Town of Jamestown
Comprehensive Harbor Management Plan

Contents

JAMESTOWN COMPREHENSIVE HARBOR MANAGEMENT PLAN

I. INTRODUCTION

A) THE PURPOSE OF THE PLAN

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

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

B) THE HISTORY OF THE PLANNING PROCESS

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

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

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

Various attempts were made in the 1980s to draft an ordinance that would supersede the regulations of the 1970s. Regulatory requirements had increased in complexity over the years, and it was widely perceived throughout the state that they would be even more demanding in the future. In 1988 the state directed each coastal community to prepare a harbor management ordinance and a harbor management plan.

The Jamestown town council adopted a harbor management ordinance in August 1988, that was

conditionally approved by the CRMC in 1990, subject to the completion of a suitable comprehensive harbor management plan. This document is the 2024 update to the 2018 approved version.

C) FEDERAL AND STATE AUTHORITIES

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

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

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

The ACE is concerned with the environmental impact of projects it may undertake or permit. It also seeks to maintain unobstructed access to harbor channels and requires harbors dredged or maintained with federal funds by the ACE (federal navigation projects) to be open to all on a fair and equitable basis. This plan articulates some projects that need to be planned and approved by ACE and are subject to this requirement.

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

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

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

3) Rhode Island Department of Environmental Management (DEM)

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

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

D) LOCAL AUTHORITIES

1) The Jamestown Planning Commission

The Jamestown Planning Commission, established under the town charter, advises the town administrator and the town council on all matters of planning that affect the general health, safety, and well-being of the town's inhabitants. One of its major responsibilities is to revise, regularly, Jamestown's long-range comprehensive community plan. The town council approved the latest revision of this plan in June 2015 and the newest update is expected to be completed in 2024.

The text of the 2015 revision makes several recommendations relating to harbor management: for example, that in East Harbor the currently established ceiling for moorings and slips be maintained by both the town and the CRMC; that the harbor boundaries expand only if adequate additional landside support, parking, public access, sanitary facilities, etc., are provided. The Plan states that As pressure for moorings increases Town-wide, the pressure to expand the mooring fields of the smaller rights-of-way also increases. Mushrooming, or expansion beyond the riparian area, of neighborhood mooring fields, is occurring around the Island. This practice should be curtailed and neighborhood mooring fields should remain as such due to the non-existent landside facilities in these areas. Expansion of mooring fields should be limited to areas where there are adequate landside facilities.

In its implementation section, the plan assigns various specific responsibilities to the harbor commission. In three areas the commission is to initiate action: 1) to continue [the] effort to encourage transient boaters to visit and spend time on the island; 2) to ensure that the number of moorings, slips, both private and

commercial, are supported by adequate landside facilities; and 3) to investigate methods for maintaining the commercial fishing industry in the community. In other areas, where to avoid administrative redundancy the planning commission has deemed it appropriate to assign initiation action to other agencies (conservation commission, recreation department, etc.), the harbor commission is a cooperating partner. These areas include public access, parking, aquaculture, improvements at Fort Getty, development and management plans for the harbor waterfronts, and matters affecting Narragansett Bay as a whole.

2) The Jamestown Harbor Commission

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

The Jamestown Harbor Commission, established in 1989 as the Jamestown Harbor Management Commission, has the primary responsibility under the authority of the town council and the Jamestown harbor management ordinance for regulating and managing the waters of the town of Jamestown--which includes Dutch, Gould, and Conanicut Islands. (It should be noted that while the ownership of all the land on both Dutch and Gould Islands is at present divided between the federal and the state governments, the jurisdiction of the Jamestown harbor commission extends to those two islands as it does to state or federal land on Conanicut Island itself. The HC has a Gould/Dutch Island Development subcommittee which is charged with planning and coordinating improvement opportunities needed to open Gould and Dutch Islands for recreational use in the future. During 2018, this subcommittee began working with the Army Corp of Engineers, RIDEM, CRMC, and other state leadership teams to address remediation efforts needed. During 2023, the subcommittee was dissolved and oversight responsibilities were transferred to the Harbor Executive Director and the Harbor Commission subcommittee for Gould Island.

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

In the late 1990s, however, it became clear not only that a rapidly increasing burden of long-deferred maintenance was going to require extraordinary financial and administrative measures, but also that the commission faced severe constraints on its ability to increase its income. The commission's mooring fees were fixed by the 2018 ordinance; its proposals to apply for significant federal funds were turned down for policy reasons by two successive town councils; and lease agreements for its waterfront facilities had been signed in 1995 and 1997 for ten-year periods. After extensive commission, town council, and public debate, the town council--as an ad hoc solution to the immediate infrastructure crisis--amended the ordinance to permit the annual fluctuation of mooring fees and, in addition, contributed to the harbor

commission budget a substantial sum of money from the general funds.

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

Current Administration: During the 2023 calendar year, an executive director was appointed by the town council to supervise the harbor staff and report both to the commission and to the town administrator. The harbor staff consists of a Harbor Master, a harbor clerk, and additional personnel as needed. The Harbor Executive Director is nominated by the Town Administrator and appointed by the Town Council. The Harbor Master is recommended by the Harbor Executive Director, and appointed by the Town Administrator. The Harbor Master reports to the executive director and under the executive director's supervision, enforces the policy guidance of the harbor management ordinance and the commission. The harbor clerk also reports to the executive director.

Responsibilities: Under the harbor management ordinance adopted in 2023, the harbor commission, in addition to its responsibilities under GLRI Sec. 46-4-6.9, shall be advisory and assist in the planning for the maintenance and repair of town-owned harbor facilities, such as docks, bulkheads, and boat ramps. It is responsible for monitoring the condition of harbor infrastructure generally; for bringing necessary repair, maintenance, and improvement projects to the attention of the town administrator; and for working with the town authorities in developing multi-year plans and cost estimates for the repair and maintenance of harbor facilities.

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

3) Conservation Commission

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

E) GOALS FOR THE FUTURE

Jamestown recognizes the economic, recreational, and aesthetic importance of the coastal resources under its jurisdiction. The Jamestown comprehensive community plan policies relating to coastal resources include encouraging town acquisition of unique, fragile, and scenic coastal areas; encouraging land management that provides opportunities for public waterfront access; and protecting water quality in the salt marshes and coastal waters of Jamestown.

The goals of the Harbor Management Commission are:

1) To regulate uses and activities within the waters of the town, as described herein; to protect the coastal environment; to minimize user conflicts; to maximize the efficient use of both the water space and town-owned waterfront consistent with the other goals expressed herein; and to maintain and improve public access to the waters of the town for the benefit of all user groups, including residents and non-residents with or without boats, who seek to use town waters for passive and active recreation.
2) To distribute equitably the burdens and benefits of harbor management and development among commercial mooring operators, private mooring owners, other groups or individuals with special interests in the water, the waterfront, and the town.
3) To remain consistent with the authorities granted the town under Sec. 46-4-6.9 of the General Laws of Rhode Island and with the goals, policies, and regulations of the Jamestown Comprehensive Community Plan, the Jamestown Comprehensive Harbor Management Plan, the Rhode Island Coastal Resources Management Council, the Rhode Island Department of Environmental Management, and the United States Army Corps of Engineers.

F) HISTORICAL BACKGROUND

The Narragansett Indians were early inhabitants of Conanicut Island, and the English colonists named the island for Canonicus, an important seventeenth-century Narragansett sachem. In 1966 archaeological excavations in the West Ferry area uncovered graves from the 1600s as well as cremation burials from 3,000 years earlier. Additional excavations in 1988 revealed the largest documented Native American burial ground in New England, consisting of more than 200 separate graves.

In 1524 the Italian explorer Giovanni Verrazano sailed into what was probably Narragansett Bay. He recorded seeing many people, villages, and cultivated farms along the coasts. Europeans were soon trading in the area. After Roger Williams settled in Rhode Island in 1636, he helped other settlers purchase Aquidneck Island in 1637 and Conanicut, Dutch, and Gould Islands in 1657 from the Narragansett Indians. The Town of Jamestown, incorporated in 1678, embraced all of Conanicut, Dutch, and Gould Islands.

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

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

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

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

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

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

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

Talk of a bridge between Jamestown and Newport began almost immediately after the Jamestown Bridge opened in 1940, but plans were held up for many years—due in part to military concern that the bridge's possible destruction in wartime might impede naval passage on the Bay. Eventually, the four-lane Newport Bridge opened in June, 1969, and regular ferry service to Newport ended. Soon thereafter the Route 4

connector to Route 95 opened, greatly reducing driving time to Providence. As a result of these developments Jamestown's population grew rapidly--doubling between 1970 and 1990 to almost 5000 people. In a short period of time the old, two-lane roadbed of the Jamestown Bridge became functionally obsolete. Motorists, residents, and town officials were increasingly concerned about traffic safety and delays. These concerns resulted in plans to replace the bridge with a four-lane span and to build a cross-island four-lane highway connecting the two bridges.

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

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

The 2022 Population census showed approximately 5338 full time residents and 4707 registered voters. The coastal waters surrounding Jamestown saw a marked increase in recreational use. Boaters were attracted both by the island's intrinsic natural appeal and by its easy access to southern Narragansett Bay and Rhode Island Sound. The once tranquil harbors became increasingly crowded, and they bustled with new and occasionally excessive activity.

II. JAMESTOWN (CONANICUT ISLAND) DESCRIPTION

A) ADMINISTRATIVE DIVISIONS: WATERS OF JAMESTOWN

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

1) Harbor waters/boundaries

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

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

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

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

Potters Cove Transient anchorage zone (50 acres). All harbor waters from the northern boundary to the Newport Bridge in the band of water five hundred (500) to one thousand (1,000) feet from shore;

Fort Wetherill Transient anchorage zone (45 acres) and all harbor waters south of a line extending from Bull Point to government marker G 11 less a 50-foot setback from the mean low water mark;

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

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

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

Transient anchorage zone (145 acres). All harbor waters 360 degrees due north from the Fort Getty pier to a point approximately 250 yards then northeast along a line bearing 040 degrees true approximately 1000 yards, then due east 090 degrees true to the point onshore thence to the pier at Fort Getty less a 50-foot setback band extending seaward from the mean low water mark;

North conservation zone (120 acres). All waters shoreward of a line extending from the western extension of Orchard (Weeden) Lane to point R on the map provided *in Appendix to* the Jamestown Harbor Management Ordinance, thence to point Q on that map;

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

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

2) Coastal waters/boundaries

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

3) Mooring areas

Jamestown has 18 mooring areas located within harbor and coastal waters around the island. In these mooring areas riparian and non-riparian moorings are permitted. Three areas, known as Head's Beach, Park Dock, and Cranston Cove, were identified by the CRMC in 2006 as non-conforming mooring areas because they were not approved prior to establishment and may have negatively impacted eel grass. In 2023, CRMC confirmed that these mooring areas are conforming and are no longer in contention with established guidelines. The Harbor Commission manages all mooring areas which includes Commercial and Private mooring types.

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

i. From riparian moorings and shoreline rights of ways, a distance sufficient to allow ingress and egress and to prevent interference with the exercise of private and public rights.
ii. Fifty (50) feet from all residential or commercial docks, piers, floats and public launching ramps.
iii. Public mooring areas shall be setback from Federal Navigation projects at least three times the U.S. Army Corps of Engineers authorized project depth from federal navigational projects.
iv. All moorings shall be prohibited in Federal Navigation Projects.
v. All new and significantly expanded mooring areas shall be sited to ensure that tides and currents aid in flushing the mooring area.
vi. All new and significantly expanded mooring areas shall be sited to avoid adverse effects on water quality.
vii. Mooring areas shall be sited so as to not substantially interfere with designated shellfish management areas, traditional fishing grounds, public recreational areas and conservation areas.
viii. Mooring areas shall be sited so as to not significantly affect finfish and or shellfish resources, wetlands, submerged aquatic vegetation and aquatic habitat.

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

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

xi. All moorings and boats shall be located within the mooring areas, except for riparian moorings (defined in Appendix to this HMP.)

4) Federal Exclusion Zone

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

B) PHYSICAL SETTING AND NATURAL RESOURCES

1) Physical Setting

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

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

beach is at the head of Mackerel Cove, although there are smaller ones, public and private, at various points around the island.

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

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

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

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

Federal Dredging and Navigation Channels: At present Jamestown has no federal dredging or navigation project and no federally maintained navigation channels, turning basins, anchorages, or special anchorage areas. It is important to note that Federal Anchorage areas exist around the island outside of 1000' harbor area or 500' coastal zone. Harbor anchorages are frequently used by transient vessels.

2) Natural Resources

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

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

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

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

3) Conservation Areas

Jamestown is committed to the conservation of its natural resources. The Town Council, Planning Commission, Conservation Commission and Harbor Commission have all contributed to this effort with the overwhelming support of Town residents. The Rhode Island Department of Environmental Management, non-profits including the Conanicut Island Land Trust, Nature Conservancy and Audubon Society of Rhode Island have also contributed to this effort. Approximately one third of the Island's 6380 acres is under some form of protection with approximately 1,200 acres permanently protected and 800 to 900 acres temporarily protected under the State of Rhode Island Farm, Forest, and Open Space Program.

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

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

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

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

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

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

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

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

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

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

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

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

More detailed information on the town's physical setting and natural resources may be found in the 2002 Jamestown Comprehensive Community Plan.

C) WATER QUALITY/WATER TYPE

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

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

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

1) DEM Water Quality Designations;

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

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

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

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

SA{b} refers to SA waters that have a partial use designation due to impacts from a concentration of

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

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

Class SB1: These waters are designated for primary and secondary recreational activities and fish and wildlife habitat. Primary contact recreational activities may be impacted due to pathogens from approved wastewater discharges. Jamestown has only one SB1 designation: within a 300-foot radius of the marine sewer outfall off Taylor Point.

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

2) CRMC Water Use Designations

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

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

The intended uses of Type 1 waters are minimal impact only, in order to preserve the natural habitat. Where significant shallow water habitat is identified, boating activities shall be restricted as necessary to decrease turbidity and physical destruction of such habitat. Vessel anchoring is not permitted in this conservation area.

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

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

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

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

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

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

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

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

D) FACILITIES, USES, AND ACTIVITIES

Jamestown's waters are widely used: shell fishing and fin fishing (both commercial and recreational, from shore and on boats), recreational sailing and motor- boating, swimming, waterskiing, jet skiing, and windsurfing are all popular activities.

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

Recreational boating activity in Jamestown consists largely of day boating, sailboat racing, recreational fishing, or cruising (transients visiting, residents going elsewhere). Commercial activity is concentrated in the East and West Harbor areas. Current town zoning restrictions limit to some extent the possibilities of further water-based commercial development in those areas, especially as most of the harbor waterfront is already committed to residential use, public recreation, or conservation. The Town has established municipal zoning districts, as detailed in the Jamestown Zoning Ordinance. No uses of coastal or harbor waters will be restricted due to the expansion of existing or siting of new mooring areas. The Town provides trash collection services at public most waterfront facilities.

1) Commercial Boating Facilities

Marinas/Boat Yards: There are four commercial marinas/boat yards available to the general public in Jamestown. The three located in East Harbor are TPG Marinas-Conanicut, Clark Boat Yard and Safe Harbor Jamestown Boat Yard. One marina is located in West Harbor and is currently owned by TPG Marinas, Dutch Harbor Boat Yard. These businesses make a considerable contribution to the local economy. They also provide access to the water for any members of the public, resident or non-resident, who wish to take advantage of their services.

Clark Boat Yard, a little less than a mile south of East Ferry, has 64 rental moorings; a service dock; launch service; two railway lifts; a boat ramp; and a repair shop. It has on-site winter storage and on-site summer parking.

TPG Marinas, Conanicut, at East Ferry, has its own pier and leases two others from the town. It has 150 rental moorings; over 100 rental slips with electricity and water; the only marine fuel (diesel and gasoline) pump on the island. TPG Conanicut also has a launch service; a parts department; showers and heads; a pump out facility, a pump out boat and a repair shop. It also has off-site winter storage and off-site summer parking at Taylor point which is just south of the Newport Bridge on ramp.

TPG Marinas, Dutch Harbor Boat Yard (DHBY), at the west end of Narragansett Avenue, has its own service dock and leases part of the old West Ferry landing from the town. DHBY has 118 rental moorings, a launch service, showers and heads, a pump out facility, a railway lift, and a full repair shop on site. It also has on-site winter storage and on-site summer parking it leases from the town.

Safe Harbors-Jamestown Boat Yard (JBY), south of the Clark Boat Yard, in the center of the Dumplings residential area and is the oldest boatyard on the island. JBY has a railway lift, a service dock, ample shop facilities, and can do extensive repairs on site. JBY has 81 rental moorings, 13 outhauls, and a launch service. It provides on-site winter storage and on-site summer parking.

2) Yacht Clubs, Other Private Associations and Commercial Businesses

Yacht Clubs: There are two yacht clubs on the island, both centered in East Harbor.

The Conanicut Yacht Club, located in the northern part of the harbor, has 29 commercial moorings and its own club building and pier. It runs a children's sailing program for members that is also open, if space is available, to the public

The Jamestown Yacht Club (JYC) is a family-oriented yacht club centered around the Conanicut Marina that operates a racing program, social events, and educational opportunities for its members in boating, boat maintenance, and long distance cruising. Membership is open to the public via its website. . The Jamestown Yacht Club has no building or moorings of its own and uses the marina facilities or general public access at East Ferry.

Private Associations: *The Fort Wetherill Boat Owners Association* is a private boating association that leases the Fort Wetherill boat basin from Jamestown. FWBO has 40 slips that it rents to Jamestown residents. Two private beach associations at the southern end of East Harbor, the Cottrell Pier Association and the Dumplings Association, have one mooring as of 2013 and have swimming piers and beaches that some of their members use for access to their boats.

Commercial Businesses: *Conanicut Marine Services* manages the Jamestown and Newport Ferry which provides summer transportation between Jamestown, Newport, and other nearby points. CMS is based at East Ferry, and they also operate the Coastal Queen cruise and charter vessel. CMS leases 10 commercial moorings from Jamestown for the use of its vessels and customers.

3) Town-Owned Waterfront Structures

Jamestown owns a number of waterfront properties and structures that are currently listed in the Jamestown Harbor Commission Asset Inventory which is available on the town website. The Jamestown HC roles and responsibilities include monitoring current conditions, recommending repairs/improvements, and developing long-term strategies for further development. The Jamestown HC establishes the number of Kayak/Dinghy/Paddleboard facilities allowed at each town location, monitors the mooring numbers in each

mooring field, establishes outhaul numbers, and oversees the wait list system.

East Ferry: Beach and Concrete Ramp: Jamestown issues beach permits each year that enable holders to store their small boats on the East Ferry Beach. At the same time, the boats interfere to some extent with the public's free movement about the beach. During the 2023 season, the Jamestown HC set the kayak/dinghy/paddleboard permit number at 30 due to the tendency for high tides, the need to avoid interference with swimmers, and ensure access to other beachgoers.

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

East Ferry: Steel Pier: Jamestown constructed this pier in the 1970s to encourage marina development. The pier is currently under lease to TPG Conanicut until 2027. TPG uses the pier to launch boats by crane, to provide access to the floating docks, and to provide fueling services.

East Ferry: Wood Pile Pier: The shore side portion of this pier was constructed using Federal funds, and was added to by the town in the 1970's. The pier is now partially leased to TPG Conanicut as part of the lease described above, and the remainder is for public use. The pier is in good condition and is structurally evaluated periodically. The harbor commission sets the rates for TPG Conanicut Marinas seasonal dockage fees for commercial use only. At present the eight-foot wide pier has a multi-purpose use. TPG leases space on the northern side to commercial fishermen and other marine businesses on a yearly basis. Pedestrians and recreational fishermen, both resident and non-resident, have full access to the wood pile pier for walking, sightseeing, fishing. Three of the town's pump out stations are located along the wood pile pier. One is located on the touch and go dock and two are on the main pier area.

East Ferry: Veterans Memorial Square, Town Square, Riparian Boat Basin: Memorial Square and the adjacent town square provide the riparian rights that allow the town to lease the water area east of it to TPG Conanicut for use as its north basin marina. Memorial Square leads to the steel pier and the floating docks. Fuel tanks for the steel pier pumps are buried under it memorial square. The town square leads to the wood pile pier. Much of Memorial Square was repaired in, 2005-6 and is planned for further repairs in 2024. This area is the center of the town's major demand for parking. There are reserved areas for loading, unloading, and general parking. There are shorter time limits for shop owners vs. longer limits for boaters, etc. Improving parking at East Ferry is one of the town planning commission's ongoing concerns. In 2013 the seawall between the north side of the steel pier and the south side of the boat ramp was reconstructed.

Fort Wetherill: Boat Basin (Fort Cove) and Highway Barn Area: The Fort Wetherill boat basin has been leased by the Fort Wetherill Boat Owners Association (FWBOA) since 1979 and is discussed above. The FWBOA is a private association that has constructed and owns, its piers and floating docks. With town

permission, it is able to use public facilities for parking and float storage. It maintains a waiting list for vacancies that is open to all Jamestown residents. In 2018 Jamestown and the FWBOA negotiated a 17-year lease and at 2% until 2030. From 2031-2035 the lease will escalate at 3%. The lease expires in 2035. FWBOA maintains 42 slips for boats up to approximately 26 feet in length.

The state-owned area around the southern side of the Fort Wetherill basin has been developed by the DEM into a state marine research laboratory and is subject to a memorandum of understanding entered into between the town and DEM. The town owns 3.5 acres of land, including the old highway barn, located within 30 feet of the water's edge.

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

In 2011 the harbor commission and the town made necessary repairs to the Ft. Getty boat ramp. In 2013 the Ft. Getty outhauls were replaced. Further, Fort Getty improvements are in discussion with the Harbor Commission and Public Works as part of the HC 5-year plan. The Parks and Recreation Department manages parking permits for those wishing to park along the access road out to the pier facility.

At the north end of the park there is a boat ramp, an adjacent causeway, and, at the end of the causeway, a wood pile pier. On the eastern side of the causeway, the harbor commission has installed 22 outhauls that it leases seasonally for boaters with commercial fishing licenses and for boaters who are purely recreational**.** The pier itself is in only fair condition and will need some significant repair work in the future. It has no floating dock and is too high off the water to serve small boats conveniently without one. A kayak rack is located at Fort Getty and the Harbor Commission set the occupancy rate for the Kayak Racks at 46 during the 2023 re-evaluation.

West Ferry: Wharf: The West Ferry wharf (the old West Ferry landing area) is a long, wide, paved, and clamshell-graded facility extending into Dutch Harbor. The town has CRMC permission for 20 outhauls on the south side of the wharf. The outhauls were replaced in 2013. The town also owns and maintains a dinghy dock at the west end, which is available on a space-available basis for a season. The town has two pump-out stations at West Ferry, and the HC requires at least one to be operational at all times. The town provides touch-and-go dockage limited to 30 minutes. During the summer months, the wharf surface is used for parking by the public and by the customers of the Dutch Harbor Boat Yard, which is located just north of the wharf. The harbor commission spent almost $200,000 in 2001 to repair both the surface of the wharf and to its north side and west end. Repairs to the sea wall are being planned for 2024 or 2025.

The *TPG Marina Dutch Harbor* leases part of the wharf from the town for boat storage from after Labor Day through June 14 each year. Its lease is set with an escalation clause through 2025. As part of the lease, the boat yard commissions and decommissions the town's docks and gangways each year and shares the cost of summer trash removal. All repairs are the responsibility of the town. Some concern has been expressed that the yard's boat storage and parking may limit effective public access, and the boatyard and the town have been working together to resolve the issue.

Jamestown Shores (Head's) Beach: Head's Beach was acquired by the Town of Jamestown in 1996 with funding from the Rhode Island Open Space and Recreational Area Bonds Act. Head's Beach has three rough stone jetties made of large, unsurfaced boulders and a natural launch ramp. The town is allowed by CRMC to have 14 non-riparian moorings located according to the established CRMC management plan. During the 2023 season, the HC set the kayak/dinghy/paddleboard permit number to 34 at Heads Beach. CRMC reported in 2023 that Heads Beach is no longer considered a non-conforming mooring area.

Park Dock, located on the northeast side of the island, has the remains of an old stone jetty. The RIDEM Shoreline Access Grant provided for improved public access at this site. Eight moorings have been permitted in waters adjacent to Park Dock in accordance with prior HMPs. Public funding and DEM recreational easements have contributed to an increase in use and associated user conflicts. In 2023, CRMC reported that Park Dock mooring field is no longer a non-conforming mooring area.

Maple Avenue: Maple Avenue is located south of the Dutch Harbor area and is adjacent to the Sheffield Cove conservation zone. The town makes available small boat beach storage by permits issued by the Jamestown harbor office. In 2023 the Harbor Commission set the occupancy rate to sixty permits for kayaks, paddleboards, dinghies etc.

Boardwalks: There are no boardwalks in Jamestown.

4) Waterfront Parking

Parking, particularly at East Ferry and West Ferry, has been a perennial problem during summers in Jamestown. This issue was prevalent when the ferries were running fifty years ago and remains and issue now. When the capacity of East Ferry passenger ferries was increased in prior years, more strain on the available parking areas also increased. In addition, business owners maintain there is not enough parking for their customers; boaters maintain they have too far to walk to get to their boats; nearby residents maintain they are hemmed in by visitors parking on local streets. At the same time, for well over half the year when the boating season is over, the tourists and the summer residents depart and the parking problem seems to vanish. In 2010, the planning commission conducted a community survey which showed that 70 % of respondents would support additional landside facilities for boaters such as parking and bathrooms. A follow-up survey conducted in 2019 found evidence that parking in the East Ferry town square and along the waterfront area had become more desirable, which could either lead to further parking studies or necessitate changes in parking along the waterfront. Some of the recommended changes from that study include:

- reducing time limits or implementing paid parking during peak season months to help increase the turnover and availability of parking spots throughout the day.

- reducing the number of long-term parking spots by making those existing into shorter time spots.

- providing long-term users with more information about long-term parking options a short walk away from the waterfront.

- asking businesses to regulate where their employees park in the downtown area, away from the high-demand spaces.

The study showed that there is always ample available parking just a short walk away from the center of the downtown village (along Narragansett Ave towards the town offices, for example). While the harbor commission, for example, asks private mooring owners where they access their boats and (if they drive) where they park, its questions do not always elicit helpful answers. Some private mooring holders park in different places depending on the time of day or week--on whether races, weekends, holidays, or special events bring more cars to the center of town. Some drive when they have heavy loads to carry and walk or bicycle when they do not. Some provide ambiguous, incomplete, or confusing answers to the commission's questionnaire. And, of course, the questionnaire is concerned only with boaters who have private moorings: it does not deal with the larger number of boaters in harbor waters who use the services of the commercial operators, or who launch their primary boats from the beaches--let alone with people who have driven to the harbor waterfronts in summer to fish, look around, eat, shop, or otherwise enjoy themselves.

Parking is a matter of particular concern to many boaters. To meet these concerns the harbor commission will work with the planning commission in the future, to address matters related to parking in the town. The Harbor Commission will pay particular attention to the needs of boaters.

5) Moorings

A mooring permit is required for all moorings located in Jamestown waters. As of the 2023 season, Jamestown has approximately 1120 private and commercial moorings at different locations around the island.

Private moorings fall into the following classes:

- Class 1(a) riparian: owners of coastal property are entitled to apply, with priority over other mooring permit classes, for up to two moorings adjacent to the shorefront property parcel. In accordance with CRMC Red Book regulations, coastal property moorings must be located within the seaward extension of existing property lines. Only owners of riparian property may have guest moorings and only one of the two moorings permitted as Class 1a may be a guest mooring.

- Class 1(b) riparian on coastal waters is no longer a recognized mooring class in RI. Those moorings will be re-designated as class 3, (general public) within Jamestown's database in the near future. Only those individuals who had valid mooring permits under this previous classification may continue to moor their vessels in place (essentially, they were grandfathered in place), however, no subsequent individuals may have a permit in this mooring class. CRMC also notified the public that when/if the existing property is sold, that mooring permit will NOT be available to the new property owners. Upon the surrender of the permit, the grandfathering is not transferrable, not even to a family member. The Town shall provide delineation of each such mooring area. Each such mooring area is available to members of the general public. This does not imply any right to trespass on private property.

- Class 2 (a) and Class 2 (b). Class 2 is now being eliminated by Jamestown under the new revisions occurring during 2023 and beyond for consistency with CRMC regulations. Only those individuals who had valid mooring permits under this previous classification may continue to moor their vessels in place (essentially, they were grandfathered in place). However, no subsequent individuals may have a permit under 2 a/b. CRMC also notified the public that when/if the existing property is sold, that mooring permit will NOT be available to the new property owners. Upon the surrender of the permit, the grandfathering is not transferrable, not even to a family member.

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

To summarize the prior paragraphs. As of 2023, only two mooring permit types will be available to mooring applicants. Permit type 1a for Riparian, true coastal waterfront property owners and type 3 for all others. Associations with waterfront property under association ownership may be assigned the Riparian 1a permit type for the number of moorings allowed under the Ordinance.

Commercial Moorings in East Harbor

Clark's Boatyard is issued 64 mooring permits annually, to be rented out seasonally or as transient moorings. Clark's Boatyard is a private entity that leases no land from the town.

TPG Conanicut Marina is issued 150 town mooring permits annually and conducts its business from a combination of private land and land leased to Conanicut Marina from the town. There is collaboration between the town and the commercial business to manage and maintain the facilities.

Safe Harbors, Jamestown Boat Yard is issued 81 town mooring permits. Jamestown Boatyard is a private entity that leases no land from the town. The business is self-sufficient and manages itself, other than the mooring fees and reports due to the town.

Conanicut Marine Services CMS maintains 10 mooring permits for business vessels and commercial customers. The business is self-sufficient and manages itself, other than the mooring fees and reports due to the town.

Commercial Moorings In West Harbor

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

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

The remainder of the mooring permits are private permits issued by the Harbor Office. The permits are managed by the Harbor Office, and information regarding the vessel and vessel owner is kept in the Online Mooring application database available through the town website, Harbor Department page. Harbor personnel work to ensure all information is current but permit holders are required to provide the Harbor office with yearly updates and can access the application for their own information. Mooring permit holders have access to the database and are required to keep their information up to date. Mooring inspections must be completed every three years, by a certified mooring service provider, and the report must be submitted to the Harbor Office before the permit will be renewed. A list of certified mooring providers is available on the Town Website, Harbor Department page.

At the end of the 2023 boating season, the mooring distribution around Conanicus Island is below:

Commercial Moorings - 2023		
Safe Harbor Jamestown Boatyard	81	
Clark Boatyard	64	
Conanicut Marine Services	10	
Conanicut Yacht Club	29	
TPG Conanicut	150	
TPG Dutch Harbor	118	
TOTAL		452

Private Moorings - 2023		
Riparian - Class 1	356	
Guest Mooring (115 of 356)		
Right of Way - Class 2	13	
All Others - Class 3	301	
TOTAL	670	
Resident Moorings	227	
Non-Resident Moorings	74	
Ration Res to Non Resident		21.00%
Harbor Mooring Areas-No Riparian		
East Side Private	153	
West Side Private	95	
TOTAL		248350

There are three mooring areas on the north east end of the island – Park Dock (8 moorings), Cranston Cove (9 moorings), and Bridge View (5 moorings). Park Dock has a town-owned waterfront access area. Three additional mooring areas are located north of the bridge on the east side, Potters Cove, Seaview, and Bay Terrace. Potters Cove has public access and some parking areas but no dinghy storage is allowed along the waterfront area. Bay Terrace and Seaview mooring areas are under study to determine public access capability

There are 6 mooring areas north of the bridge on the west side of the island. Head's beach (14 moorings) has the town beach as the best access. Other areas include Fly Jib (5), Capstan (5), Champlin Place (5), Garboard (5) and Spirketing (5) ROWs. There are three additional mooring areas located south of the bridge on the west side, Deck St (5), Mast St (5) and Hull St (5). The water Type is 2 for all areas, and the town believes this form of low intensity boating, mainly by residents of the north end of the island, is consistent with the CRMC Type 2 water. The permit holders are responsible for maintaining the mooring tackle, as with all private mooring permits. All of these areas have only private mooring permits located within, and there are no commercial operations within at least 2 miles of each mooring area.

There is always extreme pressure for additional private moorings. At the end of 2023, the harbor commission had a waiting list for mooring permits totaling 319, names: 103 for the West Harbor, 179 for East Harbor, and 37 elsewhere. Non-residents constitute 69 of the 342 places on the waiting lists and this is approximately 21 %. The pressure for new moorings has always been particularly severe on the East Harbor mooring field. Some East Harbor applicants have been on the list for over 20 years, and at the present rate of turnover, the most recent applicants for West Harbor will be waiting over 16 years. The Jamestown Harbor Commission agreed in 2023, to establish a goal to reduce the wait list time as much as possible by using updated mooring regulations. It is important to note that these waitlist numbers may reflect multiple mooring applications from single applicants and this may cause confusion.

Moorings in Jamestown have traditionally included a heavy concrete block or other heavy anchor, a length of heavy chain that normally lies on the seabed, and a length of lighter chain that is supported by a mooring ball, to which is affixed a rope bridle. Standards for these traditional moorings are written into the harbor ordinance. The harbor commission believes that modern elastomeric mooring tackle, involving a resilient member between the anchor and the mooring ball in lieu of both lengths of chain, is a distinct improvement that should be encouraged. This mooring tackle appears to reduce stress on the boat's cleats and other hardware because less scope is required. These moorings can be placed closer together and are less destructive to eelgrass and other sensitive ecological conditions. As of 2023, Clark Boat Yard, Safe Harbors Jamestown Boat Yard, and CYC have almost fully integrated resilient tackle for the majority of their moorings.

6) Fishing

Fishing has always been, and will continue to be, an integral part of Jamestown life. There is a richness of fishing opportunities around the island that attracts both commercial and recreational fishermen. DEM requires fishing permits for all fresh and salt waters in the state of Rhode Island and DEM police officers patrol Jamestown fishing areas often to ensure compliance.

Commercial fishermen based in Jamestown have access to Narragansett Bay's finfish, lobster, and shellfish resources. While Jamestown is not itself a large center for commercial fishing, the business has always been part of the fabric of the community. Commercial fishermen include lobstermen, quahoggers, draggers, welkers, hook-and-liners, aqua culturists, and those who fish in diving gear from the shore. Many, both full-time and part-time, target multiple species of finfish and shellfish. In 2023 there were several commercial fishing vessels berthed or moored at East/West Ferry, Fort Getty and around Jamestown, but other fishing vessels were trailered in and launched from various points along the shore.

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

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

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

There are no anadromous fish runs that affect Jamestown and there are no dedicated areas where spawning is known to occur. The RI DEM Facility located at Fort Wetherill has a team of scientists who monitor shellfish and finfish populations around Narragansett Bay. Several research vessels are located along the docks there and are used for various sampling evaluations throughout the year.

Shell fishing takes place in the tidal wetlands along inlets, on intertidal flats, and in concentrated areas in near-shore waters. Although the island waters contain an abundance of shellfish, some shellfish areas are closed either seasonally or permanently when the waters are not certified. Most of the waters around Jamestown are classified as Approved and are open to shellfish harvest except for closures in response to

unusual events (can close after exceptional events like algae blooms, spills, etc.).
There are 6 areas around Jamestown that have current shellfish closures:

On the West Passage Growing Area 7 (GA7) side:
- GA7-5: Jamestown West Ferry (seasonal closure of mooring area)
- GA7-7: Fox Hill Pond (prohibited)
- GA7-8: Sheffield Cove (prohibited)
- GA7-NA: Great Creek (prohibited)

On the East Passage side Growing Area 6
- GA6-3: Jamestown East Ferry and Taylor Point (prohibited)
- GA6-5: Cranston Cove (prohibited)
-

The annual shellfish closure document is available on the RI DEM Website, Water Resources page. That location will have maps and descriptions of each of these areas. All shellfish harvesters should consult that information prior to removing any shellfish from those areas.

Aquaculture is licensed, supervised and administered by the CRMC only. Jamestown stays informed about aquafarming areas but does not regulate the industry. Aquaculture is a small but increasingly significant aspect of marine activity in Narragansett Bay and around the island. In 2023 there were six aquaculture projects underway locally, all of them either in, or near, West Harbor. Projects encompass about 34.3 acres with oysters, clams, mussels, and scallops. An aquaculture map is included in the Appendix to this HMP. CRMC reported during 2023 that a commercial kelp farm was approved to operate from October to May and would be located east of Dutch Island in the near future.

Jamestown's waters have both advantages and disadvantages for aquaculture. Waters here are relatively pure but can be high in salinity and low in nutrients. Despite its mixed appeal for aquaculture, the town may reasonably expect further interest from aqua culturists in future years. One of the policies of the 2024 comprehensive community plan will be for the town council to support Aquaculture in and around Jamestown while minimizing detrimental impacts. The Harbor Commission will be a significant cooperating partner.

In the future, aquaculture research projects that are suspended from rafts or constructed with floating or fixed netting may be added by CRMC or Universities. If this occurs in Jamestown's waters it may result in some physical obstruction or other inconvenience for local boaters. However, CRMC policy is to notify towns and individuals likely to be affected by an aquaculture project before any implementation decision is made.

7) Other Water-Based Activities

Swimming: In addition to the designated and regulated Mackerel Cove Beach, described below, there are several unnamed and unregulated publicly-owned beaches and rocky coves around the island where people swim at their own risk, such as at Beavertail, Fort Getty, Fort Wetherill, Head's Beach, Hull Cove, Cranston

Cove, Park Dock, and other accessible public waterfronts. There are also private associations, such as the Cottrell Pier Association and the Dumplings Association, both in the southern section of East Harbor.

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

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

Anchorages: Jamestown has 3 established anchorage areas with two located on the eastern side and one on the western. Potters Cove to the north of the bridge and the Dumplings located south of East Ferry. Dutch Harbor anchorage area is located along a triangular shape between Dutch Harbor to the south, Zeek's Creak to the north and the marina area to the east. Vessels anchoring within these areas must register on the town website. The Harbor Ordinance details other town requirements for anchorage areas. There are numerous other anchorages located around the island outside Jamestown jurisdiction depicted on nautical chart 13223 and these are often used by commercial fishing vessels, Commercial shipping, Block Island wind farm support vessels and US Navy vessels.

E) RECREATION AREAS AND PUBLIC ACCESS

The CRMC and the Town of Jamestown are committed to providing and maintaining public access to the shoreline. Under Rhode Island law the public has (and has had since the seventeenth century) the right to use the coasts of the state between mean high water and mean low water for the purposes of fishing, swimming, gathering seaweed, and passing along the shore. To realize this public right the CRMC and the town work together to maximize the potential of existing town-owned parks and other areas on the waterfront; to maintain and mark existing rights-of-way (ROWs); and to identify, survey, and open potential ROWs that can best serve the public interest. The town believes that all the existing shoreline easements on public property for water outflow and underground cables already provide public access to the shoreline.

As part of its program supporting public access, the CRMC requires all harbor management plans to include significant public access provisions. This section of the plan discusses where the town stands at present in complying with that CRMC direction. The Jamestown Conservation Commission, supported by the Harbor Director, is currently updating the 2013 Shoreline Access and Rights of Way Inventory. The CC expects to complete the report during 2024, in the Appendix to this HMP. The Jamestown Conservation Commission and Harbor Commission are also in discussions with town leadership to identify oversight leadership responsibility for Rights of Way management in order to better serve the

public interest. Supporting ROW organizations going forward include the Harbor Commission, Public Works Department, and the Planning Commission.

1) Recent Developments in Public Access;

The 2015 comprehensive community plan included a parking report which discussed some ROW areas and that is being updated during 2024. Policies being refreshed include water resource improvements and encouraging land management that provides opportunities for public waterfront access. The current in-work draft lists four proposed actions to be taken:

(1) to implement the recommendations outlined in the parking committee report. [*Initiator:* parking committee;

(2) to maintain a current ROW inventory;

(3) to actively seek outside funding for enhancement of selected rights-of-way;

(4) to create requirements for easements to the waterfront in subdivisions where appropriate.

2) ROW Parking Report 2015 and Future Plans

The 2015 parking report provided a rating (of 1, 2, or 3) for each site in order to prioritize future actions in support of CRMC policies:

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

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

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

of people. Where there are or have been encroachments it is advised that the town mark the boundaries.

3) Public Access Sites List:

The following list will be updated in 2024 and currently has only brief descriptions of sites that provide, or that might in the future provide, public access to the shore. This list is organized by a) federal and state-owned properties; b) town-owned properties developed for public use; c) properties of whatever ownership that have CRMC designation as ROWs; d) sites that may be considered potential ROWs for possible future CRMC designation; and e) coastal conservation areas that permit at least some public access.

a) Federal and State-owned Parks

Beavertail State Park (1): a state and town-owned park on Beavertail Point managed by the DEM Division of Parks. This park was transferred from the Federal government during 2023 and a committee was established to evaluate public access improvement opportunities. The park consists of 183 acres and has over 1.25 miles of accessible coastline (rocky cliffs interspersed with, on its west side, occasional small beaches). There are spectacular ocean views to the south, east, and west. The Beavertail lighthouse, with a small museum, is at the end of the point. The park has a number of parking lots for over 120 vehicles, portable toilets, ocean overlooks, and walking trails. Beavertail is fully accessible as a public ROW. There is also a section of Beavertail State Park that is leased back to DEM.

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

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

Dutch Island, Gould Island: Accessible only by water, these two islands, of 75 and 41 acres respectively, deserve mention with respect to public access even though they are currently closed to public access by DEM Fisheries and Wildlife. While the two islands are within Jamestown's administrative jurisdiction, they are at present each owned jointly by the state and partially by the federal government. The state has designated its portion of each island to be part of the state's bay island park system which may be developed in the future.

b) Town-Owned Properties Developed for Public Access

Conanicut Battery/DAR Memorial (unrated [under development]): a park of 22 acres on the west side of Beavertail surrounding the site of a Revolutionary War battery (on the National Register of Historic Places) and several early-20th-century military installations. The park has about 100 feet of waterfront, but virtually no access to it because of high and steep cliffs. When the parking committee report was written the park was undergoing renovation to preserve the ruins of the fort, to provide nature walks and appropriate signage, and to open the excellent views of the West Passage. The renovation was completed and the park was formally dedicated, in June 2002, as the Conanicut Battery on Prospect Hill. The Parks and Rec department is supported by the Jamestown Historical Society which has a volunteer group to help with maintenance and improvement projects for public benefit.

East Ferry (1): a .75-acre complex at the foot of Narragansett Avenue consisting of a marina, two town piers, a town square, a memorial square, a beach extending about one-quarter mile to the north, and a short, non-adjacent, shoreline nearby to the south. The site has parking, which is likely to be crowded in the summer months, and is fully accessible. The Town recreational center is located across the street from the waterfront. The Parks and Recreation department schedules concerts, fireworks, and holiday season activities.

Fort Getty Park (1): a 41-acre site, largely surrounded by water, at the northwest corner of Beavertail, with a trailer park, camping area, restrooms, and other recreational facilities. The Jamestown Recreation Department maintains Fort Getty, and the town is improving its recreational potential on the basis of the Comprehensive Master Plan developed in 2015. *(For more details see the Fort Getty section of II-E-3, above.)* The park has an admission fee for automobiles. There is ample parking and waterfront access. During 2023, the Public Works Department installed a new park entry area with a modern gatehouse and entryway.

Hull Cove (1): a 50-foot-wide ROW with a narrow path running about a hundred yards from Beavertail Road to Hull Cove beach. The parking area for four to six cars at the road's edge has little room for expansion. There is trash pick-up at the roadside. The path is level but uneven, and the pebbly beach has excellent ocean views. The area is maintained by the Parks and Rec department and has a DEM grant to build a boardwalk to the waterfront from the small parking area.

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

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

Maple Avenue (2): a rough, potholed town road, with some still unresolved ROW legal aspects, that terminates in a muddy, grassy area abutting an Audubon Society-restricted wildlife refuge and CRMC-designated conservation waters. The area is fairly well used with Kayak, Dinghy, and Paddleboard racks available through the Harbor Department website.

Potter's Cove/Taylor's Point (1): a 25-acre site just east of the Pell (Newport) Bridge toll plaza, consisting of a long sandy and pebbly beach extending south toward Taylor Point, which has rocky cliffs and informal trails. Parking is available in both parts of the site. There are paths to the cliffs. A new set of wooden steps leads to the beach. The site is accessible to the water and the town installed composting restrooms and educational posts during 2022.

West Ferry (1): the old town ferry wharf at the western end of Narragansett Avenue. There is usually adequate parking and the site is fully accessible to the water. The harbor department maintains a restroom along the southern boundary.

c) CRMC-designated ROWs

The 2013 Shoreline Access and Right of Way Inventory listed 10 ROWs with the CRMC designation. Six of those ROWs are located on the west side of the island, north of the bridge, and 2 are located on the west side, south of the bridge. One CRMC-designated ROW is located on the eastern side of Jamestown north of the bridge. The Conservation Commission plans to update the ROW inventory during 2024.

d) ROWs for possible future CRMC designation;

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

e) Coastal Conservation Areas with Some Public Access

Some of the coastal conservation areas provide limited access for pedestrians: The Marsh Meadows and the Conanicut Island Sanctuary sites at Great Creek; the state and town-owned portions of the Hodgkiss Farm; the Fox Hill Audubon Site; the Sheffield Cove Audubon Site; and the Racquet Road Audubon Thicket Site.

F) EMERGENCIES: STORM PREPAREDNESS

Inevitably emergencies will occur on and in the waters surrounding Jamestown which can include major and smaller weather events. The Harbor Director and Harbor Master will play a strong role in responding to these events.

The town's procedures for responding to emergencies are based on its Emergency Operations Plan 2012, developed under the authority of the Rhode Island Civil Defense Preparedness Act of 1973**,** and updated

in 1994. This edition of the HMP updates some of the leadership structure and processes. The Jamestown plan establishes a Jamestown Emergency Management Agency to develop proactive plans, and to be responsible, for any kind of emergency the town might have to confront. Response to specific emergencies as they arise is the responsibility of the Council of Emergency, which reports to the EMA Director, the Chief of Police, the Town Council, and the Town Administrator (who together constitute the Council of Defense). In this command structure, the Harbor Master reports to all three organizations and is a member of the Council of Emergency along with the Chief of Police, the Fire Chief, the Town Engineer, etc. The Harbor Commission has no role to play in the emergency management system.

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

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

III. JAMESTOWN HARBOR CHALLENGES:

Jamestown has historically had numerous water-related challenges that require extensive attention and planning by many town officials. This section of the 2024 Harbor Management plan identifies the most significant challenge areas and provides information about activities designed to address those challenges now and into the future.

Jamestown Current Challenges and Improvement Plans:

Challenge A: Coastal and Harbor Water Quality
Challenge B: Public Access
Challenge C: Town Owned Water Front Structures
Challenge D: Commercial/Recreational Fishing
Challenge E: Moorings
Challenge F: Outhauls
Challenge G: Harbor Boundaries

A) Challenge A: Coastal and Harbor Water Quality

Water quality management in the Narragansett Bay is led by the Department of Environmental Management and actively supported by Jamestown leaders. Although Rhode Island has declared its waters to be a sewage no discharge zone, there is continual need to eliminate the discharge of toxic and pathogenic substances through aggressive monitoring programs.

The RI Department of Environmental Management (DEM) is charged with:

- management of stormwater to promote green infrastructure, building state and local capacity for effective stormwater control, and achieving better permit compliance.
- Adapting freshwater and marine water quality monitoring strategies and analysis capacity to identify areas with high potential for improvement in water quality to support designated uses.
- Integrating issues such as changing climate, sea level rise, and emerging contaminants (pollutants of emerging concern) into water protection decisions.
- Strengthening watershed management through policy, regulation, and partnerships to promote water resource protection, including focus on freshwater lakes and ponds.
- Directing and leveraging increased infrastructure funding to improve water quality, addressing resiliency, and/or providing ecological benefits.

The Jamestown Public Works Department manages the storm water runoff program in compliance with DEM regulations. The Town uses public mailings, collaboration and targeted distribution of material to educate and include the community in addressing stormwater pollution. The Town will continue to distribute a pet waste management brochure with pet license renewals. This effort is reflected in an elementary school program that directs students to create and display posters relating clean water and pet waste management. A copy of the brochure is included in the Appendix to this HMP. In 2022, the Town distributed pet poop bags with pet licenses. The Town collaborates with Save the Bay and the community to promote the marking of catch basins with Drains to Bay markers. The drain marking program is a safe way for families to be actively involved in stormwater protection.

Each year, the Town hires young people from the community to conduct an anti-litter campaign during the summer with a special emphasis on reducing pollution in areas that discharge into the Bay. This effort includes targeted messaging and clean ups. The Town annually implements water conservation restrictions to all households connected to the municipal water supply. These conservation requirements are mailed to all households connected to the municipal water and are advertised in the local paper for all residents to review. The Town included a brochure to all users connected to the municipal water system regarding the potential dangers of cross contamination between sump pump discharges, the municipal stormwater system and the municipal water system.

Prior HMP Editions identified a number of mooring areas around Jamestown that were non-conforming mooring areas because of potential water quality impacts. These areas included Park Dock, Heads Beach and Cranston Cove.

1) Challenge A: Coastal and Harbor Water Quality: Process and Future Process Improvements

Discussions with CRMC during 2023 revealed that Jamestown has no areas currently considered Non-Conforming. Prior concerns with Park Dock, Heads Beach, and Cranston Cove have been resolved. During 2023, the Harbor Department created a plan to have DEM divers evaluate these and other mooring areas periodically in order to test potentially negative impacts from boaters, moorings etc.

Jamestown has installed 3 pump-out stations in the East Ferry area and two pump-out stations on the West Ferry dock which are all free to the public. These stations operate 24/7 from May to October and are inspected/maintained by a contracting company. The oversight of those stations is under the Harbor Division which conducts bi-monthly equipment inspections. During 2024, significant equipment upgrades were completed for all stations.

As a water quality preventative measure, Jamestown Harbor Masters (HM) regularly patrol all mooring and anchorage areas around the island. Transient boaters are reminded of the CRMC/DEM restrictions and asked to register on the website which requires that they provide a signature showing full knowledge of the water release restrictions.

The Jamestown Harbor Management Commission receives Mooring area occupancy reports from the HMs monthly and monitors the number to ensure no over-occupancy conditions exist, and that shoreside sanitation and parking support the occupancy numbers. The Jamestown Harbor Masters visit each marina often during the operational season to ensure sanitation facilities are operational and conforming.

The University of RI Watershed Watch (URI WW) provides current (and historical) information on the water quality of surface water resources throughout Rhode Island, including lakes, ponds, reservoirs, rivers, streams, and the marine environment. Trained volunteers take weekly measurements from spring to fall. URI WW emphasizes the watershed scale because the water quality of a given water body is a reflection of the activities upstream and in the lands and waters that surround it. WW encourages communities and shoreline residents to cooperatively manage and improve the water quality of all of the water bodies within a watershed. In this way, we can ensure that Rhode Island's bays, estuaries, and freshwater resources remain one of the state's great assets.

Jamestown WW monitoring stations include Potters Cove, Fort Getty, and Mackerel Cove. Data results compiled from 2022 and available on the URI WW show that water conditions in and around Jamestown have improved over the last 10-15 years

Jamestown waters in some areas, have contamination levels higher than what DEM allows for shellfish harvesting. Those areas have shellfish that are not fit for human consumption. These are the waters on the east shore of Jamestown, in the vicinity of East Ferry and Taylor Point. All waters of Sheffield Cove in Jamestown south of a line from the Rhode Island Department of Environmental Management range marker located at the western extension of Maple Avenue to the Rhode Island Department of

Environmental Management range marker located at the northernmost point of land on the opposite western shore at the entrance to the cove. Detailed information about current shellfish water quality and closure notices is available on the DEM website, Water Quality page.

The Town's inorganic waste management plan includes the placement of trash can and recycle equipment in areas that allows proper pickup and oversight. Jamestown encourages all marinas to adopt the CRMC Operations and Maintenance (Clean Marina Practices) Program which is available on the CRMC website. The plan includes numerous best practices and processes that can contribute to improved water quality throughout the bay.

B) Challenge B: Public Access

The CRMC requires that Harbor Management Plans shall include public access provisions that:

- Inventory and catalogue the condition of all existing CRMC designated rights-of-way in the community, and identify potential rights-of-way for designation by the CRMC;
- Establish goals, policies, and recommended actions designed to preserve, protect, and enhance the existing public rights-of-way to the tidal waters of the town;
- Design a maintenance program to be implemented by the community to improve and maintain all municipally owned rights-of-way; and
- Develop a prioritized list of CRMC-designated rights-of-way that are municipally owned which could be improved by either public or private entities and identify appropriate site improvements required

The town parking report (in its 2019 report) and the town planning commission (in its 2002 revised comprehensive community plan) have already undertaken studies concerned with the identification, prioritization, and maintenance of existing and potential public access sites and rights-of-way. The comprehensive community plan has assigned the harbor commission to be a resource in the implementation of two matters pertaining to public access: to implement the recommendations outlined in the parking committee report and to seek outside funding for enhancement of selected rights-of-way. It is most efficient for the harbor commission, to work with the planning commission and conservation commission to implement the planning commission's recommendations.

Boat ramp access along Jamestown coastal areas is a consistent concern for many resident and non-resident boaters. The ramp at East Ferry is only usable 2 hours before to two hours after high tide. Storms often deposit sand along the area which makes launching even more difficult. The boat ramp at Fort Wetherill is not structurally sound and can only be used for small vessel launch. It is not owned by the town and falls in the RIDEM jurisdiction area. On the west side, the boat ramp at Fort Getty has good access but like East Ferry, is difficult to manage around low tide times. Public works attempts to improve that boat launch area were denied during 2000 because they conflicted with Conservation Commission and Audubon society concerns. The soft sand launch area at Heads beach is an option but only usable for smaller, lighter weight trailers and vehicle access.

1) Challenge B Public Access: Current Process and Future Process Improvement

Section II E above provides an extensive discussion about Jamestown's Rights of Way and other public access locations. The Jamestown Conservation Commission (JCC) established a plan during 2023 to update the 2013 Shoreline Access and Rights of Way Plan. The Harbor Commission, Public Works Department and Planning Commission are all partners in maintaining and improving public access to island waterfront areas and facilities. The Parks and Recreation Department currently maintains five ROWs, High Street, Hull Street, Heads Beach, Park Dock, and Hulls Cove. The remaining ROWs are either managed by abutting neighbors, Public Works, or volunteer groups such as the Friends of the ROW. The JCC plans to evaluate the opportunity to create a ROW adoption program in 2024. This program would offer improved maintenance and other benefits. The CC also plans to evaluate a goal of investigating additional ROW opportunities using potential town properties or other public areas which might include easements, drainage outfalls, papers streets, buried cables etc. Readers should consult the updated CC ROW planning document for additional details.

The Harbor Commission has boat launch improvements on the 5-year plan but the geographic features of the island make long-term sustainment plans for ramps difficult. During the 2024 season, the Harbor Commission plans to request a relocation of the Fort Getty ramp to the opposite side of the peninsula leading out to the pier and a modification to the conservation area there.

C) Challenge C: Town Owned Water Front Structures

Jamestown has a number of waterfront structures (and adjacent properties) that support water-based activities. Those are discussed in section IIE above and further amplified here.

Current public sentiment states that Jamestown lacks adequate public facilities for both local and visiting boaters. In general, there is inadequate touch-and-go dock space where boaters can tie up for a short time (use time is limited to 30 minutes) to load and unload crew, supplies, gear, trash, and so forth. For example, there are many documented incidents of conflicts between boaters attempting to use the touch-and-go dock at the east end of the Wood Pile Pier (WPP) and persons fishing. There is no public dinghy space at East Ferry and limited public space at West Ferry. Neither area has adequate space where boaters can tie up and enjoy the local area for longer than 30 minutes without cost.

Many of the issues the harbor commission needs to discuss concerning future uses result from differing groups having desirable and reasonable goals and interests that compete with each other: the convenient location of the East Ferry boat ramp for boaters competes with a free flow of vehicular traffic in the area; the use of, and income from, East Ferry beach permits competes with free pedestrian movement on the beach; on the congested wood pile pier at East Ferry a variable mix of commercial and recreational fishers, recreational boaters, and tourists compete for space. Some of the issues have priority for discussion over others: properties with upcoming lease renewals to consider; structures in a bad state of repair; properties such as Fort Getty and the Fort Wetherill boat basin—are already the subject of evaluation by other departments of the town.

1) Challenge C: Town Owned Water Front Structures: Current Process and Future Process Improvement

With varying degrees of urgency, the Harbor Management Commission is charged with developing a 5-year plan that considers possible future uses of these structures and properties for Jamestown residents and non-residents. This plan was developed during the closing months of 2023 and will be expanded with more details during 2024.

The HC plan includes East Ferry beach, launch ramp, concrete pier, steel pier (fuel dock), wood pile pier, with two attached touch-and-go docks, and public bulkheads. The plan also includes West Ferry/Dutch Harbor touch-and go docks, outhauls, seawall and public parking area, Fort Wetherill barn area, seawall, and boat basin. The Fort Getty pier, launch ramp, and outhauls. The Park Dock beach area, Heads Beach area, Maple Avenue Kayak, and others.

One key part of the HC 5-year plan is to establish the budgets needed to support the harbor department and to improve these facilities for public access. The HC reviews all permit rates yearly and balances that revenue against harbor department expenses. Revenue increases needed to support selected projects are submitted to the town council for approval and execution plans are then developed by the Harbor Director, Planning Director and Public Works Director.

During the 2023 season, The Harbor Director proposed process changes for Dinghy/kayak and other small vessel permitting around the island. Permit process improvement plans were implemented that will reduce the wait list time and open more spots for additional residents. In the spring of 2024, a 50% reduction in wait-list time was observed.

The Harbor Commission cannot resolve all of these issues alone. Close coordination is needed among the planning commission, the recreation department, public works, finance, town residents, and the Town Council before sustainable improvements can be implemented. It is the towns police to preserve protect and enhance ROWs, prioritize CRMC ROW improvements and develop a town ROW maintenance program.

D) Challenge D Commercial/Recreational Fishing;

Jamestown's commercial fisheries help to maintain the island's quality of life. They have historical, social, and economic significance. Like the island's farms and areas of natural open space, they reflect the past and contribute to the traditional rural and maritime atmosphere that islanders prize so much. They provide, through the marketplace, an opportunity for residents/non-residents to exercise their right to benefit from the free and common fisheries guaranteed by the state constitution.

To be successful, commercial fisheries need reasonable support and opportunity. Rhode Island (and other states) supports commercial fisheries in a variety of ways. Jamestown supports fisheries through reduced dockage fees (just as, for similar reasons, it subsidizes open space and farms through lower taxes). Yet to succeed, commercial fisheries must also have adequate waterfront working space, access to vessels, docks,

and the shoreline. Fisheries also need well-maintained fish habitats and clean water.

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

1) Challenge D Commercial/Recreational Fishing: Current Process and Future Process Improvement

The town leases the northern side of the Wood Pile Pier at East Ferry and encourages TPG Conanicut to offer that location to commercial fishermen. The town has two outhauls at Fort Getty which are currently permitted to two local lobster and crab fisherman. The town allows both of these fishermen to store equipment and traps along the shoreline adjacent to the outhauls in order to improve accessibility for off and unloading needs.

Jamestown leases all of the Fort Getty slip space to local aquafarmers who also store traps and support equipment on the deck area by permit. Aquafarmers have yearly permits allowing upwelling devices on the adjacent outhauls and work boats on the only slips there. At West Ferry/Dutch Harbor, the town permits dinghy space and allows the aquafarmers to use touch-and-go spots for additional time when they need to load and offload product and support equipment. The Harbor Commission is evaluating other opportunities to support local fisherman and is open to input from them during their monthly meetings. One important consideration is that most of the town areas are multi-use which includes kayakers, walkers, hikers, recreational vessels, campers, tourists, etc. One of the town's biggest challenges is balancing those competing interests in all of the public areas.

E) Challenge E. Moorings:

One of the most serious and urgent issues presently confronting the town with respect to harbor management lies in the number and placement of its current moorings, both private and commercial. The placement of moorings in the waters around Jamestown must be approved by CRMC, in currently established mooring areas and only in the numbers of commercial and private established in this Harbor Management Plan. The Appendix to this HMP shows all mooring areas with geographic positions, acreage, and allowed numbers. Since it is important that the town be in compliance with all CRMC and DEM regulations, the issues moorings raise probably represent the most immediate problems for the harbor commission to address.

Additional mooring issues include the number of moorings that are not fully used during the season for at least 20 days, as required by the Harbor Ordinance. Despite having a long wait list extending to 20 years in the East Harbor area and more than 16 years in the West Ferry/Dutch Harbor areas, moorings lie vacant and unused during the season. The town must also remove ghost moorings, that is, floating mooring balls

that are not permitted properly or are abandoned by prior permit holders. Some of these ghost moorings may represent a hazard to navigation and often break free from their bottom anchorages.

Prior editions of the Harbor Management Plan identified the existence of moorings outside the 1000 feet from shore CRMC restriction for Harbor waters and outside the 500-foot line restriction for coastal zones. These moorings have been greatly reduced by attrition over prior years but a comprehensive survey is needed by the Harbor Masters in order to confirm current numbers and conditions.

1) Challenge E Moorings: Current Process and Process Improvement:

During the 2023 season, the Harbor Masters conducted weekly and twice weekly mooring area surveys during the peak season June -September and did find a large number of moorings with no vessels attached in east and west harbor areas. Harbor Masters also conducted weekly inspections in some of the other desirable mooring areas. Vacancy rates and other results were reported to the HC during the season. Some opportunities include preseason email communications to all permit holders clearly stating ordinance rules and a temporary use program where mooring permit holders not needing the mooring could offer it to wait list members. Other opportunities include better enforcement of boat registration requirements, additional mooring revocation notices, and changes to the 20-day occupancy rules.

The Harbor Masters will verify distance from shore for all mooring fields during the 2024 season and report results to the Harbor Commission. Removing moorings outside the 1000-foot limit by attrition and relocation will continue until all area are compliant with CRMC regulations. Using Mooring Service providers to evaluate the distance from shore for some moorings during the spring commissioning and fall decommissioning process is also an opportunity underway by the Harbor Masters.

During the 2023 season, the Harbor Masters tagged and removed approximately nine ghost moorings around the island with the assistance of mooring providers. Harbor Masters could also operate the Police Department drone to conduct overhead observations over many mooring areas, with less time and more frequency.

The Harbor Management team has improved the Online Mooring database to now show all mooring area geographic boundaries and mooring lat/lon positions via very clear mapping displays. The Harbor Director can produce reports and coordinate area reviews using this information. Harbor Masters will report locations and numbers to the Harbor Commission during the operational season.

The Harbor Management Commission and the Town Council approved a Temporary Use Program in the 2023, where permit holders not using their mooring could volunteer to allow wait-list members to occupy for defined periods. This program should address some of the mooring use, and wait-list members concerns.

F) Challenge F Outhauls

Concern about outhauls has increased over the past several years not only in Jamestown but in other

waterfront communities throughout Narragansett Bay, particularly in the bay's southern sections. The issues involved include various competing rights or desirable goals such as free passage along the shore below mean high water, free passage on the water, riparian owners making optimum use of their shorefront property, abutting riparian owners making optimum use of the adjacent waters, the comparative ecological impact. There are policy issues, such as whether outhauls attached to piers should be treated differently from those attached to the shore. Community concerns regarding Town-owned outhauls have been provided to the Harbor Management Commission. Outhauls are often left unoccupied or occupied with small vessels not worthy of an outhaul.

1) Challenge F Outhauls: Current Process and Future Process Improvement

The CRMC has regulations that allow two (2) outhauls for waterfront property owners and outhauls attached to town owned properties. The accompanying revised ordinance allows the harbor commission to regulate outhauls, set fees, maintain wait lists, restrict boat sizes and establish occupancy requirements. Jamestown has 22 outhauls at Fort Getty and 20 at West Ferry.

The Harbor Director should create a list of all private riparian outhauls around the island and ensure those are permitted via the Online Mooring system. Harbor Masters should evaluate whether or not, the outhaul impedes the right of passage along the shore. This information and any other information that seems pertinent in developing **a** suitable policy should be reported to the Harbor Commission during the operational season.

G) Challenge G Harbor Boundaries

East Harbor: The mooring wait list time in the East Harbor mooring zone is now well over twenty years, and yet there are areas in that zone where existing moorings may not be fully occupied during the peak season months. There are also areas that realistically, cannot be used for moorings because boats placed there would be exposed to strong winds, currents, and tides. Access to those areas is extremely difficult for individuals who do not belong to a nearby yacht club or have a commercial mooring launch service.

An additional complication is that the U.S. Army Corps of Engineers granted commercial mooring permits for areas outside the harbor's 1000' line that pre-date the 1988/90 ordinance. Finally, the town currently has no 50-foot setback from the shore for its mooring areas in either harbor yet it allows swimming in those areas. Some leaders have suggested reconfiguring the mooring zone in a way that could improve these issues.

East Transient/Anchorage zones: Perhaps most obviously in need of a harbor boundary change are the zones for transient boaters trying to find a public mooring or a place to anchor close to the downtown area. The two transient zones currently established on the eastern side of Jamestown are 1) **north** of the Newport (Pell) Bridge, near Potters Cove, from 500-1000 from shore and 2) **south** of a line extending from Bull Point to government marker G11, in what is effectively the main channel in water that is up to 100 feet deep. The usefulness of the southern zone is often questioned because it is exposed to Long Island Sound winds, waves, and tidal surges. Neither of these two zones is conveniently located closed to town and some

town leaders have suggested establishing an alternative transient location closer to East Ferry.

East Conservation zone: The town has two conservation zones in East Harbor. One is north of the Newport (Pell) Bridge in the Potters Cove area, within 500 feet of the shore. This area is near the town's marine sewer outfall off Taylor Point where CRMC designates Type 1 waters. The second conservation area is in the northern end of Mackerel Cove where the town beach is located. As of 2024, both conservation areas appear to be adequate in their current condition and location.

West Harbor: The waiting list for Dutch Harbor is now well over 16 years, and there are areas in that zone that some argue are not fully used according to the Harbor Management plan. Some of those areas are exposed to strong winds, currents, and tides with the same conditions are East Harbor. Access to moorings can be challenging for individuals who do not have launch service provided by the only marina there. Given the number of boats that use West Harbor, and given the harbor's safety and attractiveness, it would be desirable to expand the mooring zone somewhat to include open space in the northern section. The absence of a 50-foot setback should also be considered.

West Transient/Anchorage zone: The transient zone east of Dutch Island and opposite to the mooring zone, is considerably larger than the mooring zone and interferes somewhat with free passage of vessels on the east side of Dutch Island. Though not part of the designated Narragansett Bay channel, that area does experience significant vessel traffic during the summer season. The transient zone could be reduced in size east to west, extended slightly northward in order to be kept safe/convenient for visiting boaters.

Conservation zones: There are two conservation areas in the Dutch Harbor/West Ferry area. The south conservation zone, along the coastline adjacent to Fort Getty Park and extending eastward toward Dutch Harbor, simply replicates a CRMC Type 1 Conservation Area. DEM classifies these waters as SA(b). This includes the Sheffield Cove and Fox Hill Pond. Anchoring and shell fishing are prohibited in this conservation area. DEM has signs posted and the Town maintains marker buoys that show the boundaries. The Northern conservation zone is also known as Zeek's Creek. This area is larger than the transient and mooring zones combined and extends northerly along the coastline. This area is in CRMC Type 2 and Type 4 waters with multiple aquafarms operating. DEM classifies this area as SA waters.

1) Challenge G Harbor Boundaries: Current Process and Future Process Improvement

The Jamestown Harbor Commission acknowledges that some of the above mooring challenges should be addressed where possible in the near future. During the 2023 operational season, the Harbor Director and Harbor Masters produced preliminary analysis data that showed mooring occupation rates, and mooring numbers in each area. Surveys of neighboring towns were conducted to compare mooring and outhaul management policies that might have some applicability in Jamestown that could add value. During the late summer months, the Harbor Commission reviewed this preliminary information and agreed to establish a goal of decreasing the mooring wait list time period for all Town owned facilities and properties. During the 2024 operational season, additional data will be collected to confirm where clear opportunities exist and how they could be applied. The Harbor Commission will deliver an updated Harbor Management Plan and Harbor Ordinance that is designed to improve Jamestown conditions.

This edition of the Harbor Management plan proposes changes to the transient anchorage area in the Dutch Harbor area. Boundaries east and west are narrowed in order to avoid transient boater traffic on the east side of Dutch Island. The transient area is extended somewhat in a northerly direction to allow additional anchoring closer to shore. The Harbor Director and Harbor Masters are evaluating the East Side transient anchorage area near the Dumplings and will propose an opportunity there during the 2024 season.

H) Challenge H Emergency Management/Storm Preparations

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

The Harbor Commission should ensure that processes and procedures are in place to plan, implement, and monitor storm preparations for all of the Jamestown waterfront facilities. The Harbor Commission should assist the emergency management agency in whatever way the agency may find useful to improve and publicize hazard mitigation plans for storms and other emergencies that fall within the commission's area of concern.

1) Challenge H Current Process and Future Process Improvement

The Jamestown Harbor Management Plan has Appendix covering storm preparedness procedures, contact points and checklists. Several storm events during 2021, 2022 and 2023 indicated a need for additional procedures. After the large number of vessels that broke free of mooring during the October 2021 storm, The Harbor Director, Harbor Master and Harbor Commission requested additional procedures be established to reduce these challenges in the future.

The Harbor Executive Director initiated a Mooring Independent Audit program during the late summer and fall months of 2023. A random number of moorings that were due for inspection in 2023 were audited by a contracted vessel Captain and diver. All marina areas with commercial moorings and major mooring areas with private moorings had a set number of evaluations conducted to determine whether the inspections were done properly and whether the existing equipment was in acceptable condition as required by the Town Ordinance and professional standards. During the fall months of 2023, the Harbor Executive Director, Chief of Police and Fire Chief held several working groups with the goal of updating and ensuring currency of all existing information and procedures. A revised Appendix should be available in the early spring months of 2024.

IV. APPENDICIES

Mooring Area Summary Map (A)
Mooring Area detailed Maps (B)
Harbor Waters Map (C)
Conservation Areas Map & Anchorage Areas Map(D)
GIS and Latitude/Longitude Coordinates List (E)
Rights of Way Map (F)
Flood Zone Map (G)
CRMC Water Type Map (H)
DEM Water Type Map (I)
Aquafarming Map (J)
Storm Preparedness (K)
Other Appendices (L)
References (M)

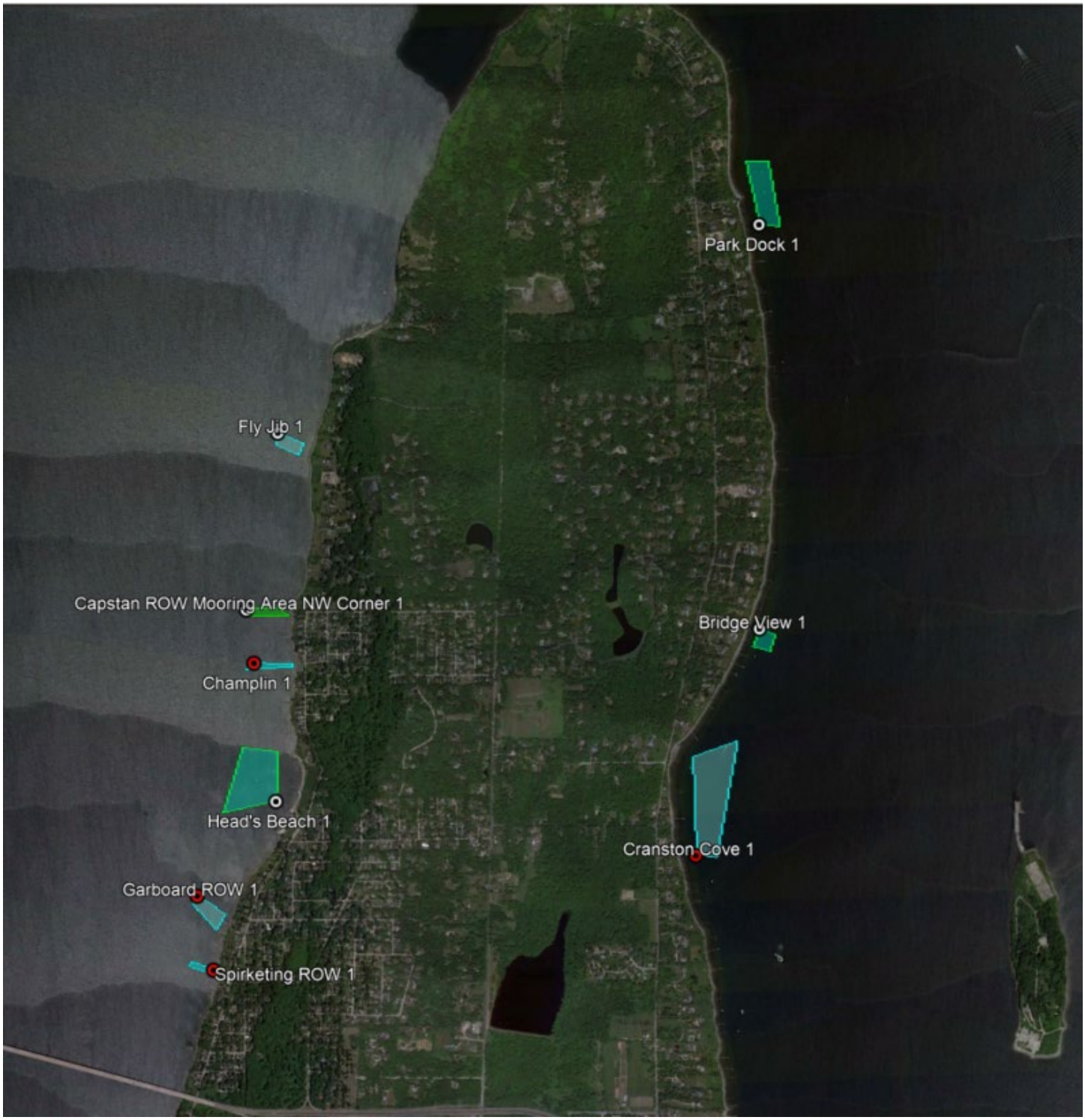
Town of Jamestown
Comprehensive Harbor Management Plan

A) Appendix- *Mooring Areas*

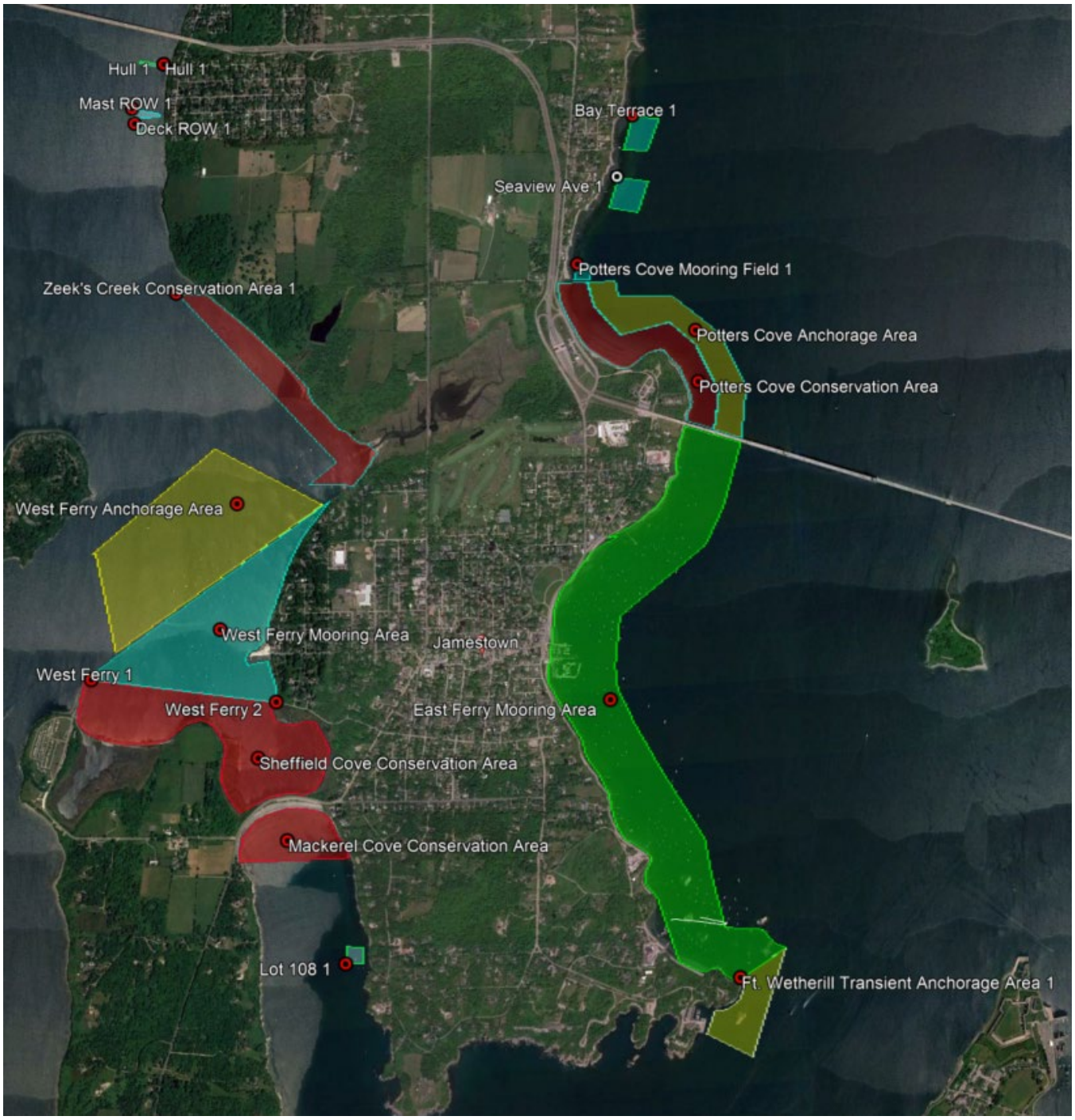
Mooring Areas

East	Allowance	Acres	Remarks
Park Dock	8	7.5	
Bridge View	5	1.8	
Cranston Cove	9	18.5	
Bay Terrace ROW	5	6.5	
Sea View ROW	5	7.5	
Potters Cove	5	2.7	
East Ferry	180	230	
West			
Fly Jib Court	5	3.6	
Capstan ROW	5	1.5	
Champlin ROW	5	1.5	
Heads Beach	14	15	
Garboard ROW	5	1.75	
Spirkiting ROW	5	1	
Hull ROW	5	.75	
Mast ROW	5	1.5	
Deck Street ROW	5	1.5	
West Ferry	135	95	
South			
Lot 108	5	2	
Total Private Allowance	**411**		

Mooring Area Summary Northern Island



Mooring Area Summary Southern Island
With Conservation Areas & Anchorage Areas



Town of Jamestown
Comprehensive Harbor Management Plan

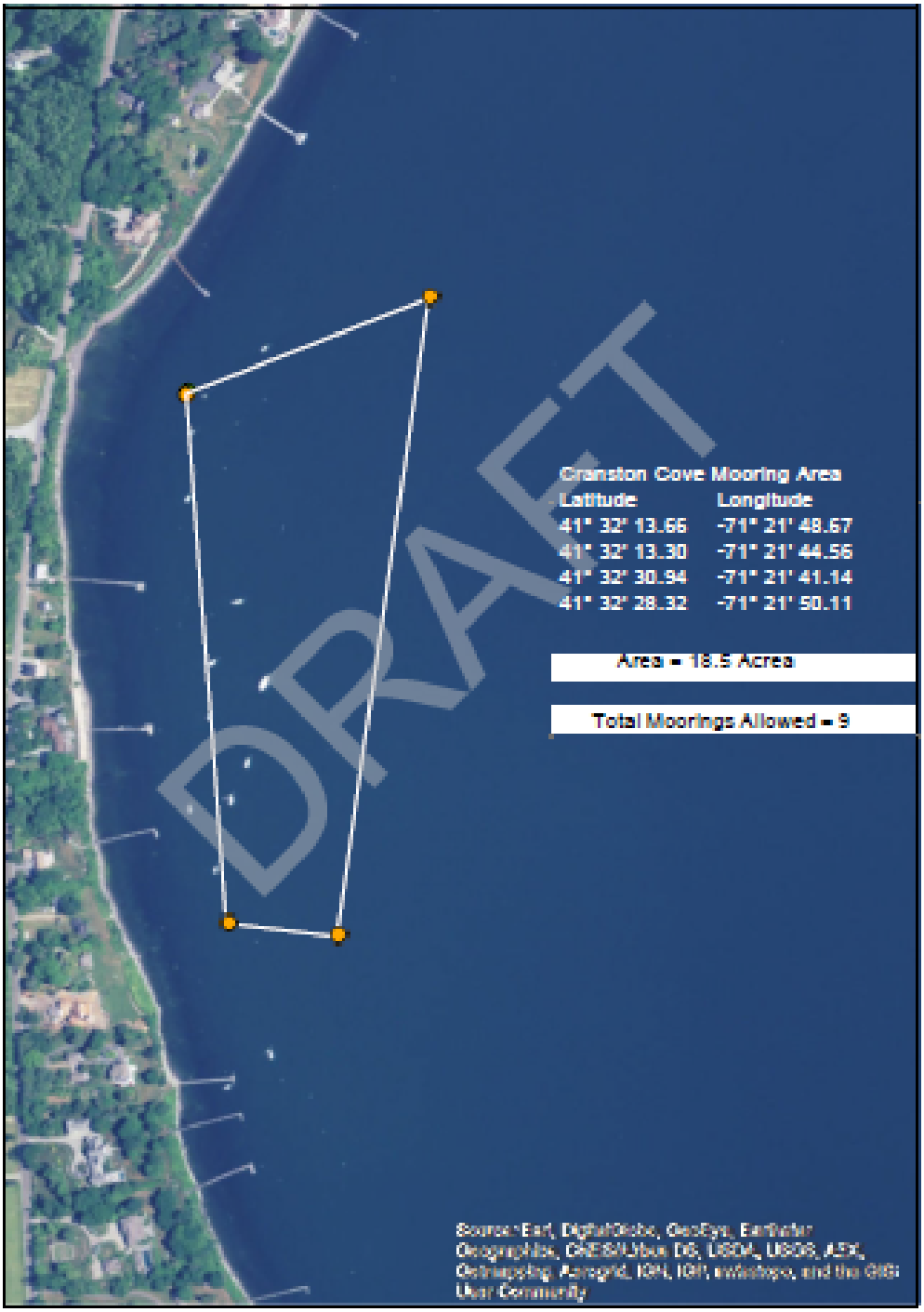
B) Appendix -*Mooring Area Detailed Maps*

Town of Jamestown Harbor Department

Park Dock Mooring Area

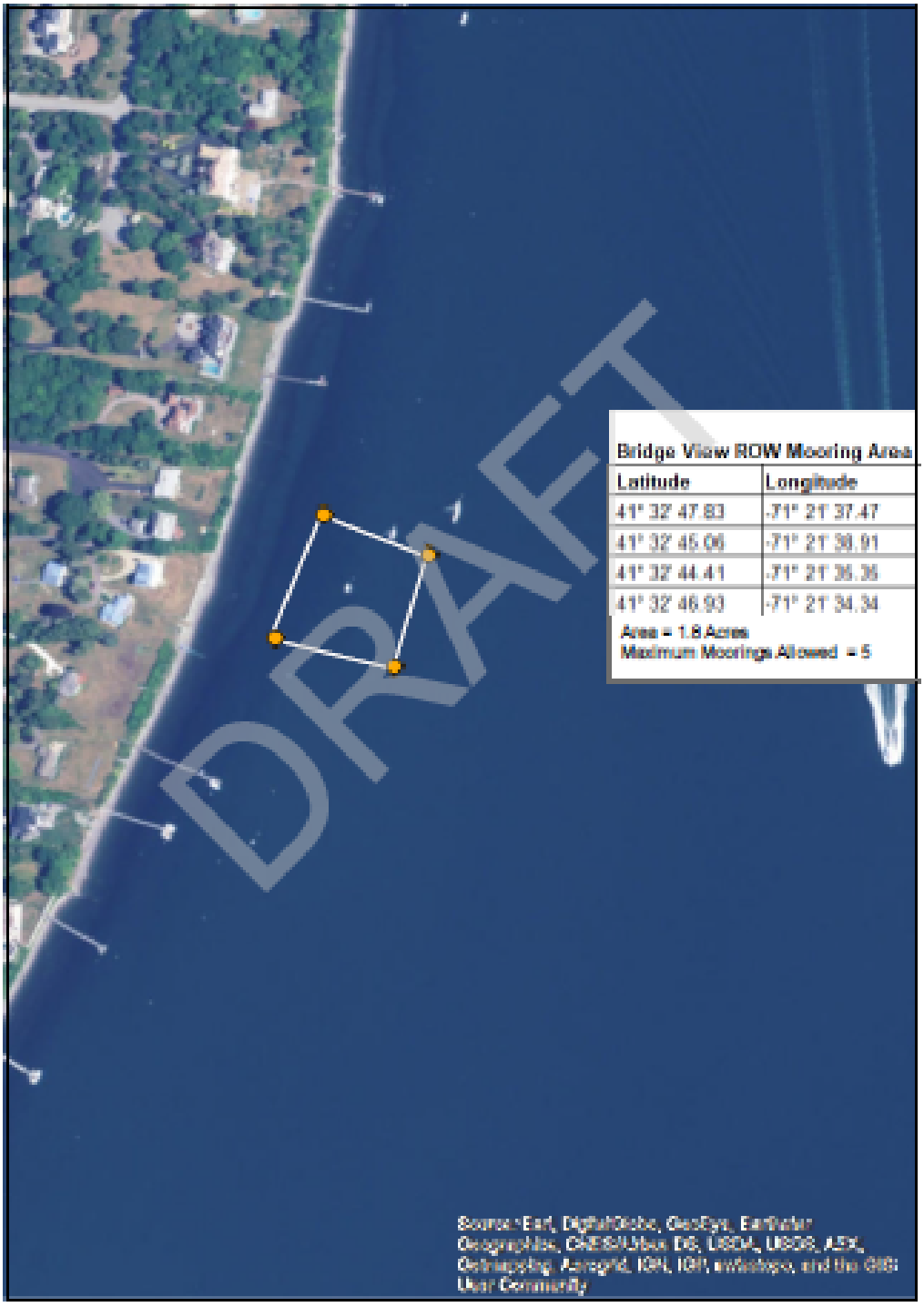
Town of Jamestown Harbor Department

Cranston Cove Mooring Area



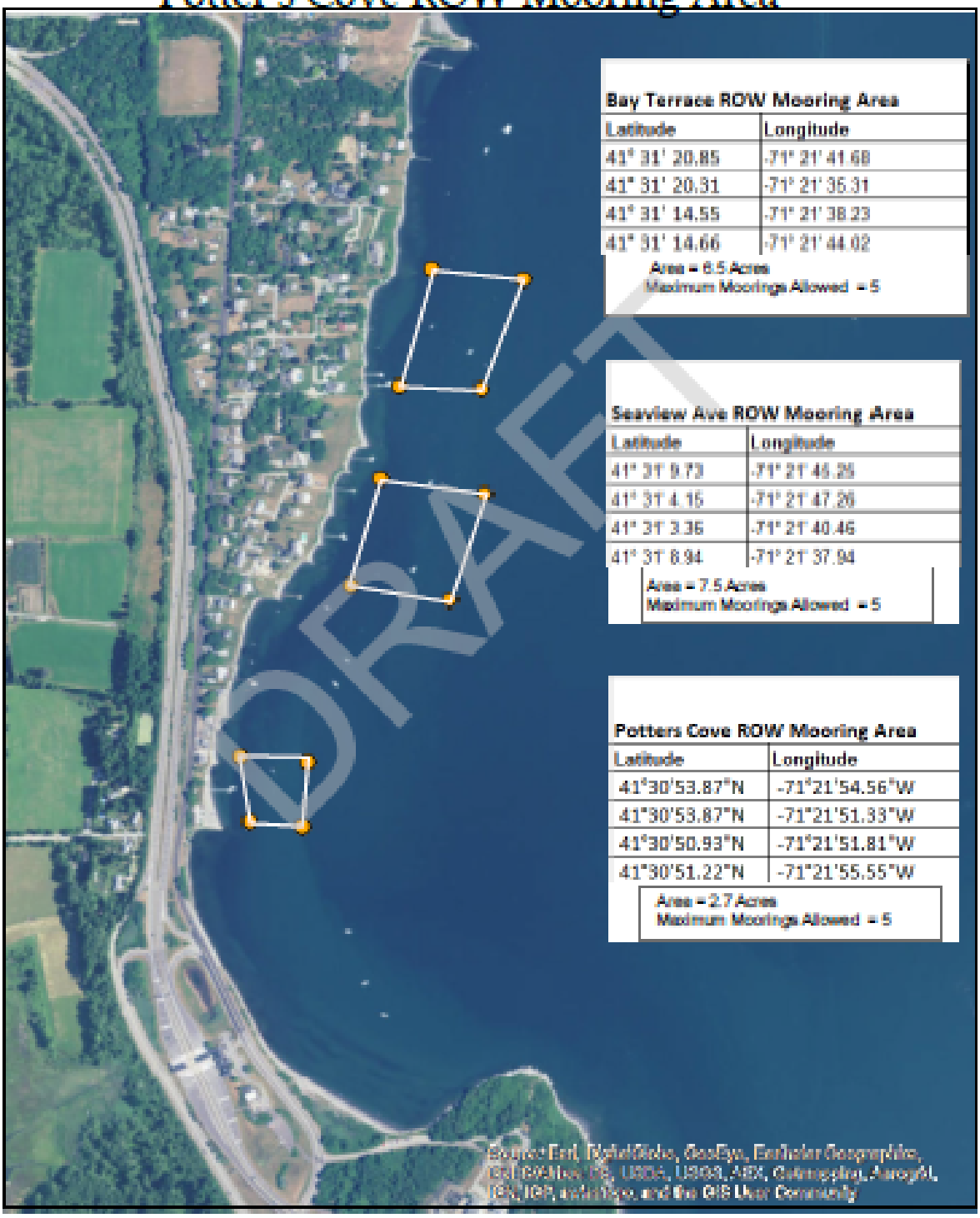
Town of Jamestown Harbor Department

Bridge View ROW Mooring Area



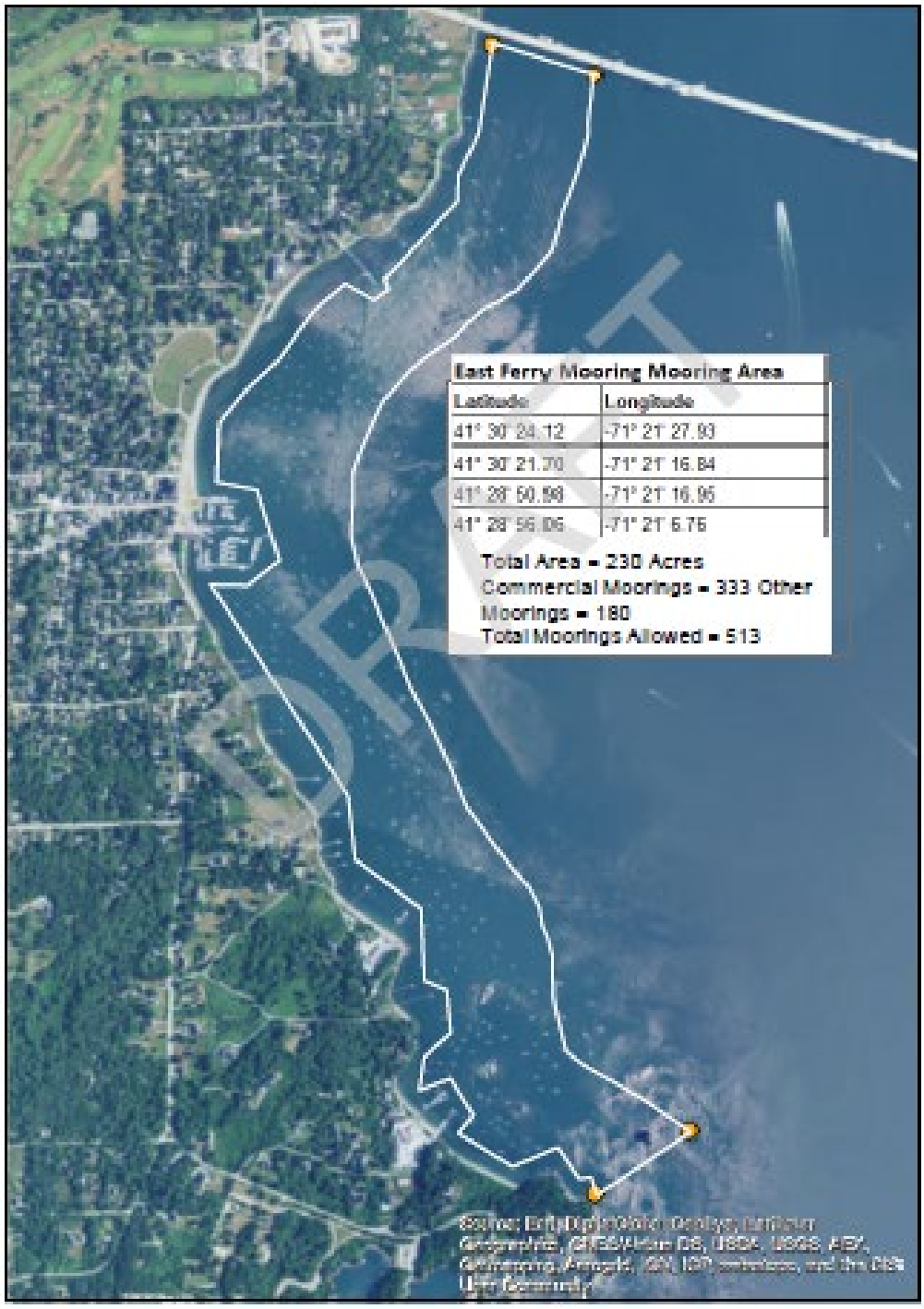
Town of Jamestown Harbor Department

Bay Terrace ROW Mooring Area
Seaview Avenue ROW Mooring Area
Potter's Cove ROW Mooring Area



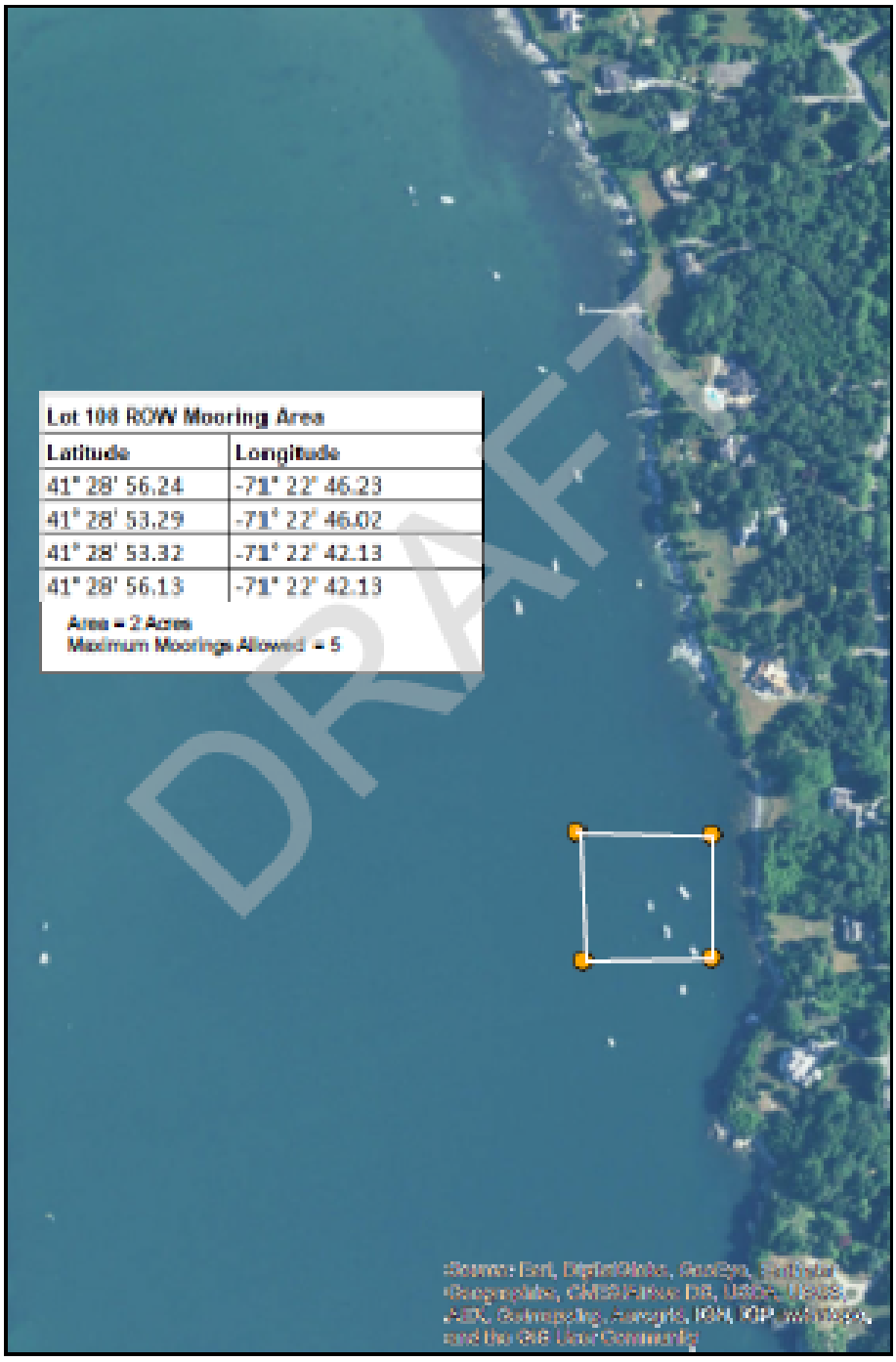
Town of Jamestown Harbor Department

East Ferry Mooring Area



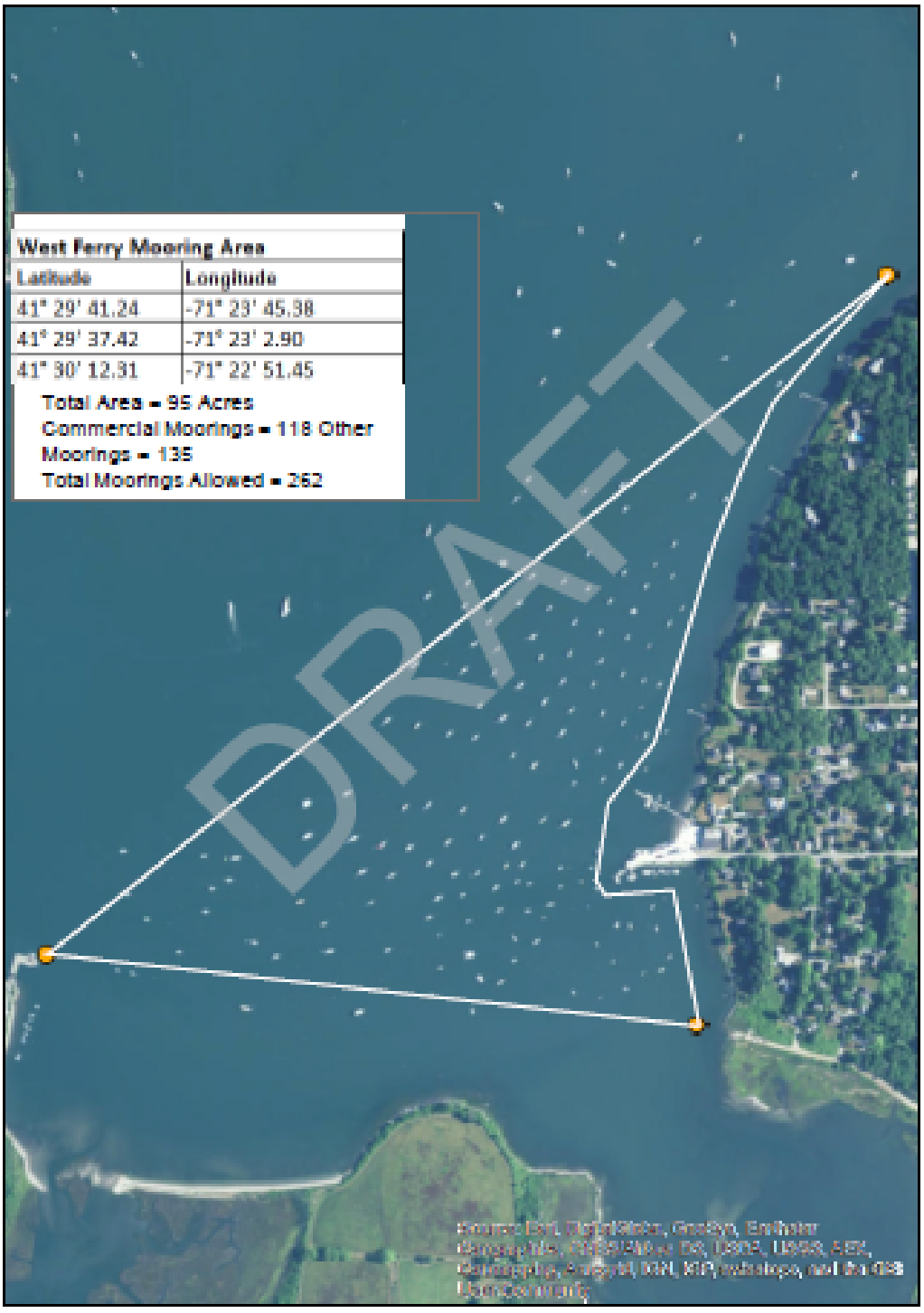
Town of Jamestown Harbor Department

Lot 108 Mooring Area



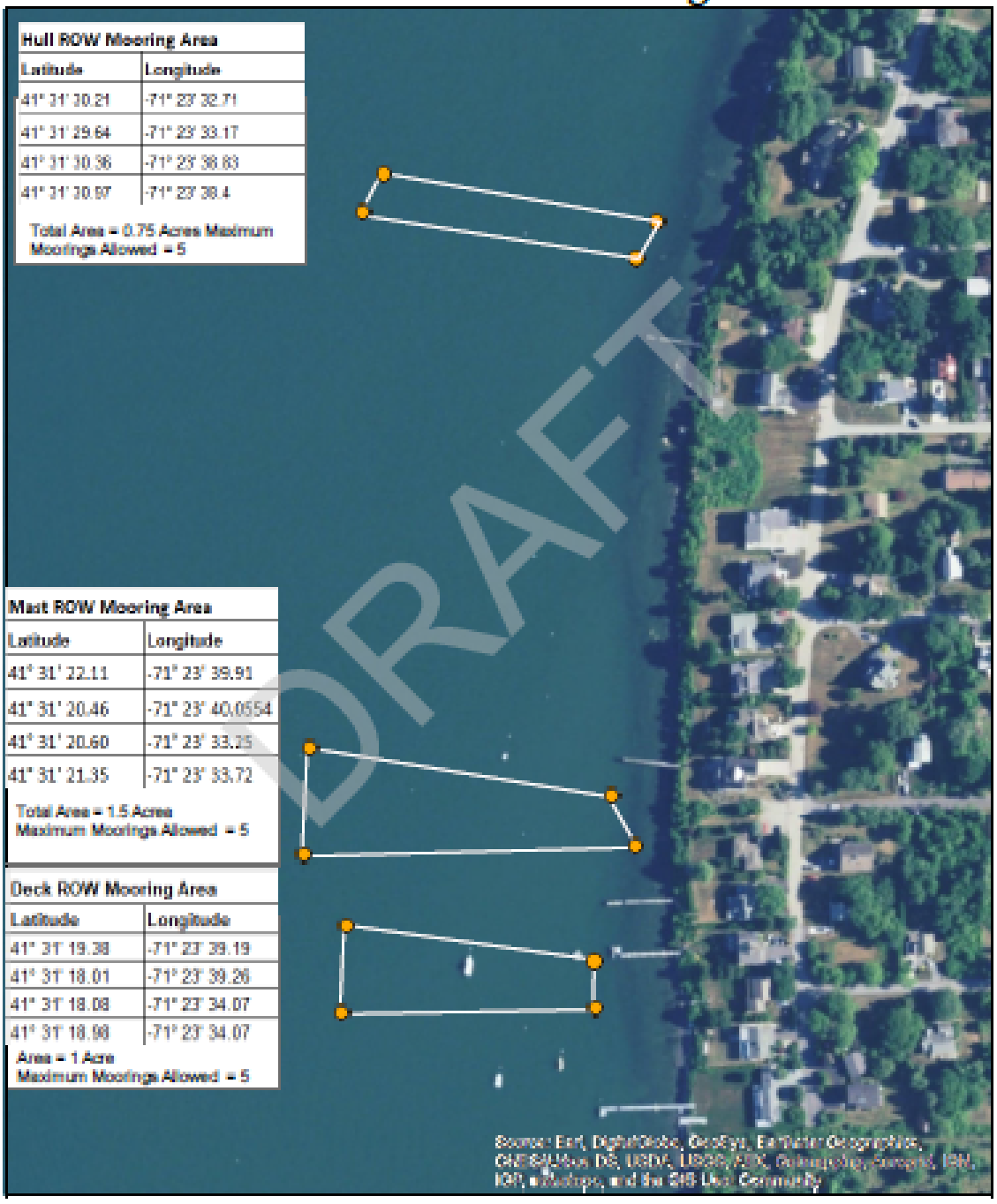
Town of Jamestown Harbor Department

West Ferry Mooring Area



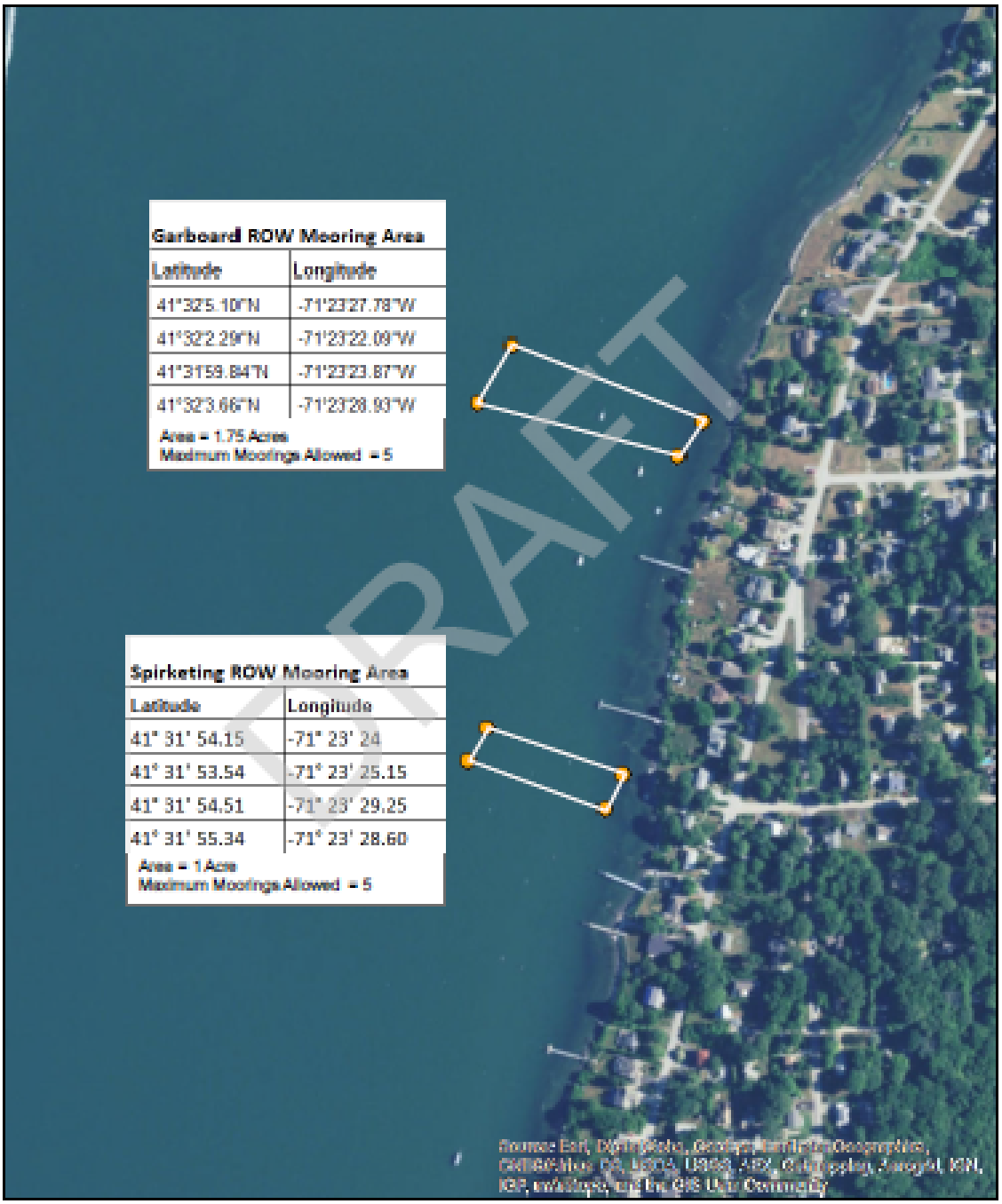
Town of Jamestown Harbor Department

Hull Street ROW Mooring Area
Mast Street ROW Mooring Area
Deck Street ROW Mooring Area



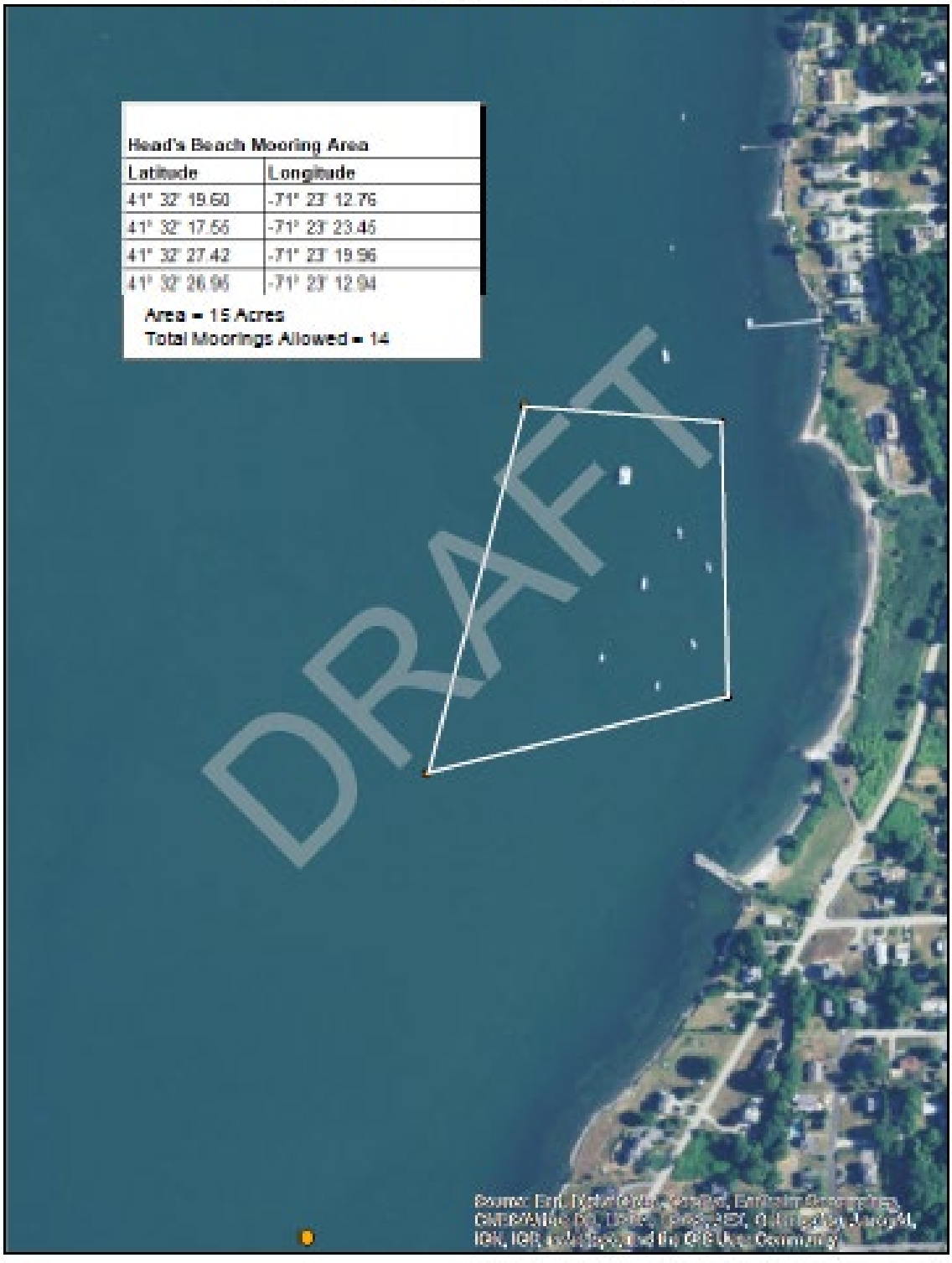
Town of Jamestown Harbor Department

Garboard Street ROW Mooring Area
Spirketing Street ROW Mooring Area



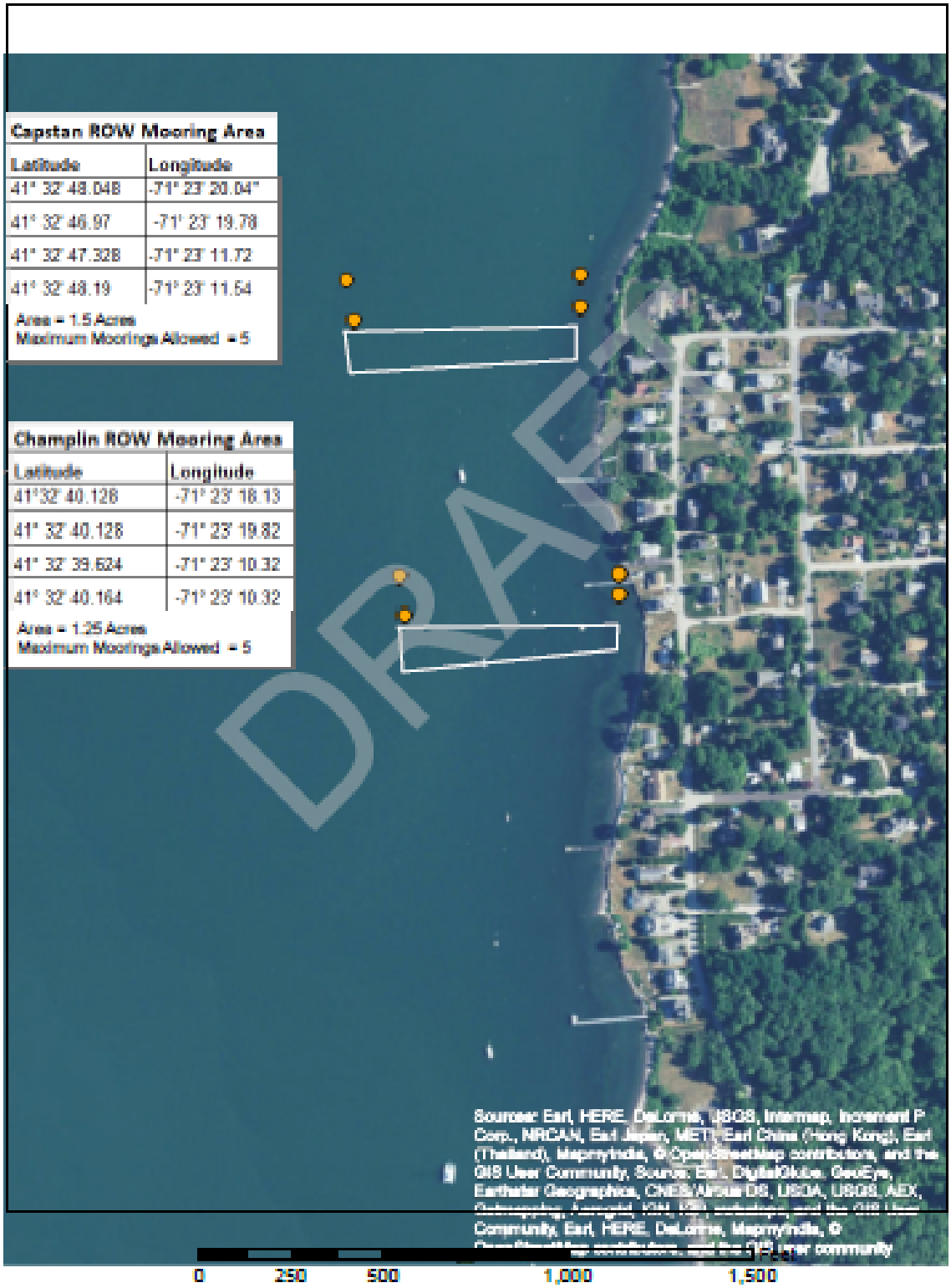
Town of Jamestown Harbor Department

Head's Beach Mooring Area



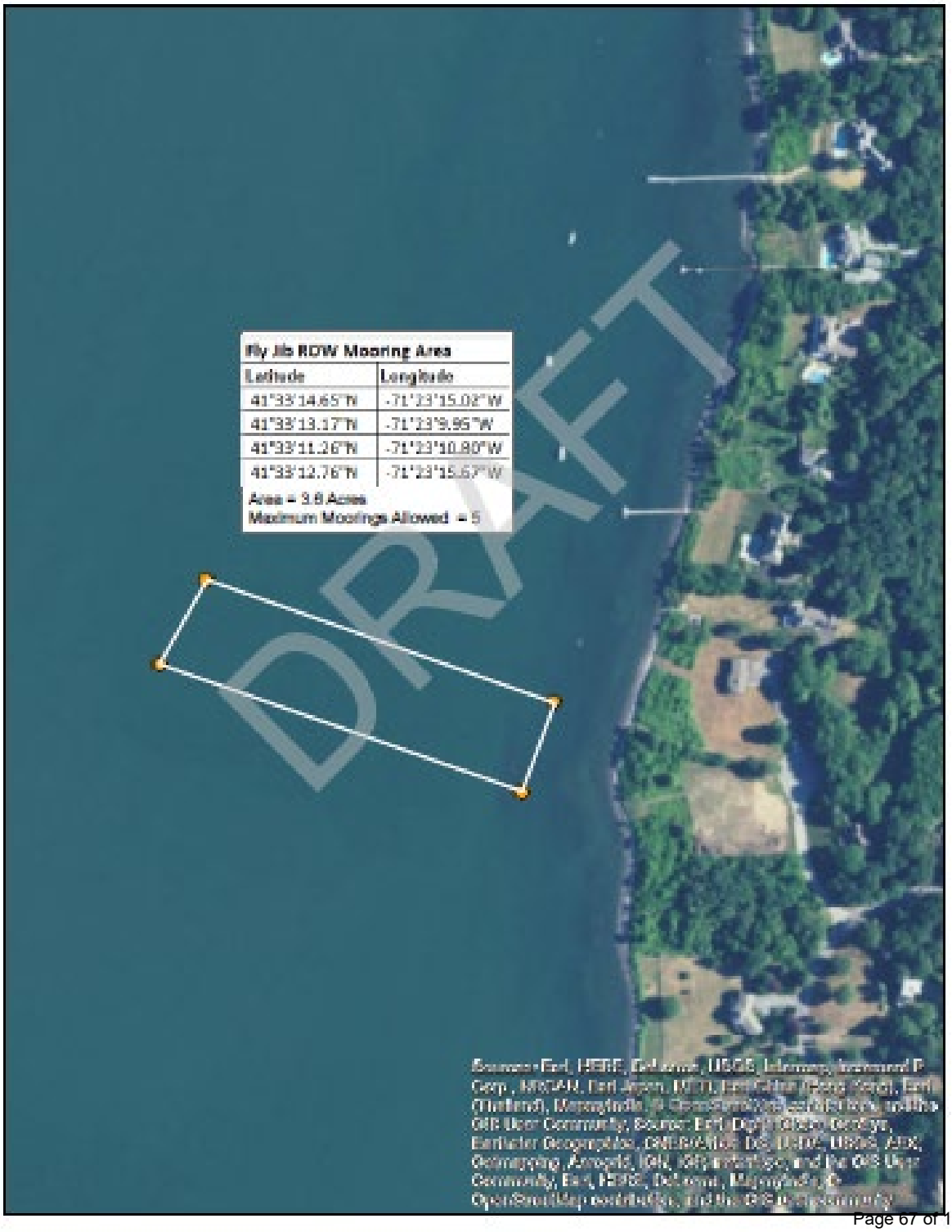
Town of Jamestown Harbor Department

Capstan ROW Mooring Area
Champlin ROW Mooring Area



Town of Jamestown Harbor Department

Fly Jib Court ROW Mooring Area



Town of Jamestown Harbor Department

East and West Harbor Waters

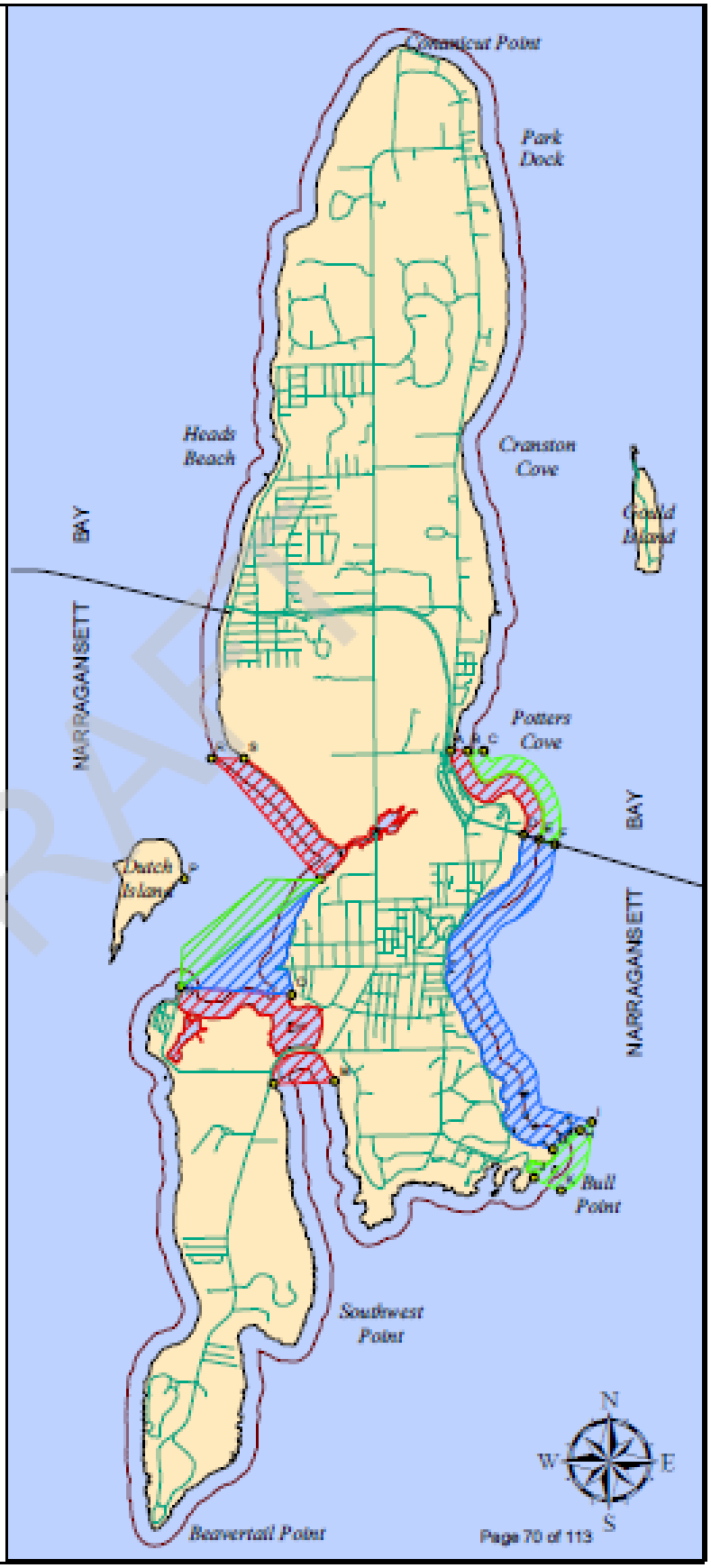
Town of Jamestown
Comprehensive Harbor Management Plan

C) Appendix-*Harbor Waters Map*

THE TOWN OF JAMESTOWN, RI

HARBOR COMMISSION

Waters Under the Jurisdiction of the Town of Jamestown



Legend

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

0 0.95 1.9 Miles

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

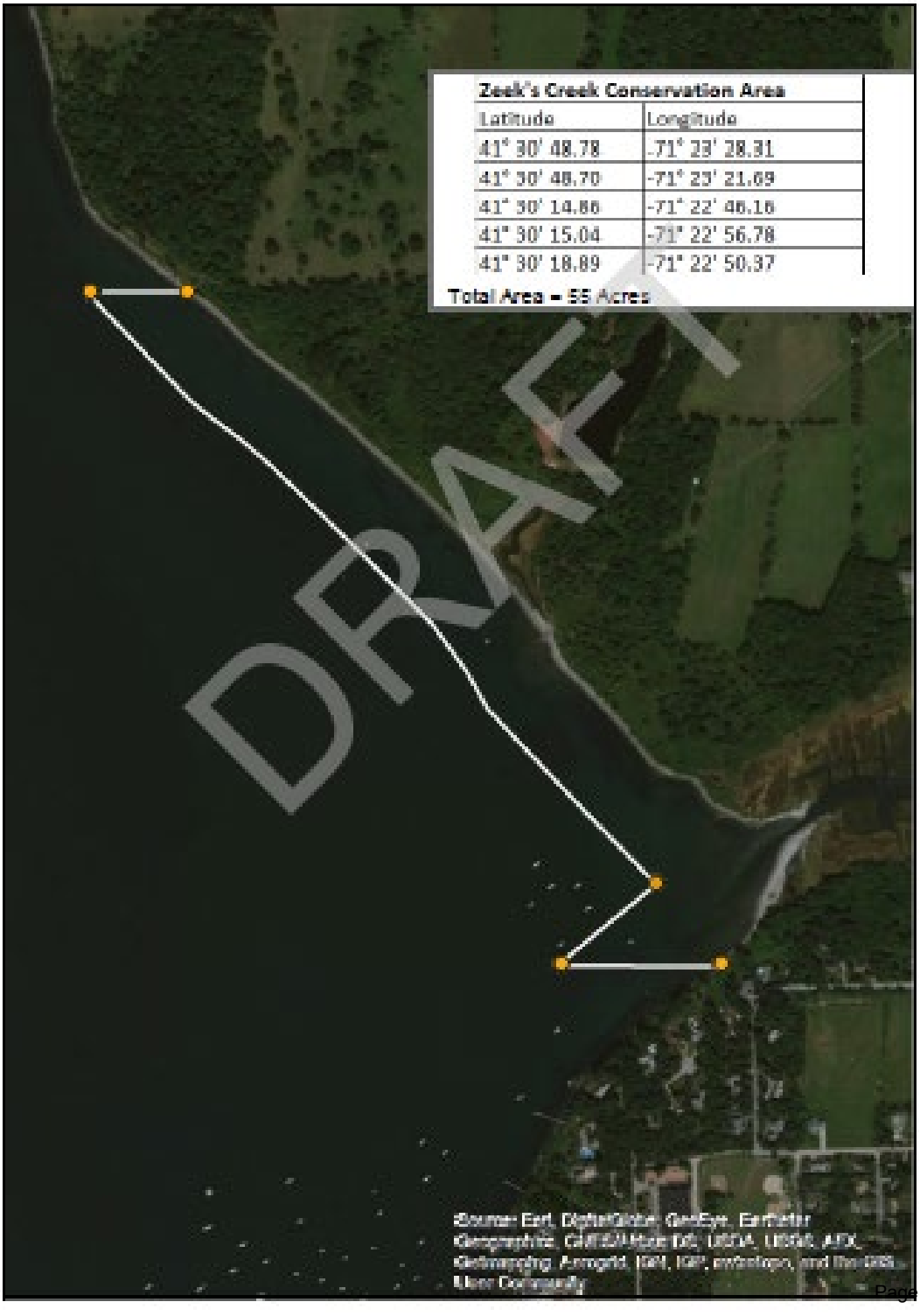
Jamestown GIS Department
December 2023

Town of Jamestown
Comprehensive Harbor Management Plan

D) Appendix-*Conservation Areas & Anchorage Areas Map(s)*

Town of Jamestown Harbor Department

Zeek's Creek Conservation Zone

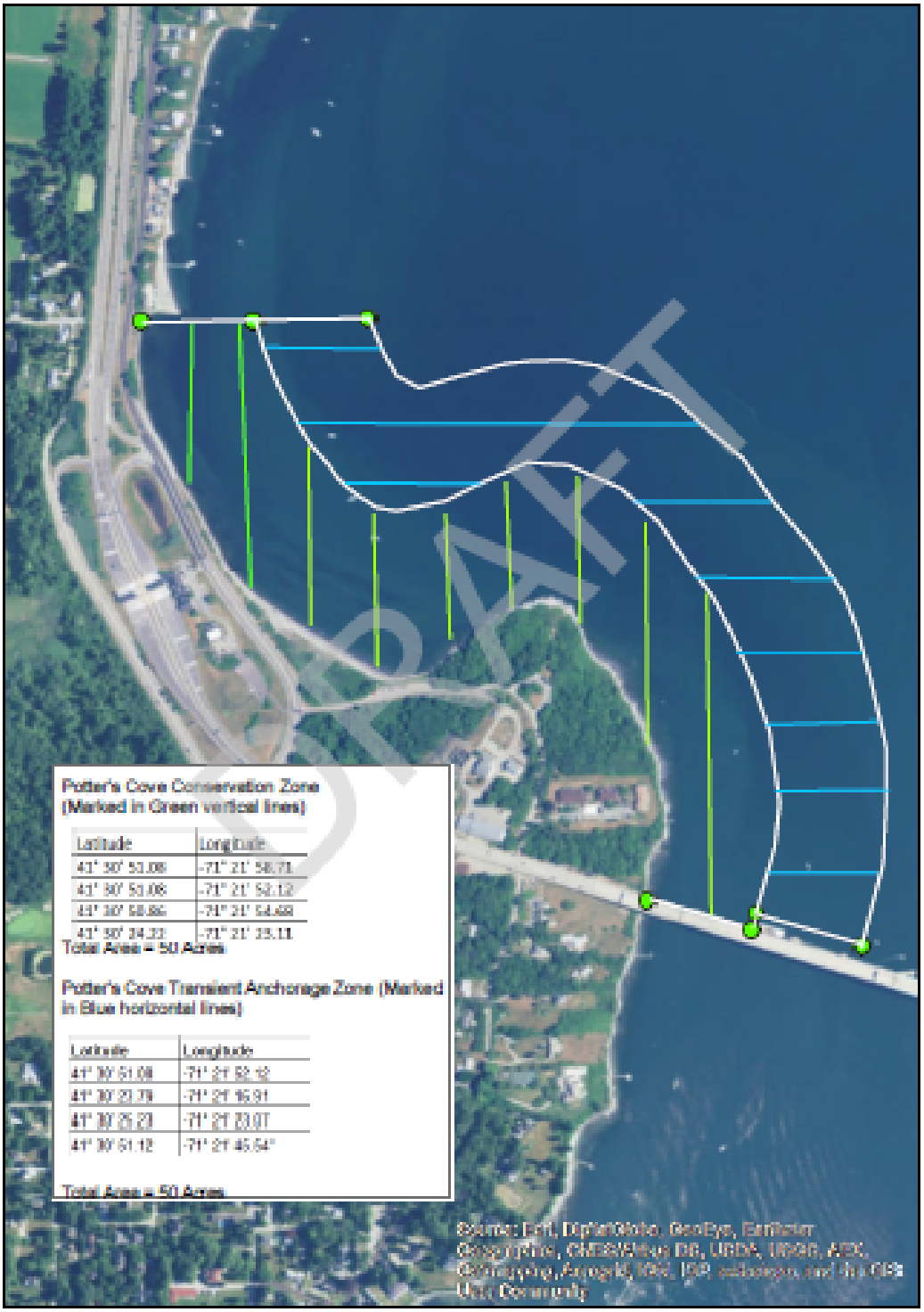


Town of Jamestown Harbor Department

Sheffield Cove Conservation Zone
Mackerel Cove Conservation Zone

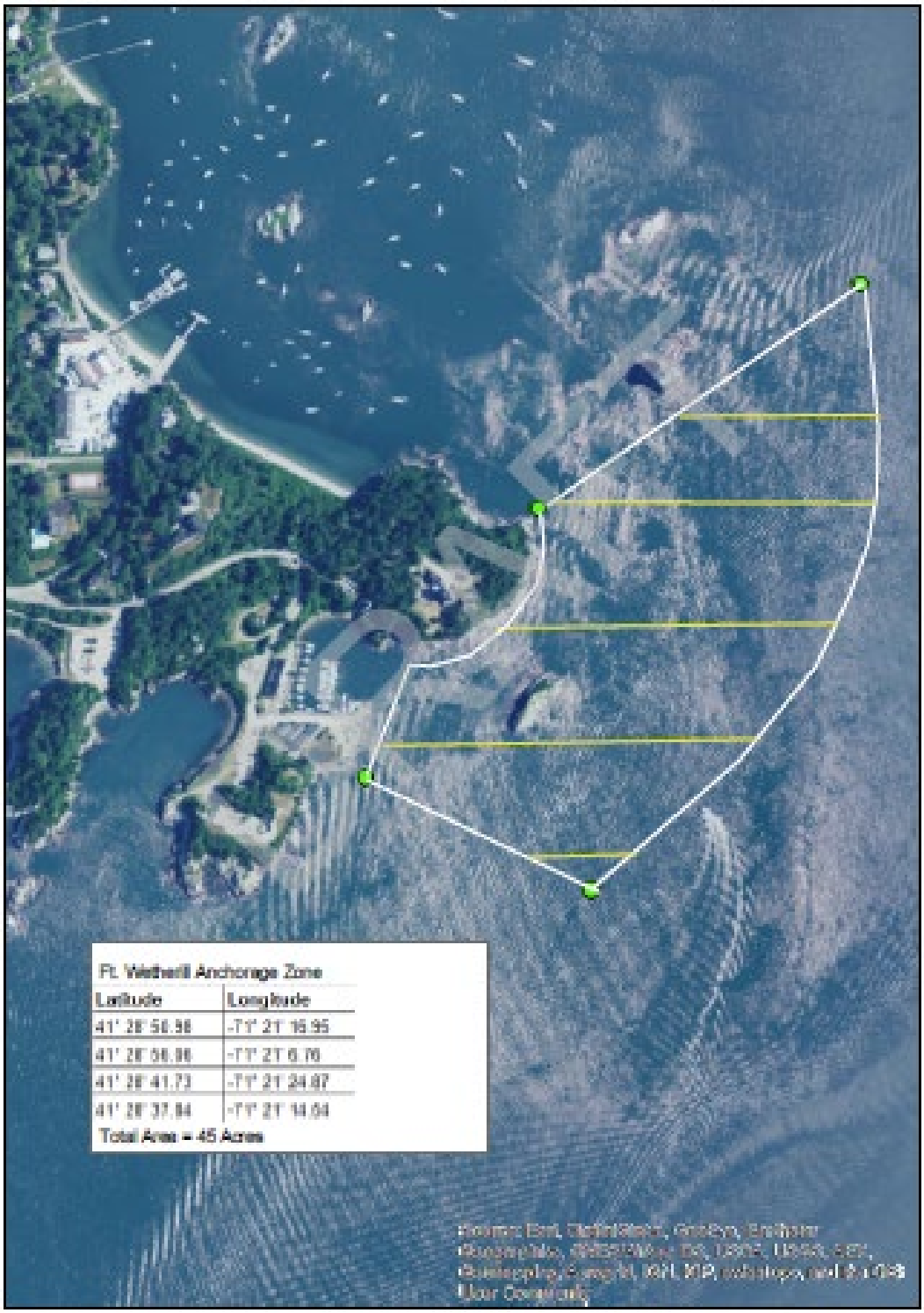
Town of Jamestown Harbor Department

Potter's Cove Conservation and Transient Anchorage Zone



Town of Jamestown Harbor Department

Ft. Wetherill Anchorage Zone



Town of Jamestown Harbor Department

West Ferry Anchorage Area

West Ferry Transient Anchorage Zone	
Latitude	Longitude
41°30'1.78"N	71°23'47.82"W
41°30'20.9"N	71°23.18.48"W
41°30'11.49"N	71°22'53.47"W
41.29.42.05"N	71'23'46'88" W

Town of Jamestown
Comprehensive Harbor Management Plan

E) Appendix-*GIS and Latitude/Longitude Coordinates List*

Specific Mooring Areas Within Jamestown Jurisdiction

Capstan ROW Mooring Area	Capstan ROW Mooring Area	
RI State Plane Coordinates	Latitude	Longitude
3800 358496.400ftE 168848.166ftN	41° 32' 48.048	-71° 23' 20.04"
3800 358515.702ftE 168738.876ftN	41° 32' 46.97	-71° 23' 19.78
3800 359124.925ftE 171753.119ftN	41° 32' 47.328	-71° 23' 11.72
3800 359128.718ftE 168863.563ftN	41° 32' 48.19	-71° 23' 11.54

Garboard ROW Mooring Area	Garboard ROW Mooring Area	
RI State Plane Coordinates	Latitude	Longitude
3800 357913.343ftE 164500.336ftN	41°32'5.10"N	-71°23'27.78"W
3800 358346.447ftE 164216.464ftN	41°32'2.29"N	-71°23'22.09"W
3800 358211.386ftE 163968.311ftN	41°31'59.84"N	-71°23'23.87"W
3800 357826.067ftE 164354.473ftN	41°32'3.66"N	-71°23'28.93"W

Hull ROW Mooring Area	Hull ROW Mooring Area	
RI State Plane Coordinates	Latitude	Longitude
3800 357542.647ftE 160969.009ftN	41° 31' 30.21	-71° 23' 32.71
3800 357509.860ftE 160910.667ftN	41° 31' 29.64	-71° 23' 33.17
3800 357077.117ftE 160983.010ftN	41° 31' 30.36	-71° 23' 38.83
3800 357109.901ftE 161044.996ftN	41° 31' 30.97	-71° 23' 38.4

Deok ROW Mooring Area	Deok ROW Mooring Area	
RI State Plane Coordinates	Latitude	Longitude
3800 357051.094ftE 159871.614ftN	41° 31' 19.38	-71° 23' 39.19
3800 357045.787ftE 159733.142ftN	41° 31' 18.01	-71° 23' 39.26
3800 357440.114ftE 159740.915ftN	41° 31' 18.08	-71° 23' 34.07
3800 357440.001ftE 159832.011ftN	41° 31' 18.98	-71° 23' 34.07

Bridge View ROW Mooring Area	Bridge View ROW Mooring Area	
RI State Plane Coordinates	Latitude	Longitude
3800 366295.263ftE 168837.618ftN	41° 32' 47.83	-71° 21' 37.47
3800 366186.219ftE 168556.867ftN	41° 32' 45.06	-71° 21' 38.91
3800 366457.331ftE 168491.717ftN	41° 32' 44.41	-71° 21' 35.35
3800 366533.565ftE 168746.909ftN	41° 32' 46.93	-71° 21' 34.34

Seaview Ave ROW Mooring Area	Seaview Ave ROW Mooring Area	
RI State Plane Coordinates	Latitude	Longitude
3800 365719.778ftE 158907.267ftN	41° 31' 9.73	-71° 21' 45.25

Champlin ROW Mooring Area	Champlin ROW Mooring Area	
RI State Plane Coordinates	Latitude	Longitude
3800 358642.518ftE 168046.711ftN	41°32' 40.128	-71° 23' 18.13
3800 358650.871ftE 167937.407ftN	41° 32' 40.128	-71° 23' 19.82
3800 359236.619ftE 167996.473ftN	41° 32' 39.624	-71° 23' 10.32
3800 359236.547ftE 168051.130ftN	41° 32' 40.164	-71° 23' 10.32

Spirketing ROW Mooring Area	Spirketing ROW Mooring Area	
RI State Plane Coordinates	Latitude	Longitude
3800 358202.232ftE 163392.980ftN	41° 31' 54.15	-71° 23' 24
3800 358114.694ftE 163330.924ftN	41° 31' 53.54	-71° 23' 25.15
3800 357802.435ftE 163428.913ftN	41° 31' 54.51	-71° 23' 29.25
3800 357851.614ftE 163512.782ftN	41° 31' 55.34	-71° 23' 28.60

Mast ROW Mooring Area	Mast ROW Mooring Area	
RI State Plane Coordinates	Latitude	Longitude
3800 356995.988ftE 160148.476ftN	41° 31' 22.11	-71° 23' 39.91
3800 356985.239ftE 159980.847ftN	41° 31' 20.46	-71° 23' 40.0554
3800 357502.781ftE 159996.060ftN	41° 31' 20.60	-71° 23' 33.25
3800 357467.087ftE 160072.536ftN	41° 31' 21.35	-71° 23' 33.72

Lot 108 ROW Mooring Area	Lot 108 ROW Mooring Area	
RI State Plane Coordinates	Latitude	Longitude
3800 361099.513ftE 145389.146ftN	41° 28' 56.24	-71° 22' 46.23
3800 361116.371ftE 145090.378ftN	41° 28' 53.29	-71° 22' 46.02
3800 361412.301ftE 145094.436ftN	41° 28' 53.32	-71° 22' 42.13
3800 361411.901ftE 145378.651ftN	41° 28' 56.13	-71° 22' 42.13

Bay Terrace ROW Mooring Area	Bay Terrace ROW Mooring Area	
RI State Plane Coordinates	Latitude	Longitude
3800 365989.090ftE 160033.637ftN	41° 31' 20.85	-71° 21' 41.68
3800 366473.878ftE 159979.761ftN	41° 31' 20.31	-71° 21' 35.31
3800 366253.006ftE 159396.392ftN	41° 31' 14.55	-71° 21' 38.23
3800 365812.093ftE 159406.617ftN	41° 31' 14.66	-71° 21' 44.02

Potters Cove ROW Mooring Area	Potters Cove ROW Mooring Area	
RI State Plane Coordinates	Latitude	Longitude
3800 365013.002ftE 157299.230ftN	41°30'53.87"N	-71°21'54.56"W

3800 365567.314ftE 158342.233ftN	41° 31' 4.15	-71° 21' 47.26		3800 365259.488ftE 157299.616ftN	41°30'53.87"N	-71°21'51.33"W
3800 366085.039ftE 158262.895ftN	41° 31' 3.36	-71° 21' 40.46		3800 365224.347ftE 157004.412ftN	41°30'50.93"N	-71°21'51.81"W
3800 366275.831ftE 158827.993ftN	41° 31' 8.94	-71° 21' 37.94		3800 364939.470ftE 157033.117ftN	41°30'51.22"N	-71°21'55.55"W
Head's Beach Mooring Area	Head's Beach Mooring Area			Cranston Cove Mooring Area	Cranston Cove Mooring Area	
RI State Plane Coordinates	Latitude	Longitude		RI State Plane Coordinates	Latitude	Longitude
3800 359053.122ftE 165970.263ftN	41° 32' 19.60	-71° 23' 12.76		3800 365449.396ftE 165378.270ftN	41° 32' 13.66	-71° 21' 48.67
3800 358340.283ftE 165761.514ftN	41° 32' 17.55	-71° 23' 23.45		3800 365761.563ftE 165342.326ftN	41° 32' 13.30	-71° 21' 44.56
3800 358504.560ftE 166760.261ftN	41° 32' 27.42	-71° 23' 19.96		3800 366018.790ftE 167128.215ftN	41° 32' 30.94	-71° 21' 41.14
3800 359038.461ftE 166713.585ftN	41° 32' 26.95	-71° 23' 12.94		3800 365337.549ftE 166861.133ftN	41° 32' 28.32	-71° 21' 50.11
Park Dock Mooring Area	Park Dock Mooring Area			West Ferry Mooring Area	West Ferry Mooring Area	
RI State Plane Coordinates	Latitude	Longitude		RI State Plane Coordinates	Latitude	Longitude
3800 366074.645ftE 174958.916ftN	41° 33' 48.31	-71° 21' 40.24		3800 356592.040ftE 149938.038ftN	41° 29' 41.24	-71° 23' 45.38
3800 366389.423ftE 174922.986ftN	41° 33' 47.95	-71° 21' 36.10		3800 359825.261ftE 149555.907ftN	41° 29' 37.42	-71° 23' 2.90
3800 365826.824ftE 175909.964ftN	41° 33' 57.70	-71° 21' 43.48		3800 360691.600ftE 153087.928ftN	41° 30' 12.31	-71° 22' 51.45
3800 366177.106ftE 175910.126ftN	41° 33' 57.70	-71° 21' 38.87				
East Ferry Mooring Mooring Area	East Ferry Mooring Mooring Area			Fly Jib ROW Mooring Area	Fly Jib ROW Mooring Area	
RI State Plane Coordinates	Latitude	Longitude		RI State Plane Coordinates	Latitude	Longitude
3800 367044.614ftE 154292.697ftN	41° 30' 24.12	-71° 21' 27.93		3800 358873.391ftE 171541.448ftN	41°33'14.65"N	-71°23'15.02"W
3800 366936.882ftE 154397.882ftN	41° 30' 21.70	-71° 21' 16.84		3800 359259.516ftE 171392.556ftN	41°33'13.17"N	-71°23'9.95"W
3800 367895.869ftE 144867.593ftN	41° 28' 50.98	-71° 21' 16.95		3800 359196.817ftE 171199.3507ftN	41°33'11.26"N	-71°23'10.80"W
3800 368670.457ftE 145382.682ftN	41° 28' 56.06	-71° 21' 6.76		3800 358824.374ftE 171348.260ftN	41°33'12.76"N	-71°23'15.67"W
Jamestown CONSERVATION AREAS						
Sheffield Cove Conservation Area	Sheffield Cove Conservation Area			Potter's Cove Conservation Area	Potter's Cove Conservation Area	
RI State Plane Coordinates	Latitude	Longitude		RI State Plane Coordinates	Latitude	Longitude
3800 356403.644ftE 144821.926ftN	41° 28' 50.7	-71° 23' 47.93		3800 364698.482ftE 157018.168ftN	41° 30' 51.08	-71° 21' 58.71
3800 359825.261ftE 149555.907ftN	41° 29' 37.42	-71° 23' 2.90		3800 365199.675ftE 157018.948ftN	41° 30' 51.08	-71° 21' 52.12
				3800 111253.571mE 47872.610mN	41° 30' 50.86	-71° 21' 54.68
				3800 111338.697mE 47886.071mN	41° 30' 24.22	-71° 21' 23.11
Mackerel Cove Conservation Area	Mackerel Cove Conservation Area			Zeek's Creek Conservation Area	Zeek's Creek Conservation Area	
RI State Plane Coordinates	Latitude	Longitude		RI State Plane Coordinates	Latitude	Longitude
3800 359253.554ftE 146807.725ftN	41° 29' 10.28	-71° 23' 10.46		3800 109082.433mE 47783.143mN	41° 30' 48.78	-71° 23' 28.31
3800 356047.728ftE 146883.889ftN	41° 29' 11.07	-71° 22' 45.66		3800 109236.036mE 47783.117mN	41° 30' 48.70	-71° 23' 21.69
3800 110061.422mE 46740.225mN	41° 30' 14.86	-71° 22' 46.16		3800 110061.422mE 46740.225mN	41° 30' 14.86	-71° 22' 46.16
3800 109815.118mE 46745.439mN	41° 30' 15.04	-71° 22' 56.78		3800 109815.118mE 46745.439mN	41° 30' 15.04	-71° 22' 56.78
3800 109960.227mE 46864.476mN	41° 30' 18.89	-71° 22' 50.37		3800 109960.227mE 46864.476mN	41° 30' 18.89	-71° 22' 50.37

Jamestown Transient Anchorage Areas						
Wetherill Transient Anchorage Area	Wetherill Transient Anchorage Area			West Ferry Transient Anchorage Zone	West Ferry Transient Anchorage Zone	
RI State Plane Coordinates	Latitude	Longitude		RI State Plane Coordinates	Latitude	Longitude
3800 367895.869ftE 144867.593ftN	41° 28' 50.98	-71° 21' 16.95		3800 357672.676ftE 154427.920ftN	41°30'1.78"N	-71°23'47.82"W
3800 368670.457ftE 145382.682ftN	41° 28' 56.06	-71° 21' 6.76		3800 359919.010ftE 153637.296ftN	41°30'20.9"N	-71°23.18.48"W
3800 367294.581ftE 143930.135ftN	41° 28' 41.73	-71° 21' 24.87		3800 357024.460ftE 150667.931ftN	41°30'11.49"N	-71°22'53.47"W
3800 334046.936ftE 99754.503ftN	41° 28' 37.84	-71° 21' 14.54		3800 356478.098ftE 150019.482ftN	41.29.42.05"N	-71'23'46'88" W
Potter's Cove Transient Anchorage Zone	Potter's Cove Anchorage Zone					
RI State Plane Coordinates	Latitude	Longitude				
3800 365199.675ftE 157018.948ftN	41° 30' 51.08	-71° 21' 52.12				
3800 367882.826ftE 154261.296ftN	41° 30' 23.79	-71° 21' 16.91				
3800 367414.201ftE 154406.265ftN	41° 30' 25.23	-71° 21' 23.07				
3800 365700.863ftE 157023.384ftN	41° 30' 51.12	-71° 21' 45.54"				
	Total Area	50 Acres				
Jamestown Harbor Waters and Swim Areas						
West Ferry Harbor Waters	West Ferry Harbor Waters			East Ferry Harbor Waters	East Ferry Harbor Waters	
RI State Plane Coordinates	Latitude	Longitude		RI State Plane Coordinates	Latitude	Longitude
3800 360570.985ftE 153153.351ftN	41° 30' 12.95	-71° 22' 53.03		3800 364898.482ftE 157018.168ftN	41° 30' 51.08	-71° 21' 58.71
3800 359671.808ftE 149581.208ftN	41° 29' 37.68	-71° 23' 4.91		3800 365700.863ftE 157023.384ftN	41° 30' 51.12	-71° 21' 45.54
3800 356493.499ftE 149868.688ftN	41° 29' 40.55	-71° 23' 46.67		3800 367835.683ftE 144809.191ftN	41° 28' 30.41	-71° 21' 17.74
3800 368670.457ftE 145382.682ftN	41° 28' 56.06	-71° 21' 6.76		3800 368670.457ftE 145382.682ftN	41° 28' 56.06	-71° 21' 6.76
Mackerel Cove Swim Area						
RI State Plane Coordinates	Latitude	Longitude				
3800 359716.122ftE 147169.074ftN	-71° 23' 4.38	41° 29' 13.848				
3800 359853.093ftE 147187.476ftN	-71° 23' 2.58	41° 29' 14.02				
3800 360017.462ftE 147205.916ftN	-71° 22' 58.18	41° 29' 14.56				
3800 360187.286ftE 147242.583ftN	-71° 22' 58.18	41° 29' 14.56				

Town of Jamestown
Comprehensive Harbor Management Plan

F) Appendix-*Rights of Way Map*

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

TOWN OF JAMESTOWN RHODE ISLAND

Legend

Rights-of-Way

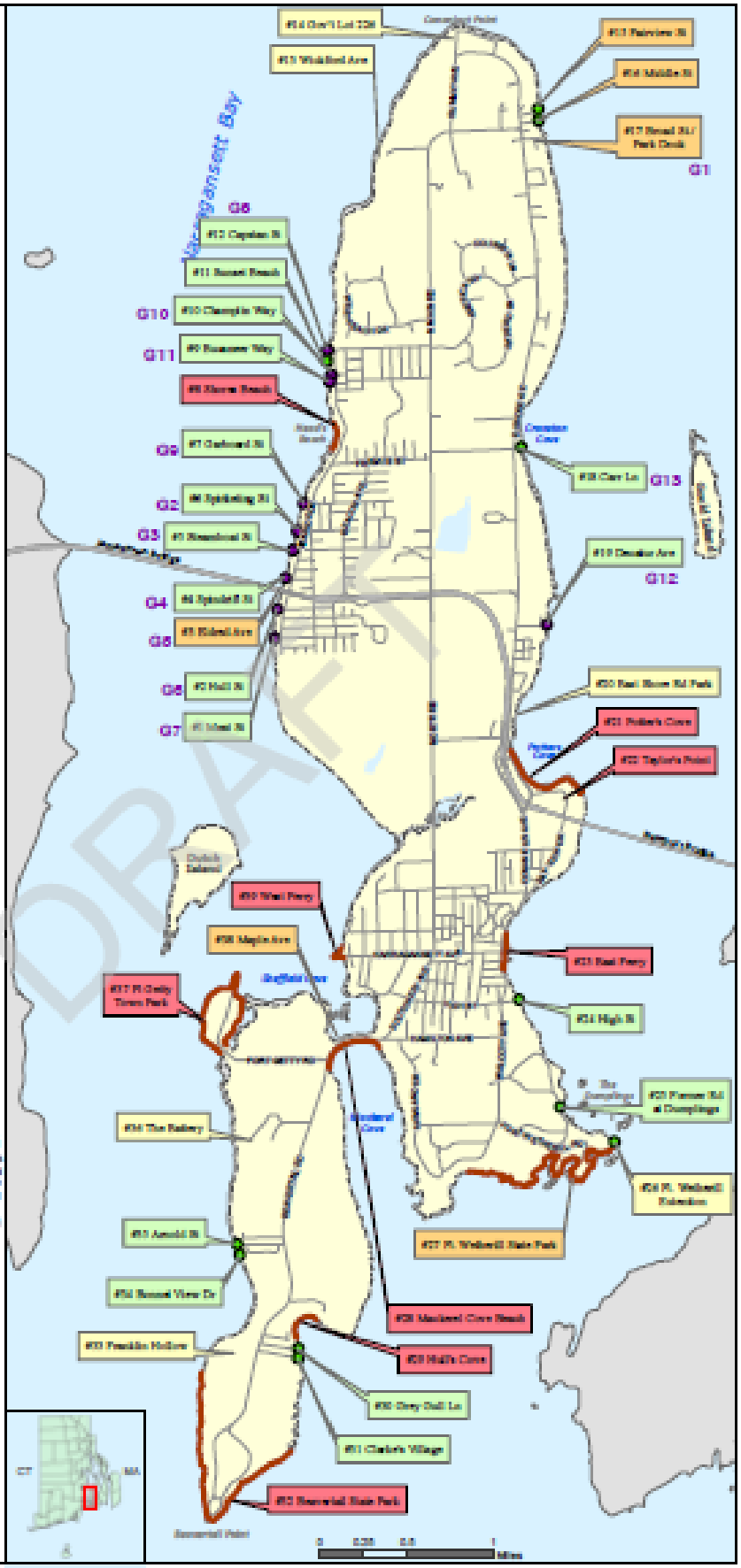
- No 1 Priority Sites
- No 2 Priority Sites
- No 3 Priority Sites
- No recommendation until further review
- CRMC ROW Designation

NOTE:
THE JAMESTOWN ROW MAP WILL BE UPDATED IN 2024.

N

RIGIS

Jamestown GIS Dept.
December 2023



Town of Jamestown
Comprehensive Harbor Management Plan

G) Appendix-*Flood Zone Map*

MAP 12

Hydrologically Sensitive Areas

TOWN OF JAMESTOWN
RHODE ISLAND
Comprehensive Plan, 2014

Map Legend

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

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

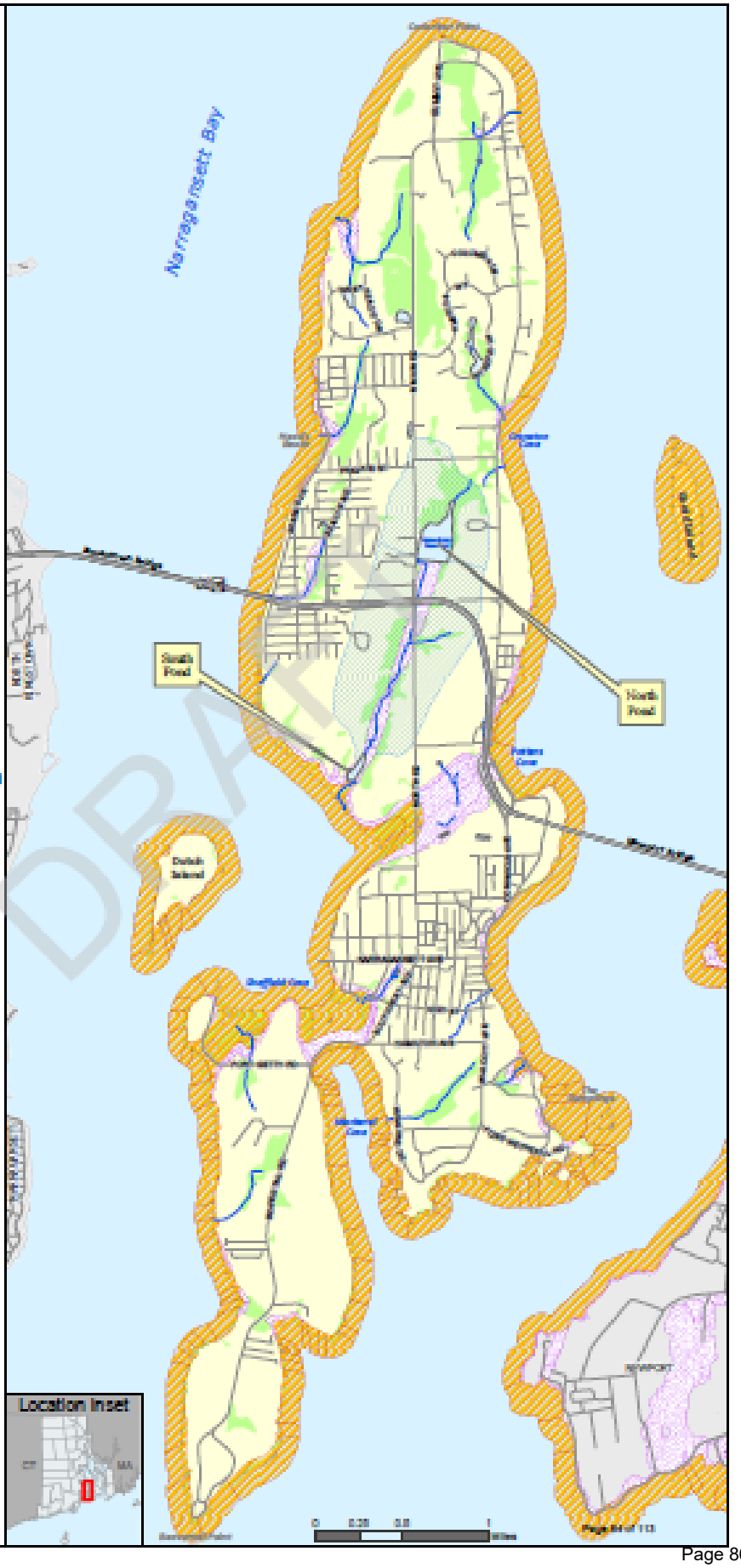
**V - Zone: An area of special flood hazard extending from offshore to the inland limit of a primary frontal dune along an open coast and any other area subject to high velocity wave action from storms or seismic sources.

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

N

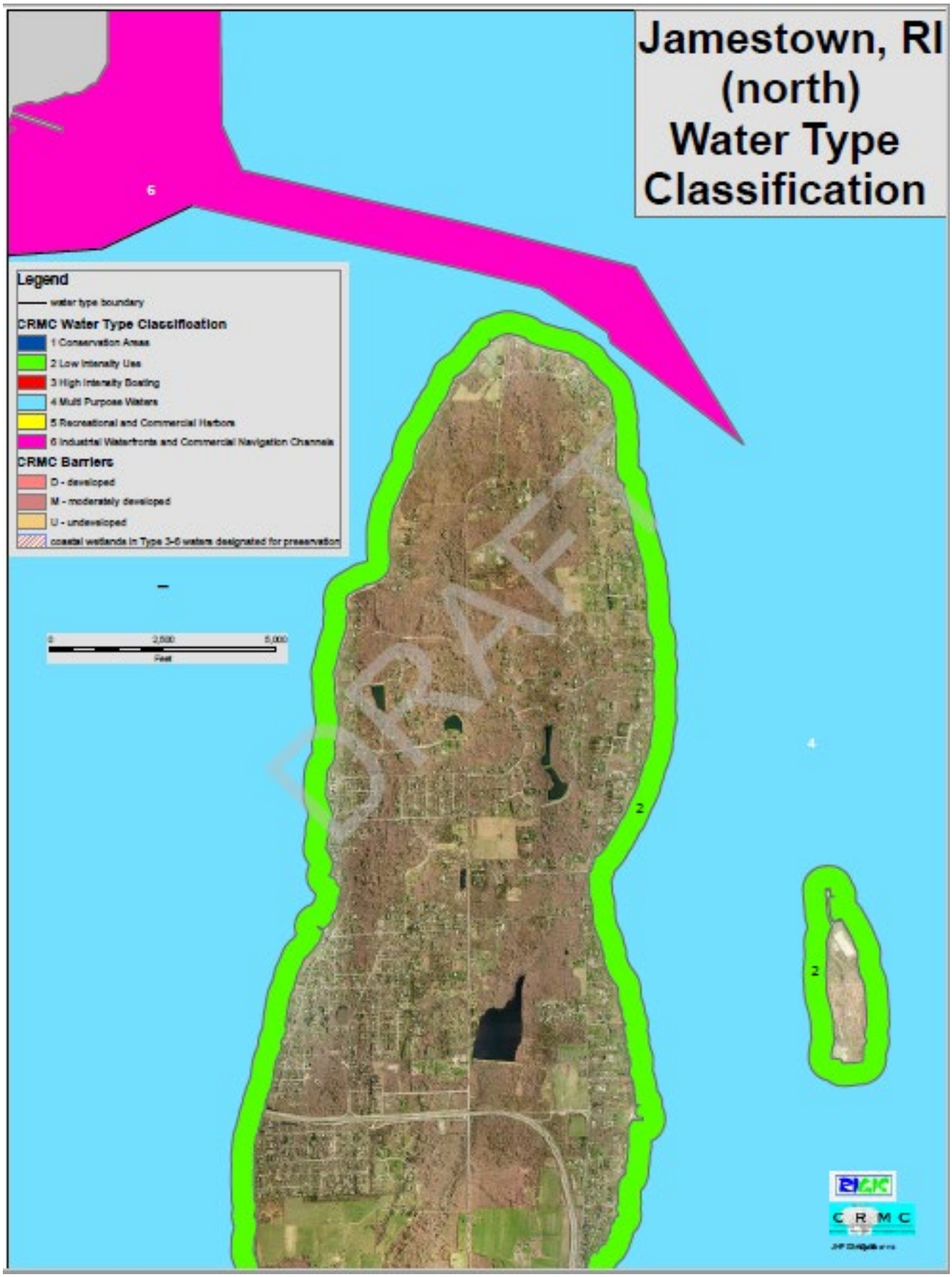
RIGIS

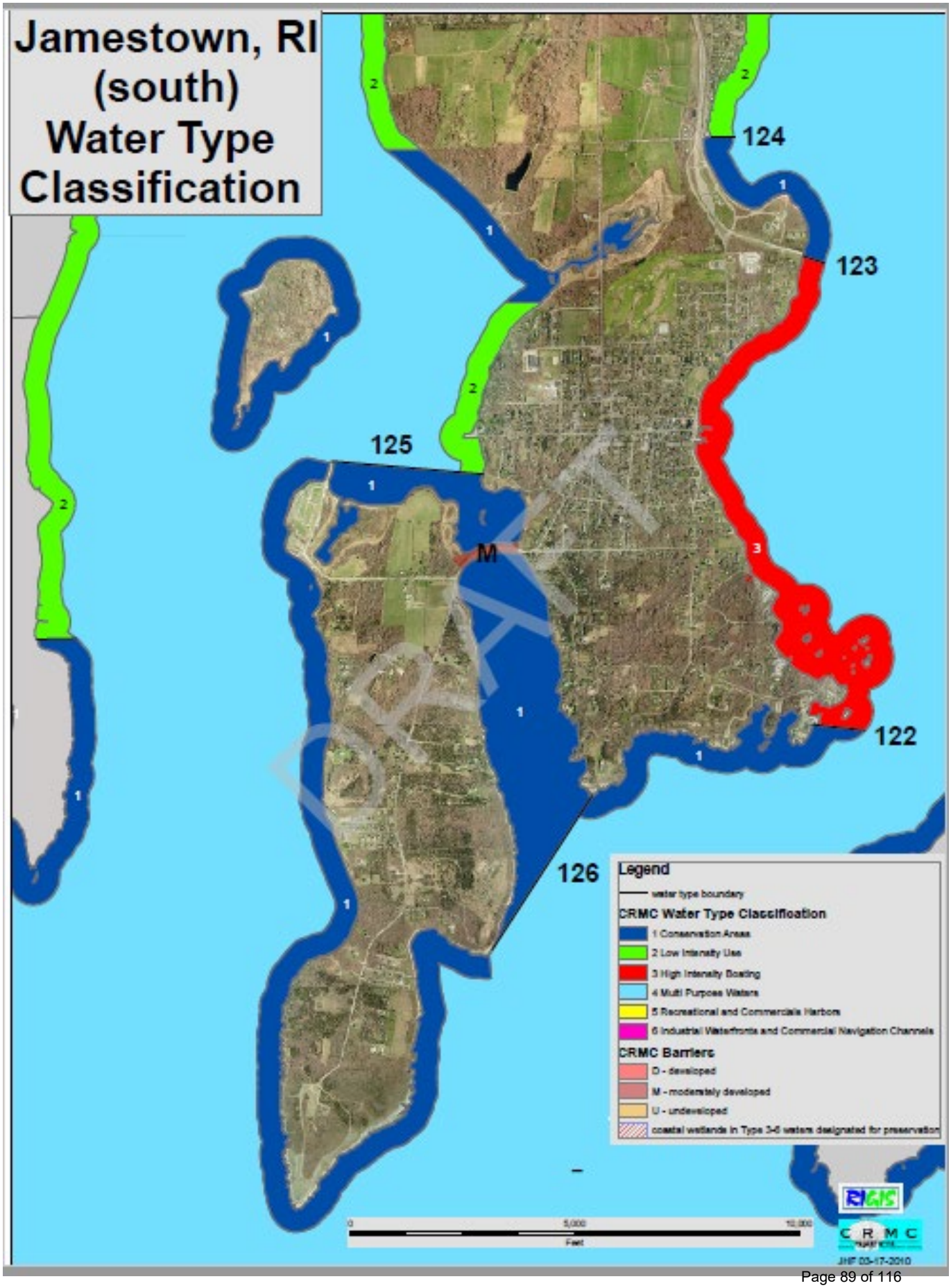
Justin Jobin
Jamestown GIS Dept.
May 2014



Town of Jamestown
Comprehensive Harbor Management Plan

H) Appendix-*CRMC Water Type Map*


Jamestown, RI
(north)
Water Type
Classification
Legend
water type boundary
CRMC Water Type Classifioation
1 Conservation Areas
2 Low Intensity Use
3 High Intensity Boating
4 Multi Purpose Waters
5 Recreational and Commercial Harbors
6 Industrial Waterfronts and Commercial Navigation Channels
CRMC Barriers
D - developed
M - moderately developed
U - undeveloped
coastal wetlands in Type 3-6 waters designated for preservation
0
2,500
5,000
Feet
6
4
2
2
DRAFT
CRMC


Jamestown, RI
(south)
Water Type
Classification
124
123
125
122
126
M
Legend
water type boundary
CRMC Water Type Classification
1 Conservation Areas
2 Low Intensity Use
3 High Intensity Boating
4 Multi Purpose Waters
5 Recreational and Commercials Harbors
6 Industrial Waterfronts and Commercial Navigation Channels
CRMC Barriers
D - developed
M - moderately developed
U - undeveloped
coastal wetlands in Type 3-6 waters designated for preservation
0
5,000
10,000
Feet
RIGIS
CRMC
JHF 03-17-2010

Town of Jamestown
Comprehensive Harbor Management Plan

I) Appendix-*DEM Water Quality Map*

THE TOWN OF JAMESTOWN, RI

HARBOR COMMISSION

RIDEM Water Quality Standards for Waters Surrounding the Town of Jamestown

Legend

WQS_1

- SA
- SA(B)
- SB
- SB1
- SB1(A)
- SB(A)

SA:Designated for shellfish harvesting, recreational activities and fish and wildlife habitat.

SA(B): Waters meet SA designation with a partial use due to impacts from a concentration of vessels

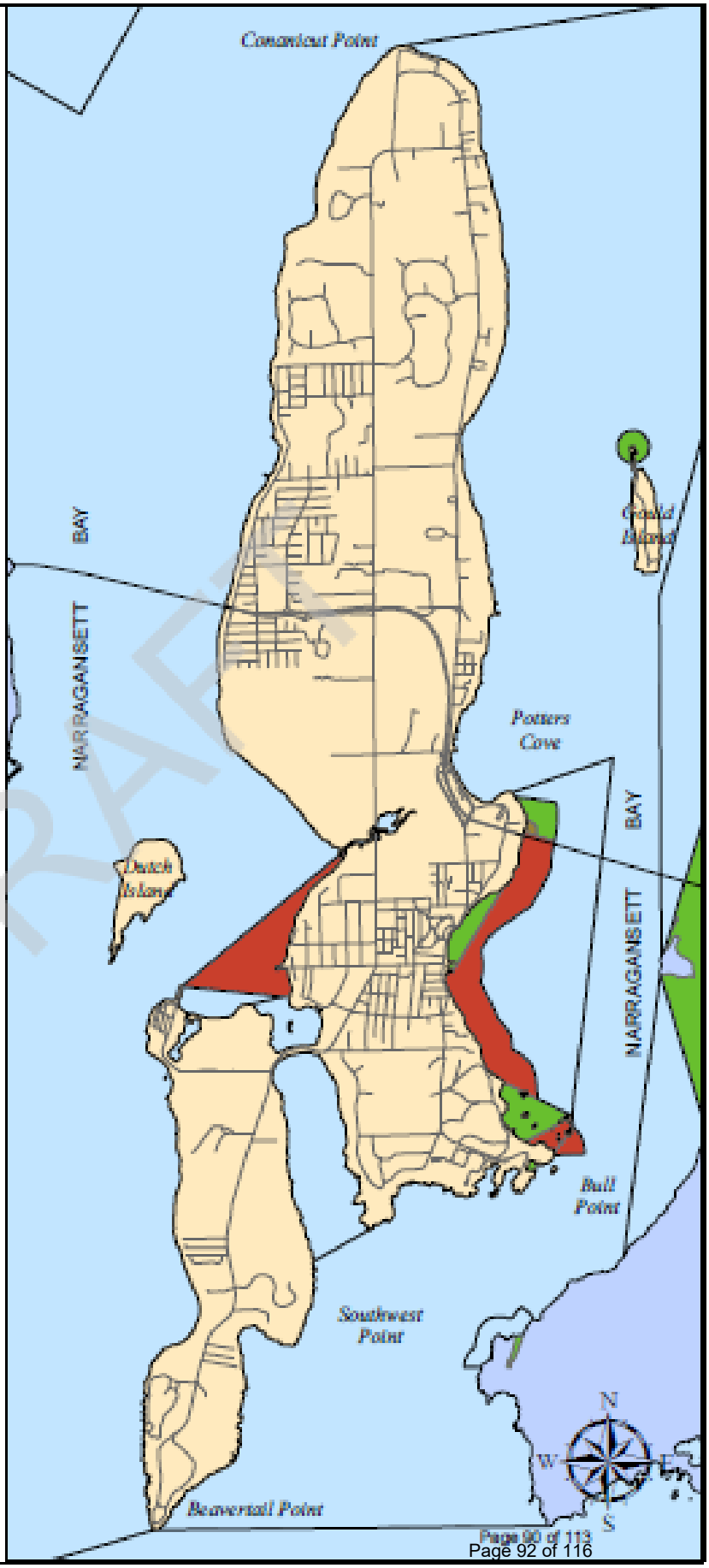
SB: Designated for recreational activities and fish and wildlife habitat.

SB1: Waters meet SB designation but may be impacted due to pathogens from approved wastewater discharges.

0 0.95 1.9 Miles

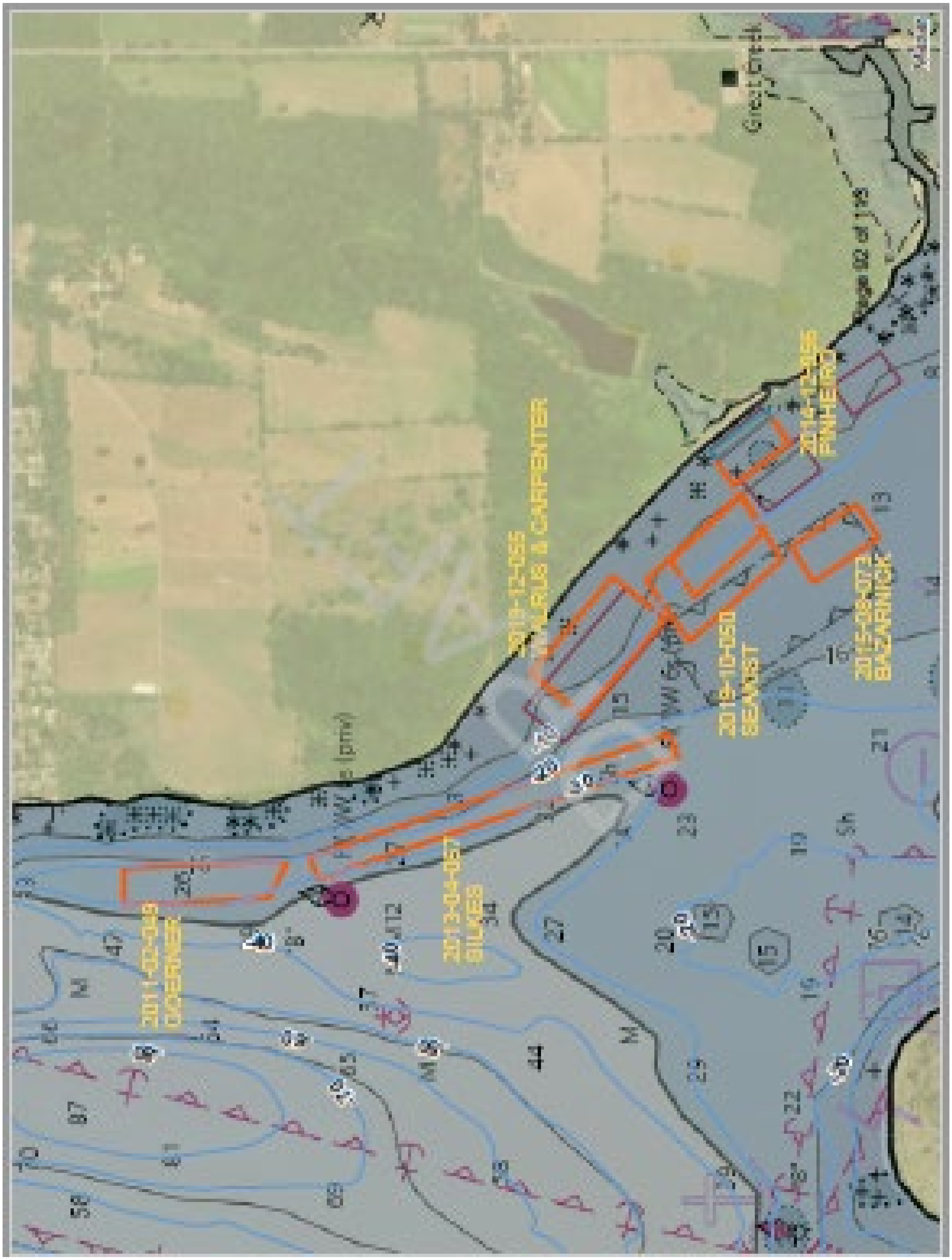
The information depicted on this map is for illustrative purposes only. For legal boundary definition or regulatory interpretation please consult the Harbor Management Ordinance.

Jamestown GIS Department
January 2024

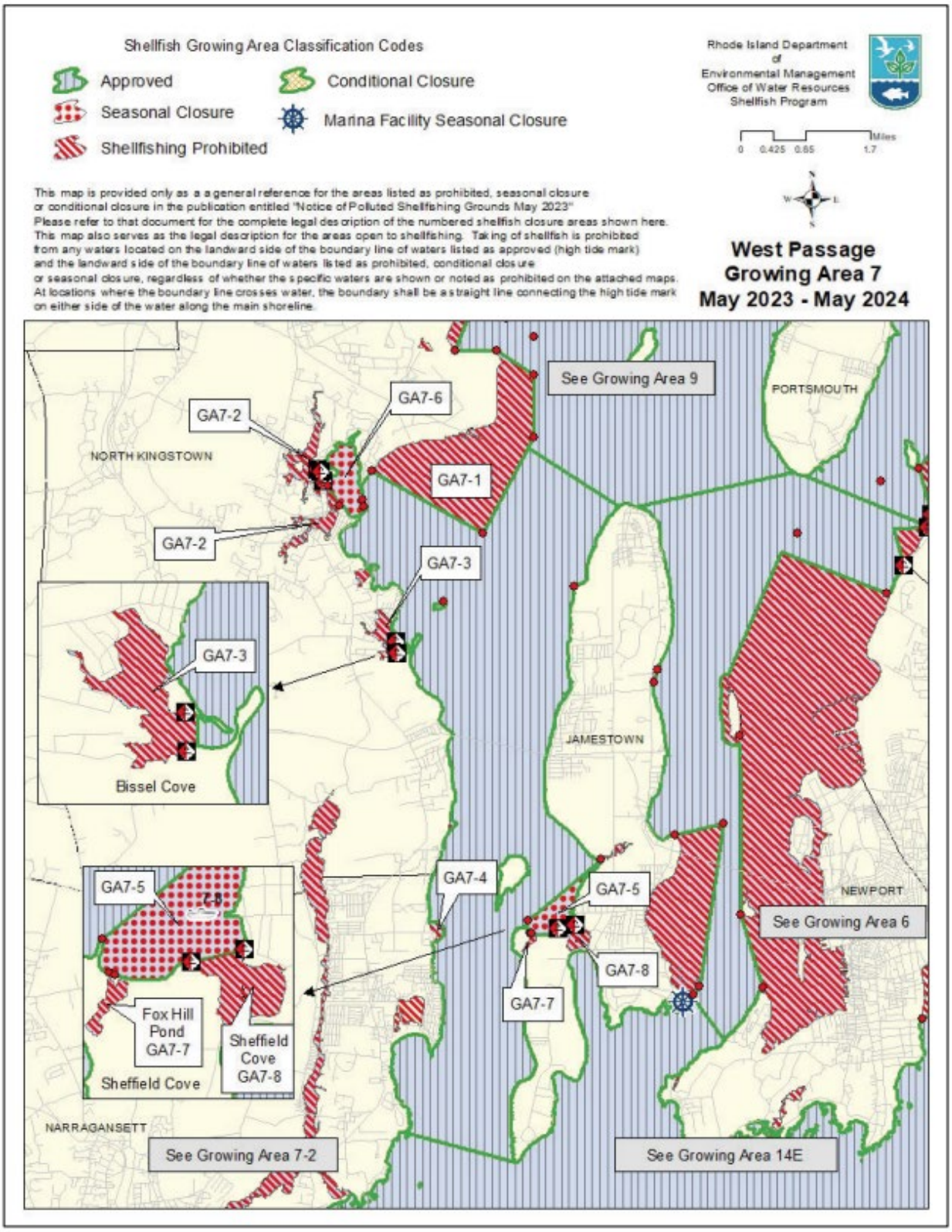


Town of Jamestown
Comprehensive Harbor Management Plan

J) Appendix-*Aquafarming Map*



https://ridemgis.maps.arcgis.com/apps/webappviewer/index.html?id=110a7a4aec914a3492117e9848fe67da



OMSFCA Shellfish Map 2023-2024 22

Town of Jamestown
Comprehensive Harbor Management Plan

K) Appendix-*Storm Preparedness*

STORM PREPAREDNESS AND HAZARD MITIGATION

TOWN OF JAMESTOWN

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

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

Boat owners will be faced with the decision of what to do with their boats in advance of a storm event. All slip, mooring, outhaul and beach permit owners within Jamestown waters are ultimately responsible for the safety of their own vessels and must be proactive prior to any storm event regardless of anticipated strength.

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

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

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

Can the municipality tow a disabled vessel?

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

the Harbor Master, or any boater, to render assistance.

In cases of distress, the Coast Guard should be notified immediately of the situation and of the intent of the Harbor Master. The Harbor Master plays a key role in the hierarchy of emergency response, as he/she is often the first to arrive on-scene. If the Coast Guard does deem it necessary, it may direct other private/public resources, in addition to its own, to respond. If the Coast Guard arrives and finds a stable situation with the first responders capable of assisting, it may withdraw its response equipment.

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

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

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

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

Another viable form of assistance may be sought through professional towing companies that work in the area. The Harbor Master can provide the disabled boater with information on how to contact these companies, and their current rates. In most instances these firms will contact the boater directly in response to the MARB. Once the boater decides upon a service and a verbal agreement is made, the Harbor Master cannot interfere with that contract. (Safe Sea – 401-294-2360; Sea Tow – 800-338-7327). Boaters within Jamestown waters are encouraged to have a support program in place at the start of the season that includes on water assistance (fuel, battery, electrical) and emergency assistance. Boat owners within Jamestown waters are also encouraged to have active boat owner's insurance coverage.

It is clear that good faith actions of Harbor Masters are protected, to some degree, by the Federal Boating Safety Act of 1971, but to what extent remains uncertain. Unfortunately, there is no statutory framework from which to formulate guidelines. Issues such as this are decided by customary law, which means each case is reviewed individually by a judge and jury. Because there are so few cases involving Harbor Master liability, judges and jurors lack prior judicial decisions which set precedents. It is therefore difficult to predict the extent to which Harbor Masters will be protected by the state. In order to limit the potential of being found liable, Harbor Masters must realize the extent of their liability and must make rational, professional, decisions which can be supported as reasonable actions before a court of law.

What is the municipality's mooring liability?

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

(1) Setting mooring standards which are appropriate for the area. The Harbor Master must be able to justify the standards which have been set. The maximum load the mooring gear is expected to withstand must be identified and documented (Taylor, 1992);
(2) Providing mooring occupants with information on the stress points of moorings and offering advice on dealing with extreme weather conditions; and
(3) Ensuring that all mooring gear under Town control is routinely inspected, and that proper records of these inspections are kept. The question of liability continually arises if the Town conducts the inspections itself. Liability results not because the town inspects the mooring, but because it does so improperly or fails to correct a situation in which the mooring does not meet specifications. The Town of Jamestown places the burden of mooring inspection on the boaters. Moorings are to be inspected every third year by a certified mooring inspector. (*Harbor Management Ordinance, Sec. 78-26(k). Mooring Inspections)*
(4) Identifying and correcting situations which may cause damage to a moored vessel: If a Harbor Master learns that two boats are hitting one another while on town-managed moorings, the situation needs to be rectified quickly. The Harbor Master must first stop the vessels from hitting. This can be achieved by removing one of the vessels from its mooring. The Harbor Master then decides where to move the vessel. Jamestown mooring tackle specifications are indicated in the Jamestown Town Codes. Information on mooring specifications and storm preparedness can be obtain through the Harbor Master's Office.
(5) The Jamestown Harbor Ordinance provides mooring equipment requirements and other guidance in support of the safe mooring plan.

HAZARD MITIGATION PLAN
SUMMARY FOR THE TOWN OF JAMESTOWN AND SURROUNDING WATERS

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

Authority:

The primary authority for carrying out the responsibilities detailed in this plan is vested with the Harbor Executive Director and Harbor Master, who will work in cooperation with the Town Administrator, Chief of Police, EMA Director and the Town Council. However, to successfully complete the activities outlined in this plan, the Harbor Master is required to work with other Town departments, including the planning board, police and fire departments, town planners, building code official, public works department, and the emergency management director.

Goals of the Harbor Hazard Mitigation Plan

To prevent the loss of life and property by:

- Properly preparing for storm events;

- Having a completed and enforceable response and recovery plan;
- Working in cooperation with harbor and shoreline users to ensure that a coordinated approach is applied to hazard mitigation;
- Integrating harbor hazard mitigation activities with other, ongoing, local hazard mitigation programs;
- Identifying and completing long term actions to redirect, interact with, or avoid the hazard.

Risk Assessment

General Characteristics

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

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

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

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

High Hazard Areas

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

Risk Assessment Table

Threat (cause)	Marine Interest by Location	Effect	Result: Level 1	Result: Level 2
Flood/Surge	Main harbor	wide fetch	poor holding	Physical damage to docks, piers, equipment
	Moored boats	decreased scope	dragging	threaten auto bridge
	Marina facility	flooded facility	floating debris	threaten auto bridge
			spills of hazardous material	threaten surrounding wetland
		docks topping pilings	freed docks and boats	
	Private Residences	Flooded property	Injury and loss of life	damage
		docks topping piles	Freed docks and boats	
Wind	Moored boats	windage	dragging or pennant breakage	
	Marina facility	Wind borne debris	structural damage	

Strategies for Preparedness, Response, and Recovery

Town of Jamestown

The Harbor Master will coordinate all harbor activities related to preparation, response, and recovery. This will be done in coordination with the emergency management officer and other department heads.

Preparedness

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

LEVEL 3 – 72 HOURS

1. If hurricane, being tracking and monitoring hourly weather reports;
2. Contact any services under contract for after event to assess their readiness;
3. Manage harbor traffic as it increases during marina/boater preparation activities;
4. Ensure fuel tanks are full and reserve batteries are charged;
5. Inventory and update first aid equipment and other onboard emergency tools;
6. Contact local marinas and boat moving companies for statuses and relay to mariners;
7. Maintain radio watch and attendance at daily status meeting normally held at Police Station Emergency Operations Center (EOC)

8. Alert local port community boat owners to seek safe refuge, remove boats from water, or take action to minimize damaging effects;
9. Alert local marinas, marine interests, holders of mooring permits, and occupants of special anchorage areas to impending emergency;
10. Document waterfront using photographs, drone video or camera video;
11. Start tracking time and resource allocations for possible state and federal reimbursement;
12. Post notice to have all vessels removed from Town docks.
13. Encourage vessels within anchorages to move further inland. Jamestown anchorage areas may take direct wind impact.

LEVEL 2 – 48 HOURS

1. Continue to perform activities in Level 3;
2. Contact mooring permit holders who are not complying with preparedness plan;
3. Attend daily emergency preparations meetings
4. Establish radio communications with town authorities, coast guard, other Harbor Masters nearby
5. Assist marinas/waterfront businesses with special requests;
6. Continue to manage harbor traffic as it increases;
7. Finalize emergency work schedule with Assistant Harbor Masters;
8. Confirm arrangements to have Harbor Master vessels hauled and stored;
9. Preparation of Town properties with department of public works that includes:
   a. Removing all Town equipment from flood plain;
   b. Securing all items such as trash bins, benches, etc.;
   c. Complete necessary precautions for Harbor Master office.
10. Establish liaison with police, fire, and public works departments;
11. Alert maritime community to unsafe conditions in the harbor as needed;
12. Curtail regular business activities;
13. Begin regular patrols of the harbor to ensure necessary individual precautions are being taken;
14. Alert local harbor community to any impending closure of anchorages or waterways;
15. Encourage local marinas to suspend fueling operations and to secure fueling piers sufficiently to minimize pollution threat;
16. Inventory of individuals who plan on staying on their moored vessels during the storm event.
17. Secure pump out stations
18. Raise touch and go docks ramps off the water
19. Remove touch and go docks if severe conditions expected

LEVEL 1 – 24 HOURS

1. Final patrol of the harbor;
   a. Inventory number of vessels and precautions taken by harbor and shoreline users;
   b. Clear public piers of vessels and equipment.
2. Log information on transient boats;
3. Fuel Harbor Master vessels;
4. Haul and store Harbor Master vessels with assistance of public works department;
5. Complete shoreline survey and final harbor check from shore;
6. Alert harbor community to any unsafe conditions in the harbor;
7. Continue to perform pertinent Level 2 activities;

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

Response

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

Recovery

Immediately after the event has terminated, the Town has three recovery priorities:

Priority 1 – Reestablish the Harbor Master's Office as an operational unit in order to facilitate the second and third priorities;

Priority 2 – Take the necessary and immediate action to minimize addition risk to life and property;

Priority 3 – Reopen the harbor for recovery activity.

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

IMMEDIATE - 24 HOURS

1. Assess the readiness of the Harbor Master's office, reestablish radio communications, and correct deficiencies;
2. Relaunch Harbor Master vessels
3. Complete rapid appraisal of damage to town facilities, assisting Public Works;
4. Conduct a waterway survey via water craft or drone, vehicle
5. Provide damage assessment information to Town officials;
6. Contact boat owners with vessels washed up on shore
7. Initiate pre-established contract services companies (towing, salvage) if required;
8. Institute security watches as necessary;
9. Alert maritime community to unsafe conditions in the harbor;
10. Track time and resource allocation of Harbor Master's office for possible state and federal reimbursement.

    Contact marinas for damage assessment to facilities and client vessels

MID-TERM - 1 TO 14 DAYS

1. Complete comprehensive inventory of damage using photographs and video, if possible;
2. Notify appropriate parties regarding damage (i.e. mooring holders);
3. Contact local harbor and shorelines users to assess their situation;
4. Begin to remove large pieces of floating debris from the harbor;
5. Assist Town and state agencies with damage assessments and emergency permitting process.
6. Recommission pump out stations
7. Return touch and go docks to water ways

LONG-TERM - 14 TO 90 DAYS

1. Analyze effects of storm on the harbor, complete summary report within 30 days of storm event for Town Council and Town Administrator;
2. Review mitigation list and select actions that could be implemented during the recovery phase;
3. Conduct an evaluation meeting for harbor and shoreline users to identify problems not properly addressed by this plan;
4. Complete a survey of boat damage;
5. Update hazard mitigation plan and identify new mitigation opportunities;
6. Assist emergency situations as appropriate;
7. Track time and resource allocations for possible state and federal reimbursement.

Harbor and Shoreline Users

Marina Facilities

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

Facility plans will include:

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

Boaters

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

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

- Improving the connection between the vessel and the mooring chain by using chafing gear and extra lines;
- Reducing windage and boat surface area;
- Increase scope whenever possible.

Boaters should also consider:

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

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

Waterfront Business (excluding marinas)
All waterfront businesses are expected to take the necessary precautions to protect their property.

Shorefront Homeowners
All shorefront homeowners are expected to take the necessary precautions to protect their property.

Special Hazards

1. Town Docks – All vessels shall be cleared of the town commercial dock 72 hours prior to expected storm event.
2. Transients – Vessels not usually moored in the harbor, but seeking safe refuge, will be allowed to moor in the specified anchorage areas. Transient yachts will not be allowed to tie to a mooring if not authorized by both the mooring owner and the Harbor Master. Transient vessels should be encouraged to move further inland if storm conditions indicate direct wind impact to those areas. Transient vessels seeking shelter will provide the Harbor Master with:
    - Name of owner and Captain, if different;
    - Home port;
    - Registration/documentation numbers;
    - Length, draft, and type (sail/power);
    - Number of persons aboard;
    - Address and phone where owner can be contacted.
3. Passenger Vessels and Ferries – As deemed necessary by the Harbor Master, local passenger vessels and ferries will submit individual plans to the Harbor Master. These plans will include information about planned preparedness, response, and recovery actions.

Inventory of Longer-Term Mitigation Projects

1. Maintaining the existing seawalls. Although it does not provide complete protection, there is a measure of safety gained by having he seawall properly maintained;
2. Methods to increase scope within the harbor without losing surface area maximization should be explored. Actions may include a targeted approach to removing vessels from moorings and increasing the scope with storm pennants for those that remain. In the existing mooring configuration, increasing mooring scope is difficult. Therefore, the town should explore alternative methods for gridding the mooring field that will allow space maximization and increased scope;
3. Implement an annual education and training program conducted by the Harbor Master for the public. This program should focus on storm preparedness for the boater. Other workshops should be

conducted with the help of the building inspector and planning board to discuss shoreline construction standards and storm-proofing homes and businesses;

4. The Harbor Master should compile a list of educational material that can be shared with harbor and shorefront users;
5. Maintain an accurate list of principal marine interests including marinas, waterfront businesses, neighboring Harbor Masters, U.S. Coast Guard, towing and salvage companies, environmental response teams, key vessel operators (charter boats and ferries), fishing cooperatives, etc.;
6. Starting at the beginning of each hurricane season on June 1, the Harbor Master shall:
   - Review local harbor hazard mitigation plan and update as necessary;
   - Distribute and post revised plan;
   - Inspect all storage sheds, outbuilding and portable office trailers for proper tie-down;
   - Inspect all emergency power sources and lighting systems to ensure they are operational;
   - Prepare and distribute a storm checklist for boaters.
7. Conduct a disaster mitigation workshop for business and industry in cooperation with the Rhode Island Emergency Management Agency. Propose activities that can be implemented to mitigate damage. Suggested actions for local coastal business may include:
   - Place more essential equipment and functions on higher levels of the structure, above the anticipated flood level;
   - Construct berms around the facility;
   - Install or have access to dewatering pumps;
   - Provide emergency generators and potable water storage;
   - Install blowout plugs in floor slabs whose elevation is below anticipated flood elevation;
   - Install master shutoff valve controls for sewer, gas, and water above anticipated flood elevation;
   - Reinforce walls to carry hydrostatic and hydrodynamic loads;
   - Install flood-proof electrical systems and utility cores in areas subject to flooding;
   - Install safety glass in windows.
8. Asses the feasibility of developing a volunteer corps who can assist the Harbor Master secure vessels during the phase or maintain security patrols after an event.

Coordination

A Memorandum of Agreement shall be entered into with the Department of Public Works to establish the working relationship between the Harbor Master for completing the following activities: preparing public waterfront property and hauling and storing the Harbor Master vessels.

To further coordinate local policies contained in the comprehensive land-use plan for resource protection and coastal management, the Town should consider the following policies:

1. The Town should work with appropriate state agencies to ensure that post-storm shoreline management options shall be consistent, to the extent possible, with use, density, and other land use policies and standards contained in the comprehensive land-use plan;

2. Create local priorities for acquiring coastal properties to promote hazard mitigation, public recreation, and resource management objectives contained in the comprehensive plan;
3. Post storm redevelopment options should consider impacts to evacuation routes, as determined by emergency management officials;
4. Maintain or adopt minimum parcel size and configuration requirements on the subdivision of critical shoreline features;
5. Discourage platting of shoreline properties and encourage re-platting to accommodate post storm relocation of structures landward.

Key RI Leadership Organizations
RI Emergency Management Agency
Department of Environmental Management Police
State Police
Coast Guard
Jamestown Police Chief
Jamestown Town Administrator

THE SAFFIR-SIMPSON HURRICANE SCALE

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

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

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

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

of Mexico and North Carolina, respectively.

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

Category Five Hurricane: Winds greater than 155 mph (135 kt or 245 kph). Storm surge generally greater than 18 feet above normal. Complete roof failure on many residences and industrial buildings. Some complete building failures with small utility buildings blown over or away. All shrubs, trees, and signs blown down. Complete destruction of mobile homes. Severe and extensive window and door damage. Low-lying escape routes are cut off by rising water 3-5 hours before the arrival of the center of the hurricane. Major damage to lower floors of all structures located less than 15 feet above sea level and within 500 yards of the shorelines. Massive evacuation of residential areas on low grounds within 5-10 miles (8-16 km) of the shoreline may be required. **Hurricane Mitch** of 1998 was a Category Five hurricane at peak intensity over the western Caribbean. **Hurricane Gilbert** of 1998 was a Category Five hurricane at peak intensity and is one of the strongest Atlantic tropical cyclones of record.

Town of Jamestown
Comprehensive Harbor Management Plan

L) Appendix -*Other*

SCOOP IT!

WHAT'S THE PROBLEM?

When you fail to clean up after your pet, the poop left on sidewalks, streets and lawns is both unpleasant and a nuisance. But it can become an even bigger problem when it rains and is carried by stormwater into nearby ponds, marshes and waterways to Narragansett Bay. It can create a health hazard for people and can "doo" a lot of damage to the environment.

- According to the EPA, dogs can serve as hosts for up to 65 diseases that can be transmitted to humans. If left on the ground, these parasites, bacteria and viruses can contaminate the water, soil, and infect both pets and humans.
- Water that contains high levels of bacteria and other pathogens from animal waste are unfit for human contact.
- As pet waste decays, it uses up oxygen that fish and aquatic life need.
- Locally, Sheffield Cove has been closed to shellfishing since 2009 because of increased bacterial counts. Water quality sampling has shown that the bacteria can be traced back to animal waste.

BAG IT!

DID YOU KNOW?

According to the EPA, a typical dog (around 40 pounds) excretes 274 pounds of waste per year.

BE THE SOLUTION!

Picking up after your pet is part of being a responsible owner. It avoids unpleasant surprises for those that follow and prevents your pet's waste from causing water pollution and health hazards. And it's the law!

Doing the right thing is easy! Pick up after your pet every time you take them out.

ONLY YOU CAN PREVENT POO-LLUTION!

TRASH IT!

HANDY TIPS

- Put bags in the car or tie them to the leash so you'll be prepared when you travel with your pet.
- Place bags by the door so you don't forget them.
- Carry disposable bags and pick up after your pet when out on walks.
- Properly dispose of pet waste by bagging the waste and depositing it in a trash can.
- Talk to your family and friends about stormwater pollution and picking up after their pets!
- Please do not throw bagged pet waste in storm drains or leave it on the ground or toss it in the woods.
- Reuse bags that would have ended up in the trash to pick up after your pet. Ask your neighbors, coworkers and friends to collect bread or newspaper bags.

PROTECT OUR WATERS

Pet waste may not be the first pollutant that springs to mind when you think of protecting Narragansett Bay and the water surrounding Jamestown but it certainly plays a role! Leaving pet waste on your lawn, dumping it in the storm sewer, or leaving it on the sidewalk or street are all ways that you may be polluting our water resources and causing a hazard to your own health without even realizing it.

Pet waste doesn't just decompose, it adds harmful bacteria and nutrients to local water. By cleaning up after your pet, you will be doing your part to protect yourself and the environment.

THERE'S NO SUCH THING AS THE POOP FAIRY

ONLY YOU CAN MAKE YOUR PET WASTE DISAPPEAR!

TOWN OF JAMESTOWN PET WASTE EDUCATION PROGRAM

This project was funded by an agreement (CE00A0004) awarded by the Environmental Protection Agency to the New England Interstate Water Pollution Control Commission in partnership with the Narragansett Bay Estuary Program.

NEIWPCC New England Interstate Water Pollution Control Commission

NARRAGANSETT BAY ESTUARY PROGRAM

Only YOU Can Prevent POO-llution

BE THE SOLUTION TO STORM WATER POLLUTION!

DISPOSING OF YOUR PET'S WASTE CAN MAKE A BIG DIFFERENCE TO OUR WATERWAYS

Town of Jamestown
Comprehensive Harbor Management Plan

M) Appendix -*References*

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