommodate this new transient traffic, including large, deep-keeled sailboats. These additional transient customers would undoubtedly require shore-side services, including parking and transportation, as well as land-based maintenance work if needed. They would unquestionably be part of an expansion of the former JBY business both on land and on the water. This change in ownership necessitates immediate review by the Town.

Additionally, the current marina expansion proposal is not the same one brought before the town in March of last year, nor is it the same one that was on the Town’s consent agenda in July



and September, referred to in Mr. Infantolino's recent letter. It is now both a revised proposal and a proposal being put forth by a new owner of this business. As such, the Town should have every opportunity to reconsider its position on the expansion of this nonconforming use and what the Jamestown zoning ordinance requires. Our clients request this reconsideration on the grounds that this proposed expansion is not currently in compliance with the ordinance in the absence of a special use permit.

Very truly yours,

  
Justin T. Shay

cc: Christopher Costa, Building and Zoning Official, [ccosta@jamestownri.net](mailto:ccosta@jamestownri.net)  
James Hainsworth, Town Administrator, [jhainsworth@jamestownri.net](mailto:jhainsworth@jamestownri.net)  
Richard Boren, Chair, Zoning Board of Review  
Lisa Bryer, Town Planner, [lbryer@jamestownri.net](mailto:lbryer@jamestownri.net)  
Marisa Desautel, Esq., [help@desautelesq.com](mailto:help@desautelesq.com)

**Erin Liese**

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**From:** Hadley Edie <hadleyedie@gmail.com>  
**Sent:** Tuesday, January 28, 2020 11:42 AM  
**To:** Erin Liese  
**Subject:** Objection to JBY Expansion

Good Afternoon,

I am writing to strongly object to JBY's proposed expansion.

I grew up going to the Dumplings every summer, and it is truly one of my favorite places in the world. Crabbing, digging for sand at the sandbar during low tide, swimming from the beach to the dock, building sand castles, and watching beautiful sail boats go past are memories I will cherish forever. I believe that the proposed expansion will negatively and permanently impact not only the Dumplings, but wherever else this developer decides to expand to, if they are allowed to move forward.

I believe that this expansion will be unsafe, as the waters around Jamestown are frequently used for sailing lessons, kayaking, swimming, and other recreational activities. Increased boat traffic will pose a public safety issue. In addition, I am concerned about the increase in car traffic. Racquet Road and Dumpling Drive are narrow, winding roads with bad visibility. Children are constantly biking along this road, and speeding drivers and increased traffic will threaten their safety.

I am also concerned about the environmental impact of this expansion. Dredging is an invasive project that will impact the native eel grass and add sediment to the water column. In addition, housing / cleaning more boats at this marina will add pollutants into the water.

Overall, Jamestown is an island full of natural beauty and local charm. Expansion of JBY will jeopardize both of these.

Thank you for your consideration.



Kara and Christopher Museler  
20 Westwind Drive  
Jamestown, RI 02835  
cmuseler@gmail.com

RECEIVED:  
JAN 28, 2020 10:24 AM  
Erin F. Liese CMC  
TOWN OF JAMESTOWN Town Clerk

January 24, 2020

Jame Hainsworth >  
TO: Dave Beutel, Aquaculture Coordinator, CRMC  
Christina Collins, Acting Town Administrator,  
Lisa W. Bryer, Town Planner;  
Anne Kuhn-Hines, Chair Conservation Commission,  
Michael G. White, Town Council President

RE: Dutch Harbor Oyster Farm Expansion, Seakist Aquaculture LLC application 2019-12-079;  
and Walrus & Carpenter Oysters LLC application 2019-12-055.

Hello, this letter is to share some ideas and concerns that may or may not have been addressed when considering further expansion of aquaculture in North Dutch Harbor. First, our family loves oysters and believe aquaculture provides invaluable benefits to water quality, the promotion of sustainable food sources and even highlights Rhode Island as an environmentally progressive state. Next, we own property that constitutes more than one-third of the south shore of Great Creek, so we have a strong investment in helping to protect and keep clean these waters.

We are writing because we are keenly aware of the impacts of any changes to the landscape of activities at Great Creek. And, as a former spokesman for the Governor of Rhode Island, it is obvious to me that there are times where the State's greatest asset (besides its people), Narragansett Bay, has competing interests. In this case those interests are access to the sea and recreation, and business. This letter considers the various impacts on the recreation and access side of the equation.

Here are some examples of how the expansion of aquaculture in North Dutch Harbor and aquaculture farming in general can hinder the interest of recreation and use of the sea. (Maybe there are compromises to mitigate these hindrances?)

**Visitor Corraling** - Currently, on any nice day in the summer there are sometimes dozens or more boating visitors to Great Creek who anchor for a swim, BBQ, to dig up some yummy clams and to swim and paddle through the pristine creek and along its shores. On holiday weekends, the area of anchored boats is squeezed between the existing group of mooring and the oyster farms, goes across the mouth of the Creek and up along the shore, wrapping the moorings.

As a mooring owner, this is actually a fun, enjoyable gathering and we have many friends who join in.

Further expansion of farming to the South will likely cut off acres of visiting anchoring options, and since most are there to play in the creek, that will, as we see on holidays, corral visitors in front of the Creek, further restricting access, decreasing visibility for swimmers, paddleboarders, kayakers and the like. There isn't a problem here now, but when you block off anchoring options, you don't reduce visitors, rather they migrate into a more confined space.

**Deterring Access to the Sea** - The shoreside of the Dutch Harbor aquaculture is one of the most pleasant and popular beach walks in Jamestown. There are many beaches like these around the state. But as a result of the farming, residents and visitors cannot, safely, enjoy fishing, swimming or land a dinghy in these large stretches of shore. Here in lies that conflict of uses in Narragansett Bay: Oyster Farming is great, but where can it be practiced where it will not cut off access to recreation on the sea? Maybe there's an argument that no-one should be using the shore in this area, we do not know. Further expansion in this particular area, however, will continue to reduce the water area to use and play in for residents and visitors.

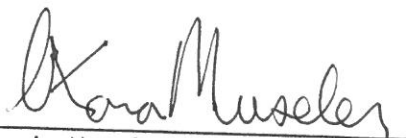
**Your Water Neighbors** - There are several moorings to the South of the oyster farms in North Dutch Harbor, ours included. Since the prevailing seasonal breezes are from the South, those boats, to make seamanlike approaches to their moorings, must head towards the shore and then turn upwind to safely approach their moorings. Yes, moorings were positioned by choice. And I believe these farms may have the ability to expand to the southern edge of CRMC Type 1 waters and maybe beyond. We would like to just make all involved aware that further expansion to the South would negatively impact most of the moorings in that area, squeezing their approaches and creating a less-safe mooring retrieval. The powers-that-be may not wish to consider this additional challenge for residents, but it would be a hardship for those affected.

The competing interests of uses on Narragansett Bay are a good thing. It's an amazing resource and having diversity of activities can only be good for the state. We can go sailing for the day then have fresh oysters form our waters at a local restaurant. We can't complain! In this particular case, the uses have been cohabiting nicely, both understanding the value of the other. And maybe the above concerns are not valid enough to those making decisions and expansion will occur to the extent allowed by law. In that case, expansion is something which we cannot control. If there is a willingness to consider these and other concerns, then am sure the community would be willing to work together to mitigate any hardships. Maybe, dare I say, Mackerel Cove, all of which is Type 1 CRMC waters with little to no public beach access besides the town beach, is a better farming option that does not restrict access to the sea? Or Sheffield Cove? Also Type 1 waters.

As we have learned, Great Creek and its surrounding shores and waters are a shining gem among many jewels inn Narragansett Bay. Residents and visitors are passionate about the place and generations use every aspect of the shore and water. Where does the most value lie for this special piece of water? Recreation? Or Aquaculture Business? As residents, we may not have the final say here, nor are we meant to be the arbiters. If you all are, then I hope you strongly consider recreational concerns and maybe there is a wonderful common ground.

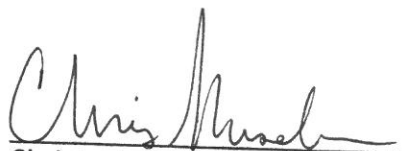
Thank you for reading and considering this letter. I am happy to discuss any of these ideas further.

Regards,



Kara L. Museler

and



Christopher J. Museler

**BVP-L1-I  
(10-2019)**

OMB Control No.: 0607-0151  
Expiration Date: 11-30-2021



**UNITED STATES DEPARTMENT OF COMMERCE  
U.S. Census Bureau**

Office of the Director  
Washington, DC 20233-0001 Mail Stop 7400

January 2020

Mr. Michael White  
President  
Town Council  
93 Narragansett Ave 1st Fl  
Jamestown, RI 02835

Sequence: 036545-017047  
BAS ID: 34400536820

A Message from the Director, U.S. Census Bureau:

The U.S. Census Bureau is now conducting the Initial Boundary Validation Program (BVP). The Initial BVP is your opportunity, as the Highest Elected Official, to review the Census Bureau's boundary data to ensure the Census Bureau has the correct legal boundary, name, and status for your government. The Census Bureau uses this boundary information to tabulate data for the 2020 Census.

The Initial BVP package includes an Initial BVP form and paper maps, or a CD/DVD containing maps, for your government. The maps should reflect the legal boundary for your government effective on January 1, 2020.

**Please review our depiction of your legal boundary for accuracy and return the completed Initial BVP form by March 1, 2020.** Return the completed Initial BVP form by email at <geo.bas@census.gov>, by fax (1-800-972-5652), or using the enclosed postage-paid envelope.

The Initial BVP is conducted in parallel with the 2020 Boundary and Annexation Survey (BAS). If any information is incorrect, please work with your BAS contact to submit corrections. Information for your BAS contact is printed below. If boundary updates are submitted to the BAS by March 1, 2020, you will have an additional opportunity to verify your government's boundaries prior to the final data tabulation for the 2020 Census. Changes received after March 1, 2020 will be used to correct the boundary, but we will not have sufficient time to send you an updated map before final data tabulations.

### **BAS Contact Information**

Our records indicate your BAS contact is:

Name: Ms. Lisa Bryer  
Position: Planner  
Department: Planning  
Mailing Address: PO Box 377  
Jamestown, RI 02835-0377  
Phone: 401-423-7210  
Email: lbryer@jamestownri.net

Please contact the Census Bureau with questions about the BVP or BAS through email at <geo.bas@census.gov>, by phone at 1-800-972-5651, or visit our website at <<https://www.census.gov/programs-surveys/bas/information/bvp.html>>. Thank you for your participation in the Initial BVP.

Enclosures





**UNITED STATES DEPARTMENT OF COMMERCE**  
**U.S. Census Bureau**

Office of the Director  
Washington, DC 20233-0001 Mail Stop 7400

BAS ID: 34400536820  
Sequence: 036545-017047



## 2020 Initial Boundary Validation Program (BVP)

The U.S. Census Bureau is now conducting the Initial BVP. The Initial BVP is your opportunity, as the Tribal Chair (TC)/Highest Elected Official (HEO), to review and ensure the Census Bureau's boundary data for your government is accurate. The enclosed paper maps or maps on the CD/DVD should reflect the legal boundary for your government effective on January 1, 2020.

**Please review the maps for accuracy, then complete and return this form to the Census Bureau by March 1, 2020.** (Please check a box. Sign below if the boundary is correct.)

- The legal boundary for our government is correct.** (Please sign below.)
- The legal boundary for our government is NOT correct.**

I, as the Tribal Chair/Highest Elected Official, verify that the boundary for our governmental unit is correct.

**Signature:** \_\_\_\_\_

**Print Name:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**Tribal Reservation/Government Name:** Jamestown **State:** RI

If the Census Bureau's boundary is incorrect, please work with your Boundary and Annexation Survey (BAS) contact to submit corrections through the BAS program. Information for your BAS contact is found on the cover letter in this package.

Please review and correct the contact information printed below. Our records indicate the TC/HEO contact is:

Name: Mr. Michael White  
Position: President  
Department: Town Council  
Mailing Address: 93 Narragansett Ave 1st Fl  
Jamestown, RI 02835  
Phone: 401-423-7209  
Email: mgblanco@cox.net

### Form return options:

**Email:**

Scan and email the completed form to  
<[geo.bas@census.gov](mailto:geo.bas@census.gov)>.

**Fax:**

Fax the completed form to  
**1-800-972-5652**

**Mail:**

Use the provided postage-paid envelope to mail the completed form to  
**U.S. Census Bureau**  
**National Processing Center**  
**Attn: BVP Returns, Bldg. 63E**  
**1201 East 10th Street**  
**Jeffersonville, IN 47132**

We estimate that completing this program will take a total of 2 hours on average. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to [geo.bas@census.gov](mailto:geo.bas@census.gov). This collection has been approved by the Office of Management and Budget (OMB). The eight digit OMB approval number that appears at the upper left of the letter confirms this approval. If this number were not displayed, we could not conduct this survey. The Census Bureau conducts this program under the legal authority of the Title 13 U.S. Code, Section 6.



# Boundary Validation Program

## What is the 2020 Boundary Validation Program (BVP)?

The BVP provides Tribal Chairs (TCs) and Highest Elected Officials (HEOs) of eligible tribal, state, and local governments a final opportunity to ensure the U.S. Census Bureau has the correct legal boundary, name, and status for their government. The Census Bureau will use this information to tabulate data for the 2020 Census.



## The BVP validates the creation, dissolution, and changes in boundaries for:

- All federally recognized tribes with reservations and/or off-reservation trust land.
- All actively functioning counties or county equivalents.
- Incorporated places (including consolidated cities).
- All functioning minor civil divisions.
- Municipios, barrios, barrio-pueblos and subbarrios in Puerto Rico.

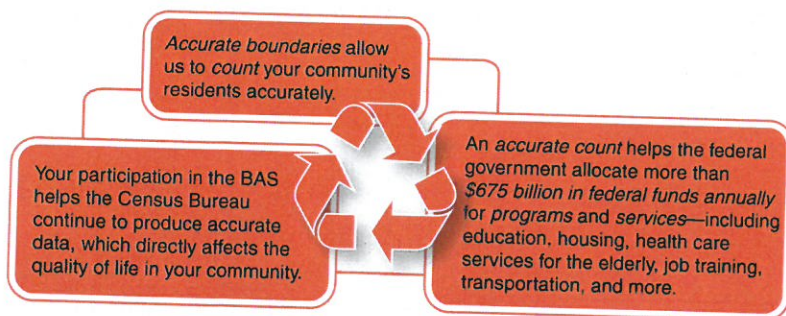
## How does the BVP relate to Boundary and Annexation Survey (BAS)?

The BVP is conducted every (10) years to provide TCs and HEOs the opportunity to review the boundary data collected during the BAS. The program is administered in two phases (Initial BVP and Final BVP) and runs in parallel with the 2020 BAS. TCs and HEOs will receive BVP materials approximately (2) weeks after the BAS contact receives the 2020 BAS annual response e-mail or letter. This provides TCs and HEOs an opportunity to review their legal boundary to verify or provide corrections prior to the 2020 Census. If boundary corrections are required, TCs and HEOs are instructed to work with their BAS contact to provide updates through the 2020 BAS.

## How does the BVP benefit you?

The U.S. Census Bureau uses legal boundaries collected through the BAS to tabulate data for the 2020 Census.

Responding to the BVP ensures that tribal, state, and local governments have the most accurate boundary data available for the tabulation of the 2020 Census housing and population counts. This data is the base for ongoing programs such as the American Community Survey and Population Estimates Program. Government agencies and other groups use this tabulated data to allocate \$675 billion of government funds to communities across the country. Legal boundary data is also made publicly available and is used by federal agencies, researchers, and the public.



## What is the Boundary and Annexation Survey (BAS)?

Every year, the Census Bureau conducts the BAS to collect information about selected legally defined geographic areas. The BAS invites governments to report official name changes, (dis) incorporations, and (de) annexations. Governments can also update boundaries, features, and landmarks for:

- Federally recognized tribes with reservations or off-reservation trust lands.
- Cities, towns, boroughs, and villages (incorporated places).
- Townships and towns (minor civil divisions).
- Counties (or county equivalents).
- Consolidated cities.
- Roads and other applicable features.

## Contact Information

**E-mail Address:**  
geo.bas@census.gov

**Phone Number:** 1-800-972-5651

**Web site:**  
<https://www.census.gov/programs-surveys/bas/information/bvp.html>

**Connect with us**  
@uscensusbureau



## How to participate?

The BVP is conducted in two phases, Initial BVP and Final BVP. During each of these phases, TCs and HEOs are instructed to work with their BAS contact to review and update their government's boundary, name, and status information. TCs and HEOs do not need to register to participate in BVP. The materials will be provided automatically.

### Initial BVP

The Initial BVP materials include an Initial BVP letter, form, and paper maps or a CD/DVD containing PDF maps. The maps should reflect the legal boundary for the government effective on January 1, 2020. TCs and HEOs are instructed to review the Census Bureau's depiction of the legal boundary for accuracy and to return the completed Initial BVP form by March 1, 2020.

If the information is correct, no further action is required.

If any information is incorrect, TCs and HEOs should work with their BAS contact to submit corrections through the 2020 BAS. If boundary updates are submitted to the BAS by March 1, 2020, TCs and HEOs will have an additional opportunity to verify their government's boundary prior to final data tabulation for the 2020 Census. Changes received after March 1, 2020 will be used to correct the boundary, but there will not be sufficient time to send updated maps before final data tabulations for the 2020 Census.

### Final BVP

The Final BVP provides an opportunity for TCs and HEOs to review recent boundary updates provided through the 2020 BAS. Only governments that reported corrections to the 2020 BAS on or before March 1, 2020 will receive Final BVP materials. The Final BVP materials include a Final BVP letter, form, and a paper map or map index sheet. The maps should reflect the legal boundary for the government effective on January 1, 2020. TCs and HEOs are instructed to review the Census Bureau's depiction of the legal boundary for accuracy and to return the completed Final BVP within five (5) business days.

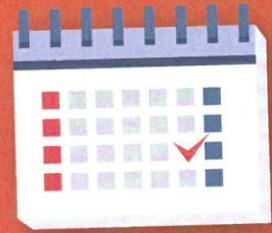
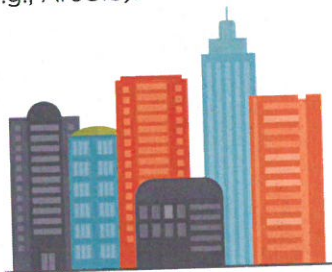
If the boundary is correct, no further action is required.

If any information is incorrect, TCs and HEOs should work with their BAS contact to submit corrections, within five (5) business days of receipt of materials.

## Responding with boundary updates is easy.

The Census Bureau provides multiple free, user-friendly methods for the BAS contact to report boundary corrections through participation in BAS.

- Paper option: Participants can request free paper maps and annotation materials from the BAS Web site.
- Basic digital option: The Geographic Update Partnership Software (GUPS) is a free, customized Geographic Information Systems (GIS) tool. It was specifically developed for people who do not have geographic training or are not experienced GIS users. Please note that the GUPS option will not be available to report boundary updates during the Final BVP phase.
- Advanced digital option: Experienced GIS users have the opportunity to download shapefiles from the BAS Web site and make updates using their own GIS software (e.g., ArcGIS).



## Schedule

- January 1, 2020—Legal boundary updates must be in effect on or before this date to be included in the 2020 Census.
- January 2020—BAS and Initial BVP materials will be mailed.
- March 1, 2020—Boundary updates submitted by this date will receive Final BVP materials to provide governments an opportunity to confirm that the correct legal boundary is used for 2020 Census data tabulations.
- May 31, 2020—Boundary updates sent by this date will be reflected in the 2020 Census.
- June 2020—Final BVP materials will be mailed. Participants have until July 2020 to respond with updates or approval of the legal boundaries.





CITY OF NEWPORT  

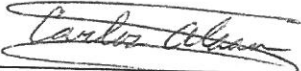
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R E S O L U T I O N  
O F T H E  
C O U N C I L  
No. 2020-01

- WHEREAS, the most valuable asset of many families is their home; AND
- WHEREAS, this most valuable asset is subject to Probate Court should the owner(s) die; AND
- WHEREAS, on 2/14/19 RI House Representative Lauren Carson submitted House Bill 5487 to institute a Transfer On Death Deed option for families to alleviate stress for families whose family member has died with the house as the major asset; AND
- WHEREAS 27 States in the USA, as well as, the District of Columbia offer this type of deed; AND
- WHEREAS, RI does not offer this option today; AND
- WHEREAS, the Transfer on Death Deed avoids Probate for this asset; and if the home is owned jointly, the T.O.D. deed does not apply until all the owners have died; and T.O.D. deeds can be revoked at any time; NOW, THEREFORE BE IT
- RESOLVED, that the Newport City Council request that Representatives Lauren Carson and Joseph Shekarki co-sponsor the House Bill to create a Transfer On Death Deed Provision for residents of Rhode Island; BE IT FURTHER
- RESOLVED, that this Resolution be offered to the other 38 Councils in Rhode Island cities and towns to ask for their support.

KATHRYN E. LEONARD  
LYNN UNDERWOOD CEGLIE

IN COUNCIL  
READ AND PASSED

  
Sulpicio C. Alaán III  
Deputy City Clerk

CITY OF NEWPORT  
RESOLUTION  
OF THE  
COUNCIL  
No. 2020-02

WHEREAS, Rhode Island does not require students to take Civics classes in either high school or middle school. These classes teach the importance of voting, paying taxes, the study of citizenship, as well as its rights and virtues; AND

WHEREAS, This class is often mandatory in many other states across the United States; AND

WHEREAS, the study of "Civics" offers a greater understanding of the nature and importance of civil society, including individual rights and responsibilities, equality, patriotism, and diversity; AND

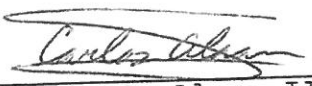
WHEREAS, only 23% of Rhode Island students passed the Civic Test on the National Assessment of Educational Progress, a national test known as the Nation's Report Card; NOW, THEREFORE BE IT

RESOLVED, that the Newport City Council requests that our Rhode Island Legislators sponsor legislation for a requirement of Civics classes for graduation; AND BE IT FURTHER

RESOLVED, The Newport City Clerk forward this resolution to our legislators and also forward this to our other 38 cities and towns asking that they be supportive of this effort.

KATHRYN E. LEONARD  
LYNN UNDERWOOD CEGLIE

IN COUNCIL  
READ AND PASSED

  
Sulpicio C. Alaán III  
Deputy City Clerk





## NORTH KINGSTOWN SCHOOL DEPARTMENT

North Kingstown School Committee  
100 Romano Vineyard Way, Suite 120  
North Kingstown, RI 02852-6202  
(401) 268-6442 [www.nksd.net](http://www.nksd.net)  
Fax: (401) 268-6405 TDD: (401) 268-6457

**Educate  
Inspire  
Challenge**

### **North Kingstown School Committee Resolution Field Trip Funding Law**

On April 10th, former Commission of Education, Ken Wagner, ruled that in accordance with RI Laws 16-38-6 (a) there are only three permissible ways to fund school field trips:

- 1) "Districts may budget funds for trips, so long as the trip is part of the instructional program and all students have the same ability to attend: and
- 2) Fundraising for trips is permissible to supplement district budgeted funds, so long as individual students do not have mandated fundraising targets that must be met as a requirement for participation; and
- 3) Individuals may be charged fees for a trip, but only for trips that are not organized by district using district resources including district funded staff time."

While in accordance with the current law, this ruling will have the unintended consequence of severely reducing, if not eliminating, the types and number of extra-curricular opportunities that can be offered public school students. In essence, this means that once in a lifetime opportunities for students, such as band and choral trips, competitions and other important programs will be reduced or eliminated from public schools in Rhode Island as districts cannot afford the costs of fully funding these enrichment activities. As it now stands, instead of providing for more equity, this ruling may have the unintended consequences of driving families away from public schools and undermining a district's ability to fulfill broadly a component of the RI Basic Education Plan which requires "a school-based program of extra-curricular activities" (see id., 200-RICR § 20-1.3.2(H)); and

WHEREAS: The North Kingstown School Committee strongly believes that it is important to enhance students' social and emotional well-being by encouraging them to make strong connections with faculty and other students at school; and

WHEREAS: The North Kingstown School Committee recognizes that special activities such as class trips, band and choral trips, and competitions are often signature moments in a student's public school experience; and

WHEREAS: The North Kingstown School Committee fully supports equal opportunity for students to participate via a commitment to provide scholarships and aid so that the financial situation of a student does not present a barrier for that student to fully engage in activities supported by the district; and

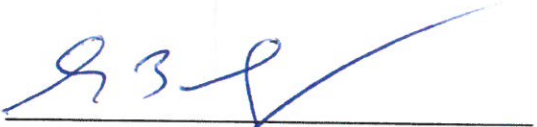
NOW, THEREFORE, BE IT RESOLVED: That the North Kingstown School Committee respectfully requests the Rhode Island General Assembly to amend RIGL § 16-38-6 (a). The following sentence (in bold) should be added to the law:

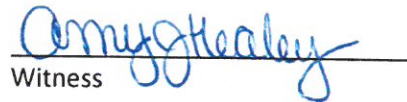
"No public school official or public school employee shall, for any purpose, solicit or exact from any pupil in any public school any contribution or gift of money or any article of value or any pledge to contribute any money or article of value." **This prohibition does not apply to school sponsored field trips or events in which parents can be asked for funding as long as the District or another source provides funding to any student whose family cannot afford the cost of the trip.**

RESOLVED: That the North Kingstown School Committee calls on each of our State representatives to support such a legislative change;

RESOLVED: That a copy of this Resolution be forwarded to every Rhode Island Municipality, School Committee, State Senator, State Representative, the Rhode Island Association of School Committees, the Rhode Island Association of School Superintendents, NEA, and the Governor.

WHERETO: The following bear witness:

  
\_\_\_\_\_  
Gregory Blasbalg, School Committee Chairman

  
\_\_\_\_\_  
Witness

11-19-19

## National Education Association North Kingstown Resolution Field Trip Funding Law

On April 10th, former Commission of Education, Ken Wagner, ruled that in accordance with RI Laws 16- 38-6 (a) there are only three permissible ways to fund school field trips:

- 1) "Districts may budget funds for trips, so long as the trip is part of the instructional program and all students have the same ability to attend: and
- 2) Fundraising for trips is permissible to supplement district budgeted funds, so long as individual students do not have mandated fundraising targets that must be met as a requirement for participation; and
- 3) Individuals may be charged fees for a trip, but only for trips that are not organized by district using district resources including district funded staff time."

While in accordance with the current law, this ruling will have the unintended consequence of severely reducing, if not eliminating, the types and number of extra-curricular opportunities that can be offered public school students. In essence, this means that once in a lifetime opportunities for students, such as band and choral trips, competitions and other important programs will be reduced or eliminated from public schools in Rhode Island as districts cannot afford the costs of fully funding these enrichment activities.

NEANK strongly believes that it is important to enhance students' social and emotional well-being by encouraging them to make strong connections with faculty and other students at school and we recognize that special activities such as class trips, band and choral trips, and competitions are often signature moments in a student's public school experience.

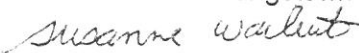
In addition, we feel that providing outings into the community to learn from different sources, often in a way that is hands-on, is memorable, fun and important for the students that we teach.

NEANK is supportive of our School Committee's commitment to provide scholarships and aid so that the financial situation of a student does not present a barrier for that student to fully engage in activities supported by the district. We are in support of the North Kingstown School Committee's resolution, which states:

"The North Kingstown School Committee respectfully requests the Rhode Island General Assembly to amend RIGL § 16-38-6 (a). The following sentence (in bold) should be added to the law: 'No public school official or public school employee shall, for any purpose, solicit or exact from any pupil in any public school any contribution or gift of money or any article of value or any pledge to contribute any money or article of value.' **This prohibition does not apply to school sponsored field trips or events in which parents can be asked for funding as long as the District or another source provides funding to any student whose family cannot afford the cost of the trip.**"

NEANK, in conjunction with the North Kingstown School Committee, calls on each of our State representatives to support such a legislative change.

Respectfully, National Education Association North Kingstown



Susanne Warburton  
President, NEANK