PUBLIC NOTICE: INVITATION OF COMMENTS

Pursuant to *Section 45-22.2-9(c)(2) of the General Laws of Rhode Island,* the Division of Planning hereby gives public notice of the invitation of comments from regional and state agencies, contiguous communities, and other interested parties regarding the local comprehensive plan document listed below.

Jamestown 2014 Comprehensive Community Plan
ID#: JAM-10YP-14

Posted October 9, 2014

The comment period for each comprehensive plan document shall extend for thirty days from its posted date. All comments should reference the **document title and identifier number**, and should be submitted to:

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Jamestown Rhode Island

2014 Comprehensive Community Plan

Adopted by the Jamestown Planning Commission / June 18, 2014
Adopted by the Jamestown Town Council / June 18, 2014
Approved by the State of Rhode Island /

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Special thanks to all the citizens of Jamestown who have participated in the Citizen Survey, the public hearings and the compilation and review of this document.

This plan updates and expands the 2002 (amended 2004) Jamestown Comprehensive Community Plan which received State approval in 2004. An amendment to the Housing Element, "The Affordable Housing Plan" was adopted by the Town on November 22, 2004 and by the State of Rhode Island on September 2, 2005. It has been prepared and adopted in accordance with the Comprehensive Planning Act, RIGL 45-22.2.

This Plan is based upon the 2004 Comprehensive Community Plan's text dialogue, goals, policies and actions and amendments thereto, but for the purpose of clarity fully supersedes that Plan.

By Planning Commission and Town Council Adoption of this Plan on June 18, 2014 this document is Jamestown's official Comprehensive Community Plan and all Jamestown land use decisions shall be consistent herewith. This document shall not take effect for purposes of guiding state agency actions until approved by the Chief of the Division of Planning within the Department of Administration, or the Rhode Island Superior Court.

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PREAMBLE

A VISION FOR THE FUTURE OF OUR COMMUNITY

"**PROTECT JAMESTOWN'S RURAL CHARACTER**" is the driving theme in Conanicut Island's 2012 Comprehensive Plan. This clear vision emerged from the 2010 Citizen Survey, numerous public meetings, and public workshops dedicated toward the production of this document.

The Planning Commission, acknowledging the vagueness and vastness of the term "rural character," has defined it to mean that which is unique to the Island of Jamestown – a town infused with a rural feeling, an insular spirit and a village identity.

The 2010 Community Survey was distributed to each household as an insert in the *Jamestown Press* and was available to be filled out on-line. The Survey was completed by 523 individuals; 15% were completed on-line. Its findings affirmed the overall goal of protecting the community's rural character. To maintain Jamestown's rural character is to preserve our island community's values, aesthetics and functions. Growth must be managed within the capability of the Island's natural resources and the Town's ability to support it. We must strive for development that respects the identity of our community.

What values are we speaking of?

Common values relate to a shared feeling of community and personal identification with the people and physical presence of the Island. The values are a sense of cooperation, caring human contact, volunteerism, involvement and interest in the future of the community. These values should be reflected by a diversity of citizenry in terms of income, education, occupation, economic activity and lifestyle. Values create a place where respect and consideration for each other, as well as a personal affinity with both the natural and manmade physical environment, flourish.

What are the aesthetic qualities that should be emphasized in Jamestown?

Active farmland, woodland, coastal, historic features and the village environment characterize the small Island community of Jamestown. Historic values apply as much to the context in which landmarks occur as to the landmarks themselves. Other special and unique environments also characterize the Island, including such coastal features as Great Creek, Sheffield Cove, the Dumplings, Clingstone, Beavertail, and others. Also unique to Jamestown are country roads with over-arching trees, summer homes, modest cottages, stone walls, scenic vistas over stretches of farmland, and a low traffic volume.

All of these special qualities can be lost with the application of inappropriate code requirements, development pressures, inappropriate building types, high intensity nighttime illumination, inappropriate traffic solutions and thoughtless development. As we develop land use controls, we must strive to ensure that the unique and special qualities of the Island are considered.

What functions are appropriate to the community we wish to promote and what are their characteristics?

Jamestown should live within its means, both fiscally and environmentally. This will sustain the quality of life that makes Jamestown a desirable place to live, work and visit.

The village center needs to be pedestrian friendly and low-key while providing a sense of place. Commerce needs to be varied to meet local needs, inclusive of the essentials of Island life.

Government should be small, responsive and largely dependent on volunteers.

Sailing, boating and marine related activities are an important aspect of Jamestown's rural character. The features that make boating attractive on Jamestown could attract use beyond our capabilities for accommodation.

Recreation is a major attraction of Jamestown and it requires both physical and visual space and access. Physical access should be focused on areas capable of handling the number of users.

Residential use should continue to be village-like in character. Residential use should also strive to be available to all income levels. Jamestown has been a summer community as well as a farming and fishing village. All of these need to be represented. Housing should not preempt all of the existing open areas; it should be developed within the natural landscape, not apart from it.

Agriculture uses should continue to be encouraged. Agriculture should not be swallowed up by housing or destroyed by taxation.

Protected natural areas should be managed to ensure the values for which they have been protected continue to thrive. The Center Island Watershed should continue to be protected. Development should not exceed on-island natural supplies of water. Conservation of existing water supplies should continue to be emphasized, as well as finding new methods to supplement the existing yield.

Tourism should be compatible with our community. The anticipated revenues should not work to the detriment of the other values set forth in the Comprehensive Community Plan.

Both new and existing roads should remain rural in character and should not be widened to conform to urban norms implemented elsewhere. Old roads should be retrofitted when possible and new roads should be made to accommodate vehicles, bicycles and pedestrians.

How do we measure success of this Comprehensive Community Plan?

In accordance with Jamestown's community vision, the Comprehensive Community Plan lays out a clear set of goals forming the basis for the measurement of the value and quality of future development in Jamestown. They emulate the goals adopted in the 2004 Comprehensive Plan and have since been confirmed by the 2010 Community Survey. The implementation of the goals set forth in the Goals/Policies/Implementation Action Plan at the end of this document will gauge success of the 2014 Comprehensive Community Plan. We hope that this Plan serves the residents of Jamestown to achieve the vision of our future for the next decade.

CURRENT DATA

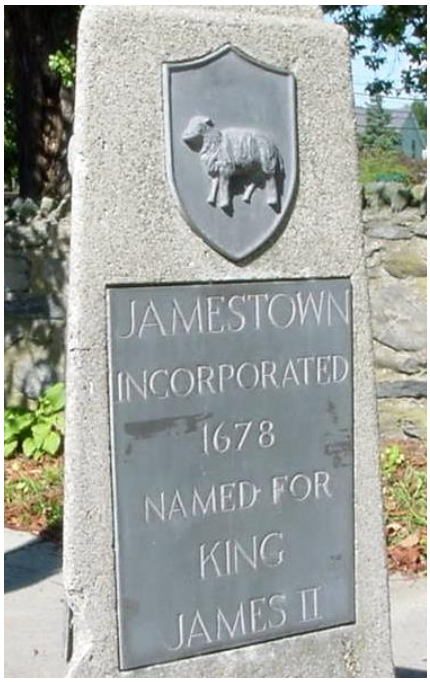
The information in this document was compiled and reviewed over a period of 3 years. Unless otherwise noted in the document, the information and data is current as of January 2012. Following are current data for Jamestown.

Total Population ……...	5,405	(2010 US Census)
Total Housing Units …….……	2998 2359 occupied	(2010 US Census)
	2636	(2002 Tax Assessor)
Average Persons/Household ……	2.29[1]	(2010 US Census)
Median Age ……..	47	(2010 US Census)
Size …….9.69 sq. miles of Land, 25.64 sq. miles of Water		(2010 US Census)
Population Density ……...	558 persons/sq. mile	(2010 US Census)
FY 2010-2011 Town Budget ……...	$18,280,599	(Town Budget)
FY 2010-2011 Tax Rate ……..	$9.11/$1,000 at 100% Valuation	(Tax Assessor)

[1] Calculated based on housing units occupied.

I. EXISTING CONDITIONS

A. DEVELOPMENT HISTORY OF JAMESTOWN



Jamestown is located on Conanicut Island in lower Narragansett Bay, 26 miles south of Providence and two miles west of Newport. Jamestown is bounded on the south by the Atlantic Ocean and is bounded on the north, east and west by Narragansett Bay. Recognized by Aquidneck settlers in 1636 for its good grazing grass, the Island was purchased from Native Americans in 1657. Jamestown was incorporated as an independent Town in 1678. Within Jamestown's jurisdiction are the smaller islands of Dutch, Gould and the dumplings.

Historically, the development patterns of Jamestown are closely related to the Island's undulating topography. Geologically, the Island was separated from the mainland during the carboniferous period. Glaciers cut the East and West Passages into the once fresh water lake of Narragansett Bay, and then receding and melting, left deposits of soil and rock carried from northern New England. The Dumplings are the oldest geological outcrop, connected prior to the Ice Age with Brenton Point across the East Passage in Newport.

Conanicut Island, approximately 8.7 miles long in its entirety and varying from 1 to 1.6 miles in width, is itself virtually divided into three separate landmasses. The largest, occupying the northern half of Conanicut, rises to an elevation of 140 feet in its center, commanding impressive views of the mid-Bay region. The site of Jamestown's most arable land, it was the location of the first intensive farming development on the Island, taking as its own cross axis the North Main Road and old North Ferry Road (today Eldred Avenue and the John Eldred Parkway). Aquipimokuk (today Gould Island) itself a landed farm, lay off shore to the east of this agricultural community.

Separated from the northern section by extensive salt marshes and a tidal creek, the center landmass supports the village center of Jamestown located along Narragansett Avenue. Legendarily an old Native American trail, Narragansett Avenue later became part of the Newport to New York Post Road, traversing the Island between the Newport Ferry and the Saunderstown Ferry, and for years was known simply as Ferry Road. Ferry Meadow was the name given to the tract of land, overlooking the Bay eastward to Newport and Fort Adams, on which much of the village was built. The nonarable rock outcropping of the Dumplings areas, south of the village, remained in an essentially natural state until developed as a summer resort area. Capitalizing on its extraordinary vistas, it was popularly known as the Ocean Highlands. It is here, too, that Fort Wetherill, the most extensive military fortification on the Island proper, was located.

To the southwest lies the third major section of Conanicut, Beaver Neck, extending into the Atlantic Ocean and connected to the main body of Conanicut by the sand spit of Mackerel Cove beach. Northwest of Beaver Neck lies Aquidnesset (today Dutch Island), enclosing the body of water immediately west of the Old Ferry Wharf, known as Dutch Harbor.

Europeans first settled the Island of Conanicut in 1657, purchasing it from the Narragansett Tribe of Native Americans. In 1658, a town plan was drawn up for the Island: 6,000 acres were to be divided such that for every 20 acres of farmland, a one-acre town house lot was allotted and 260 acres total were allocated for the town center. 20-acres were set aside in addition for public use as an Artillery Lot and Cemetery. Choice of property was granted by the amount of investment involved and, accordingly, William Coddington and Benedict Arnold were given first choice, the former settling on the north of the Island, the latter on the south end to which he gave the name of Beaver Neck. The town plot was along the old Native American trail between the two ferry landings of Jamestown and Dutch Island Harbors. The plan, however, remained largely unfulfilled, and, ten years later, all land was simply divided among the original purchasers, with each of the 22 properties given a one-acre lot on Ferry Road.

The first real development of Conanicut Island hinged upon the establishment of a ferry to Newport and its market exchange. By at least 1675, a successful ferry ran to the northern community of the Island. In 1678, upon petition of Caleb Carr and Francis Brinley, Conanicut was incorporated as a Town "with the like privileges and liberties granted to New Shoreham" and named in honor of James, Duke of York, later King James II. The Island retained the Native American name of Conanicut.

For the ensuing century, Jamestown would see steady and orderly development of political, religious, and institutional means, chiefly by the Quaker sect that settled in Newport. Highways soon became an issue on the Island. In 1703, action was taken in the general assembly relative to the highway "...which want to be laid forth according to the plat of the Island." By the end of the decade, these roads included North Main Road, North Ferry Road (Eldred Avenue and the John Eldred Parkway), Ferry Road (Narragansett Avenue) and a road southwest to the beach (Southwest Avenue). The first Town Hall was located on the North Main Road just south of North Ferry Road. In 1728, the Town ordered a windmill for grinding grain built near the northern crossroads, situated so as to utilize the prevalent ocean sea breeze. In 1741, a schoolhouse was built, also in the northern district.

The first Quaker Meeting House was built in 1709 on the North Ferry Road grounds of the Old Friends Burial Ground. The Meeting House was relocated somewhat south to the present location in 1734, reflecting the eventual population trend southward. The British destroyed the Meeting House during the Revolution; the windmill and Meeting House were rebuilt on Windmill Hill in 1787 and remain preserved today. The Meeting House and the Windmill were the Town's earliest public buildings and are both listed on the National Register of Historic Places. No other religious organizations erected churches on the Island

until the mid-19th century, and only the Artillery Lot (also listed on the National Register) was located early on the original town plot 4 miles south.

The Beavertail Light, established in 1749, replaced an earlier 1705 watchhouse and 1712 beacon and was the third lighthouse built on the Atlantic Coast. Destroyed and rebuilt in 1754, Beavertail Light was burned by the British in 1779; rebuilt soon thereafter, and replaced by the present granite structure in 1856.

Military action had an impact on the history and development of Conanicut and the adjacent islands. In 1775, British and Hessian soldiers seized the Island and subsequently occupied it for almost three years. During this time they maintained the Conanicut Battery located on Prospect Hill on Beaver Neck Road. Fort Dumpling, located on a promontory along the southern Dumplings, was constructed about 1800 on the site of an earlier British battery. Fort Dumpling was demolished in 1898 to make way for the construction of Fort Wetherill, and is now a state park. Jamestown remained primarily a quiet agricultural town until Newport's own revival as an exclusive Victorian resort overflowed to include Conanicut Island.

As the initial development of Jamestown had depended upon the establishment of adequate ferry service, the emergence of Jamestown as a summer resort area late in the 19th century depended upon the creation of a modern transportation system. In 1872, the Jamestown and Newport Ferry Company was formed, and the new steamer "Jamestown" was put into service, landing at the foot of Narragansett Avenue. In 1874, the Ocean Highlands Company was organized to improve the rugged lands in the southern part of the Island for summer estates. Settled largely by wealthy Philadelphia Quaker families and maintaining a safe distance from the flamboyance of Newport society, the area soon became one of the finest residential neighborhoods along the eastern seaboard. Built entirely of "indigenous" Shingle Style and Colonial Revival motifs, with several designs from the firm of McKim, Mead and White, the Ocean Highlands retains its integrity to date. Outstanding among these estates are Horsehead, Highland, and the Round House. The Shoreby Hill area in Town was similarly developed a decade later, with an orderly grouping of fine Shingle Style and Colonial Revival houses overlooking Jamestown Harbor, located along drives named for American authors.

Four Corners, at the intersection of the old Ferry Road (Narragansett Avenue), North Main Road and Southwest Avenue, continued its modest development as a center of civic activity. Already the site of the Artillery Lot, both the Central Baptist and Protestant Episcopal Churches were located here in 1879. A new, simple Town Hall was also erected here in 1884. The earliest Jamestown Post Office was in a residence on the north side of Narragansett Avenue, just west of North Road.

By the turn of the century, Portuguese immigrants began settling in Jamestown. Many of these settlers worked as fishermen, farmers, and gardeners for the Island's large estates. Crushed stone, used in the construction of Narragansett Avenue and North Main Road, came from a local Portuguese business. In 1927, the Portuguese community organized the Holy Ghost Society of Jamestown, which remains an active civic and social organization today.

The Spanish-American War and World War I saw the extensive fortification of Jamestown property – Fort Wetherill along Highland Drive in the Dumplings, Fort Getty at Beaver Head, and Fort Greble on Dutch Island. During World War II, the Harbor Entrance Command Post, known as "Mickey" – a reinforced concrete observation post disguised as a summer house – was located on Beavertail in conjunction with Fort Burnside. Meanwhile, a torpedo repair facility and testing station was erected on Gould Island and together with the operations on Goat Island in Newport Harbor, produced 80% of the torpedoes used during World War II.

Access to Jamestown, long by ferry, is now almost exclusively by highway bridges. The Jamestown Bridge, opened in 1940, by orienting Jamestown to South County and the Quonset Naval Air Station, significantly altered the social ecology of the Island. In particular, Jamestown Shores, a post-war cottage development at the bridge landing, had introduced the first alteration of the residential pattern of Jamestown since the turn of the century. With the abandonment of Naval owned properties in the 1970s, the Island's population changed again.

The Newport Bridge, completed in 1969, attached Jamestown more securely with Newport, placing it on what eventually became a major regional highway route. The four-lane Jamestown Verrazzano Bridge replaced the two-lane Jamestown Bridge in 1992. In 1994, the upgraded highway connector, named the John Eldred Parkway, was completed between the Jamestown and Newport bridges.

Jamestown has, in the past two decades, faced assimilation into the burgeoning suburban spread moving down along the coast from Providence. Construction of new and improved roads has made Jamestown a more desirable place to live for those employed elsewhere in the State. Subdivisions and in-fill housing development have further changed Jamestown into a more suburban town, although the Town still has many village characteristics. There are still several properties actively farmed on the Island. Historic properties, including lighthouses, windmills and military fortifications, remain unchanged and old neighborhoods are still intact and thriving.

While land uses and populations have changed over time, Jamestowners have maintained their traditional spirit of community involvement and volunteerism. This community spirit is a quality that has protected hundreds of acres of farmland and open space, improved recreation programs and facilities, and provided public safety with an all-volunteer fire department and ambulance association. The dedication of the people of Jamestown to maintaining the Island's quality of life has been demonstrated many times over; the future of Jamestown depends on our ability to face many more challenges with this same determination and commitment.

MAP 1

Locus Map of Jamestown, RI

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

- Jamestown, RI
- Rhode Island Towns

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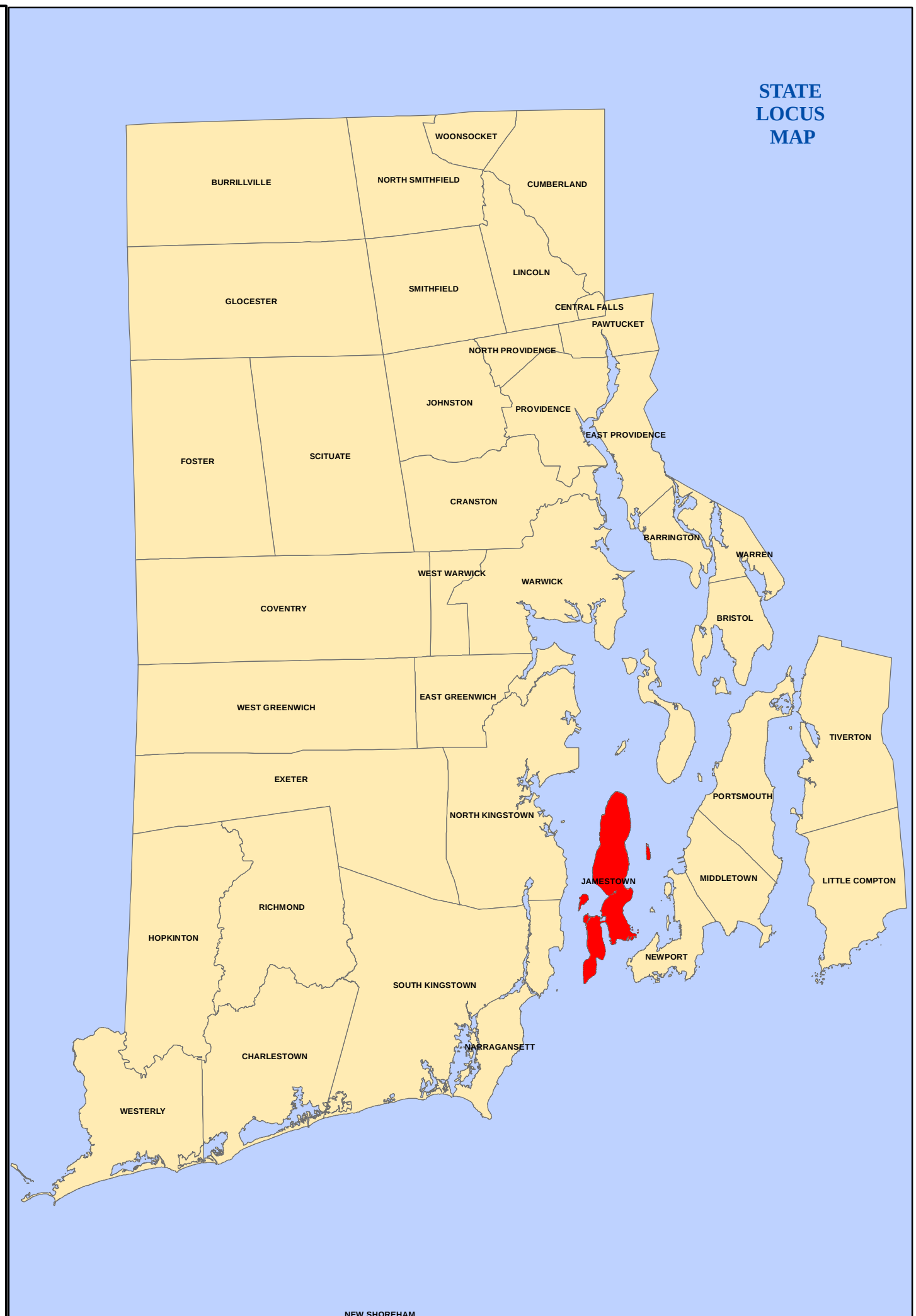
Justin Jobin
Jamestown GIS Dept.
May 2014



B. LAND USE

1. General

Land use in Jamestown varies considerably. In a traditionally evolved village, the core village has commercial and mixed uses surrounded by high density residential use. Traditionally, residential density decreased with distance from the village, ending with larger-lot residential, farmland and natural areas. Jamestown follows this pattern with the addition of several pockets of non-conforming smaller-lot neighborhoods such as the Jamestown Shores on the northwest coast and Clarke's Village on Beavertail. In addition, Jamestown has an abundance of undeveloped land, which helps not only to preserve Jamestown's character as a small, rural, island community but to protect natural resources, and to provide numerous recreational opportunities for residents. This undeveloped land consists of permanently protected land that is both privately and publicly owned; temporarily protected land; and land that has the potential for future development.

The largest developed land use is single-family residential. Commercial land uses are located in the downtown area with a small minority of grandfathered commercial uses located outside the commercial district. While new residential development has slowed somewhat in comparison with the past decade, home expansions/renovations have increased significantly.

The Town and private organizations have made great strides in protecting farmland and additional open space in recent years. The amount of land being temporarily protected under the State's Farm, Forest and Open Space Program is 857 acres or 14% of the land in Jamestown. This program allows a reduction on property taxes if the land meets certain criteria as farmland, open space or forestland

The Land Use section will discuss both current and future land use in Jamestown.

2. Land Use Types

Jamestown can be divided into four types of land areas: the village area, the Jamestown Shores area, rural residential areas, and conservation and recreation areas. (See Map 2, LAND AREAS)

a. The Village

The village is defined as the area between Great Creek and Hamilton Avenue that extends between the east and west shorelines of the Island, excluding Beavertail. The highest density development is located primarily in the village area. This density is supported by the presence of Town sewer and water services. The majority of structures in the village area is residential single-family homes, although a small number of multi-family apartments and condominiums are also present. The trend experienced in the 1990s of converting formerly single-family homes into multi-family homes has virtually halted: many of these structures have been converted back to single-family use and few remain in multi-family use.

The village area has historically been the focal point for commercial, business and civic activity in Jamestown. The village area is the center for the service business and retail industry in Town. Almost 90 businesses are located within the village in the two largest commercial zones, Commercial Downtown (CD) and Commercial Limited (CL), with CD having three times more businesses than CL.

Adding to the diversity of the village area is the presence of commercial and residential mixed-use structures. Town facilities located within the village area include: Melrose and Lawn Avenue schools, the Philomenian Library, the Town Hall, the Recreation Center, the Police Station, and the Fire and Ambulance buildings. The north side of the village area has several large open space areas, including the golf course, the sanctuary, Taylor Point, and Great Creek Marsh.

The East Ferry area of the village has the greatest concentration of the Town's recreational boating activity, public waterfront access for boat launching and fishing, and commercial businesses.

The village area from West to East Ferry and between Hamilton Avenue and Mount Hope Avenue comprises the urban service district. Under existing Rules and Regulations of the Board of Water and Sewer Commissioners, only those households with frontage along existing sewer and water lines are allowed to connect to the system. All other connections are allowed only at the discretion of the Board (see Public Services and Facilities Section for a more detailed discussion of this issue).

b. The Jamestown Shores

The Jamestown Shores area is located north of Watson Farm to Capstan Street and west of North Road and the Cedar Hill Farm Development to the west passage of Narragansett Bay. It was subdivided in the early 1940s and developed slowly, mostly as a summer colony. Over the last few decades, summer cottages have been converted to year-round use and many new houses have been built on the substandard lots, with infill development continuing.

Jamestown Shores is exclusively a single-family residential neighborhood. Although the Shores area is currently zoned as R-40, which requires 40,000 square feet as the minimum building lot size, many lots are non-conforming substandard lots of 7,200 square feet as originally platted. The Shores currently has an average density of 2.8 dwelling units per acre and the prevailing lot size is between 7,200 and 14,400 square feet. The combination of high-density development and potential groundwater pollution due to close proximity between drinking water wells and onsite wastewater treatment systems (OWTS) led to the enactment of a merger provision. In 1967, a provision was created, requiring substandard adjacent lots under the same ownership be combined to form one lot.

In addition, the Shores neighborhood has poor soils for septic absorption and has a limited groundwater resource. The Town wells, which draw groundwater near the Town reservoir and pump it to the reservoir, may possibly affect the wells in the Shores area. Problems are encountered with the high rate of run-off from impervious surfaces associated

with development and a high water table. Pollutants that seep into the groundwater from faulty OWTS and into nearby wells pose potential health risks. To partially solve this problem and/or alleviate future problems, the 2001 On-Site Wastewater Management Ordinance mandates inspection of OWTSs. Since 2005, this area and the Conanicut Park area at the very north end of the island are subject to development regulations in the Zoning Ordinance based on high groundwater and impervious soils close to the ground's surface. The "High Groundwater Table and Impervious Layer Overlay District" regulates impervious coverage on lots as well as storm-water attenuation for new development.

No public water or sewer service extends to the Shores area. Because a significant amount of all water withdrawn from the ground is eventually returned through OWTS, the continued use of OWTS is necessary to maintain acceptable levels of groundwater. Currently, the Town does not intend to extend sewer services to this area in the future. According to the Dr. Ann Veeger Study from URI, the limited capacity of the Town's reservoirs would not sustain the extension of these services. In addition, the report stated that the installation of a public sewer system would eliminate the groundwater infiltration provided by onsite wastewater treatment systems (OWTS).

Wetlands in the Jamestown Shores area restrict development to some extent. The Town of Jamestown has redeemed almost one hundred lots that were held for non-payment of taxes in order to insure their preservation for the purposes of groundwater protection. The legal fees required for the redemption of these lots was provided by several years of budget allocations specifically for the purpose of Water Resources Protection.

A number of rights-of-way to the water along Seaside Drive provide access for local residents. The largest right-of-way is the Town-owned Heads Beach. Heads Beach is an unguarded bathing beach with an unimproved area for boat launching. A public mooring field exists off the Heads Beach area.

c. Rural Residential Areas

Rural residential areas are located north and south of the village area, including: Beavertail, the Dumplings, East Passage and West Reach subdivisions, and areas along North Road and East Shore Road. These areas are scattered with older homes along main roads adjacent to farmlands and larger lot development. The existing zoning requires 80,000-square-feet minimum lot size. Because of the large lot sizes and low-density development, these areas rely on OWTS and wells, where most of the soils are poorly suited for OWTS and the groundwater resource at Beavertail has low yields.

The Conanicut Park area is an exception, containing many smaller lots. Full development of these lots could cause a groundwater quality problem, although many have development restrictions from wetlands as well as the Zoning Ordinance, the High Groundwater Table and Impervious Layer Overlay District.

d. Conservation Areas

The Town's primary conservation area is located in the "Center Island" district and consists of the Jamestown Brook watershed, wetlands, farmland, salt marsh, Great Creek, recreation areas, and an abundance of the cultural and historical resources of the Island. There exists a very small amount of residential development in this area, including farmhouses and outbuildings.

Other conservation areas include Dutch and Gould Islands, Ft. Getty, Mackerel Cove Town Beach, Sheffield Cove, and Ft. Wetherill and Beavertail State Parks.

State, local, and private efforts have served to permanently protect approximately 29% of Jamestown, including Dutch and Gould Islands and three farms in the Windmill Hill Historic District. Priority areas for preservation have been the center island farmland and lots in the Jamestown Shores. Over 100 lots have been preserved in the Jamestown Shores through Town ownership, and the recently preserved Dutra and Neale Farms are protected through conservation easements that restrict future development. Although owned by a private foundation, Watson Farm is considered permanently protected because the deed specifically states that the farm must be maintained as such with specific restriction to future development.

The area in the north and south pond watersheds is zoned RR-200, requiring 200,000 square feet, nearly five acres, for a single-family house.

There are no public services in this area, and it is anticipated that no other public services will be needed or provided in the future.

MAP 2

Land Areas

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

- Roads
- Highways
- Streams
- Jamestown Shores
- Conservation Area
- Rural Residential
- The Village
- Waterbodies

Source: RIGIS, E911 Roads, & The Town of Jamestown

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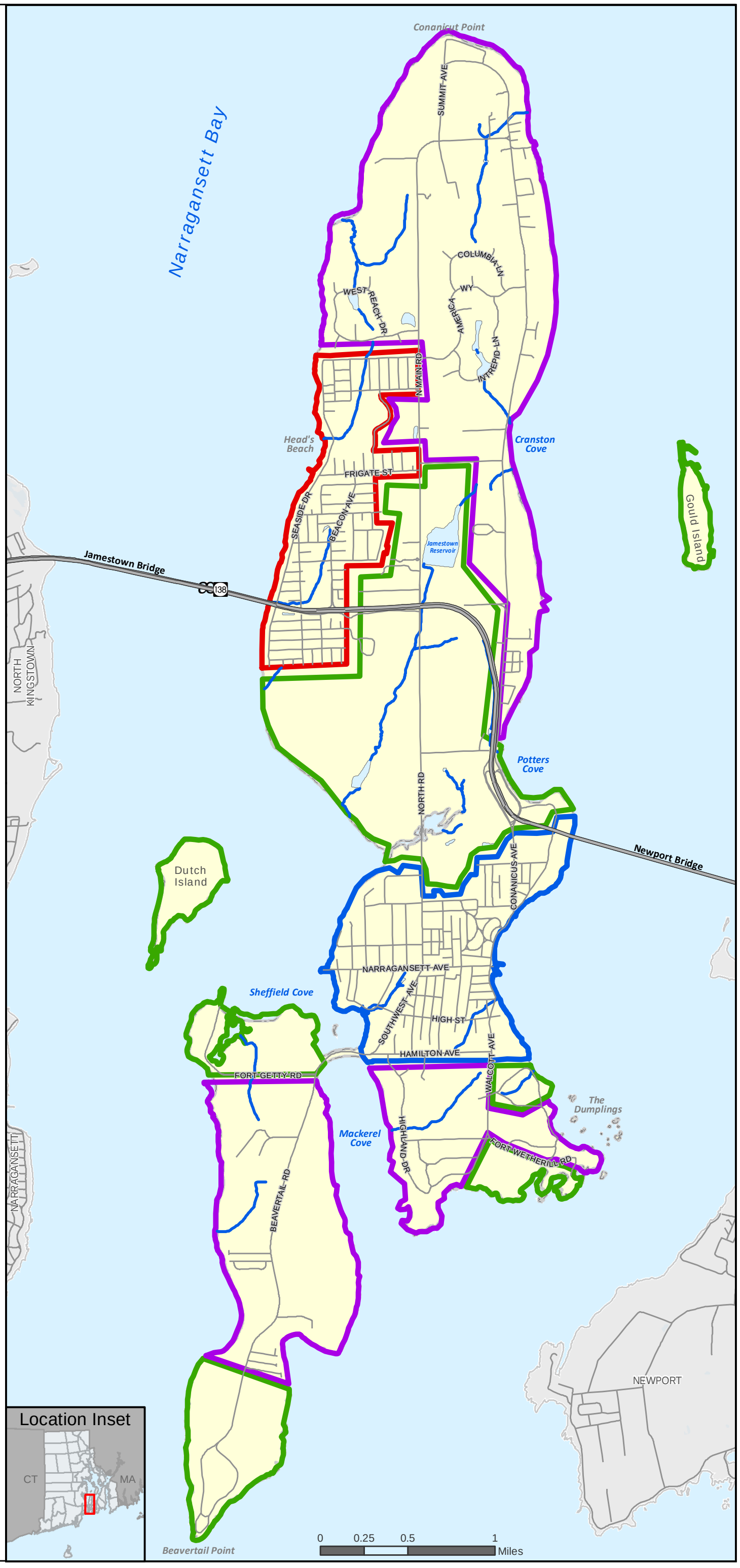

Justin Jobin
Jamestown GIS Dept.
May 2014

3. Current Land Use

Table B-1 – Land Uses, 2000 and 2011

2000

LAND USE	ACRES	%OF AREA
Roads	605	10
Agriculture	**508**	**8**
Perm. Protected	66	1
Developable	442	7
Commercial	43	1
Municipal	55	1
Institutional, Religious	38	1
Perm. Protected	**1104**	**18**
Conservation	989	16
Recreation	115	2
Vacant	1188	20
Residential	2493	41
Farm Forest/Open Space	821	14
TOTAL LAND AREA	6034	

2011

LAND USE	ACRES	%OF AREA
Roads	468	8
Agriculture	**606**	**10**
Perm. Protected	588	10
Developable	18	0
Commercial	58	1
Municipal	55	1
Institutional, Religious	38	1
Perm. Protected	**1175**	**19**
Conservation	672	11
Recreation	503	8
Vacant	875	14
Residential	2782	46
Farm Forest/Open Space	916	15
Gould Island	51	
Dutch Island	89	
TOTAL LAND AREA	6057*	

Map 3 – EXISTING LAND USE depicts state land use mapping completed by Rhode Island GIS

*Land Use Methodology and Notes:
There are differences in how the land use was calculated in 2000 compared to 2011. The 2000 Land Use charts were developed by manually comparing a print out of the Tax Assessors Data (mainly state code and assessed area) with printed GIS Parcel and Land Use Maps. The Town's GIS Program has greatly expanded since 2000, and the 2011 Land Use Data was developed by importing the tax assessment data into GIS and linking it to the tax parcel database. This allowed the GIS Department staff to determine land use area based on a combination of data layers. Some of these layers included zoning, town roads, open space, protected land, and conservation easements. It is also important to note that the road acreage includes only Town-owned roads and was calculated based on the area of the entire right-of-way and not just the pavement surface area.

Roads - There are 74.47 miles of roadway with an average 50-foot right-of-way width and 24 acres of toll and bridge ramps.

Agriculture - Jamestown contains eight working farms – Dutra, Neale, Hodgkiss, Watson, Jamestown Community Farm, Beaverhead, Fox Hill and Godena. In 2007 the development rights to the Dutra and Neale farms were purchased by the Town of Jamestown, The State of RI, The Nature Conservancy and the USDA . Watson farm is currently owned by Historic New England. Although Historic New England is not an organization whose main goal is land preservation, Watson farm property is considered protected from development because of the very specific language regarding preservation and development in the deed from Thomas Carr Watson to all future owners of the property. Godena farm was purchased by the Conanicut Island Land Trust in 2009. Hodgkiss farm was the first farm to be permanently protected from development through willingness of the owner and a joint venture of the Town, The Nature Conservancy and the State of Rhode Island. Both Beaverhead and Fox Hill Farms are privately-owned, active farms and protected from development by conservation easements to The Nature Conservancy (See the Agricultural section within RECREATION and OPEN SPACE for further information)

Commercial - All commercial property and property which is partly commercial and partly residential.

Municipal - The Town transfer station and former landfill, sewer and water treatment plants, highway garage, former highway garage at Ft. Wetherill, Jamestown Schools, Philomenian Library, Town Hall, Recreation Center, police and fire stations.

Institutional / Religious - All Churches and Cemeteries.

Conservation and Recreation - Includes permanently protected public and privately owned lands, such as: the golf course, Fort Wetherill State Park, Beavertail State Park, Fort Getty Town Park and Campground, Taylor Point, all Audubon land, Gould Island, Dutch Island, Shoreby Green, local parks, Marsh Meadows & Great Creek Marsh, Mackerel Cove Beach, Conanicut Battery, and others.

Vacant - Privately owned vacant land and undeveloped Farm, Forest and Open Space land which is not included in the Agricultural Land Use category.

Residential - Single-family homes, multi-family and residential condominiums. This category includes oversized subdividable lots that currently have residential use.

4. Zoning

Jamestown's first Zoning Ordinance was enacted in 1935. The existing Zoning Ordinance was adopted in 1995 and is consistent with the current Comprehensive Community Plan and the state enabling legislation with respect to Zoning. It has been amended several times since 1995. Jamestown's Zoning fairly closely emulates the land use with some exceptions. (See Map 6 - COMPARISON OF FUTURE LAND USE AND ZONING in Chapter 5 of the Land Use Section)

MAP 3

Existing Land Use

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

Features

- Highways
- Roads

Boundaries

- Jamestown
- RI Municipal

Landuse 2011 *

- Beaches
- Low Density Residential
- Medium Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Commercial
- Mixed Use
- Institutional
- Transportation & Utilities
- Cemeteries
- Developed Recreation
- Agricultural
- Undeveloped
- Rock Outcrops
- Water
- Wetland

Protected Lands

- Protected Lands **

* Data obtained from RI Statewide Planning

* * Local & State Conservation Lands obtained from RIGIS

(May Contain developed land that is partially preserved by easement or deed restriction)

Source: RIGIS

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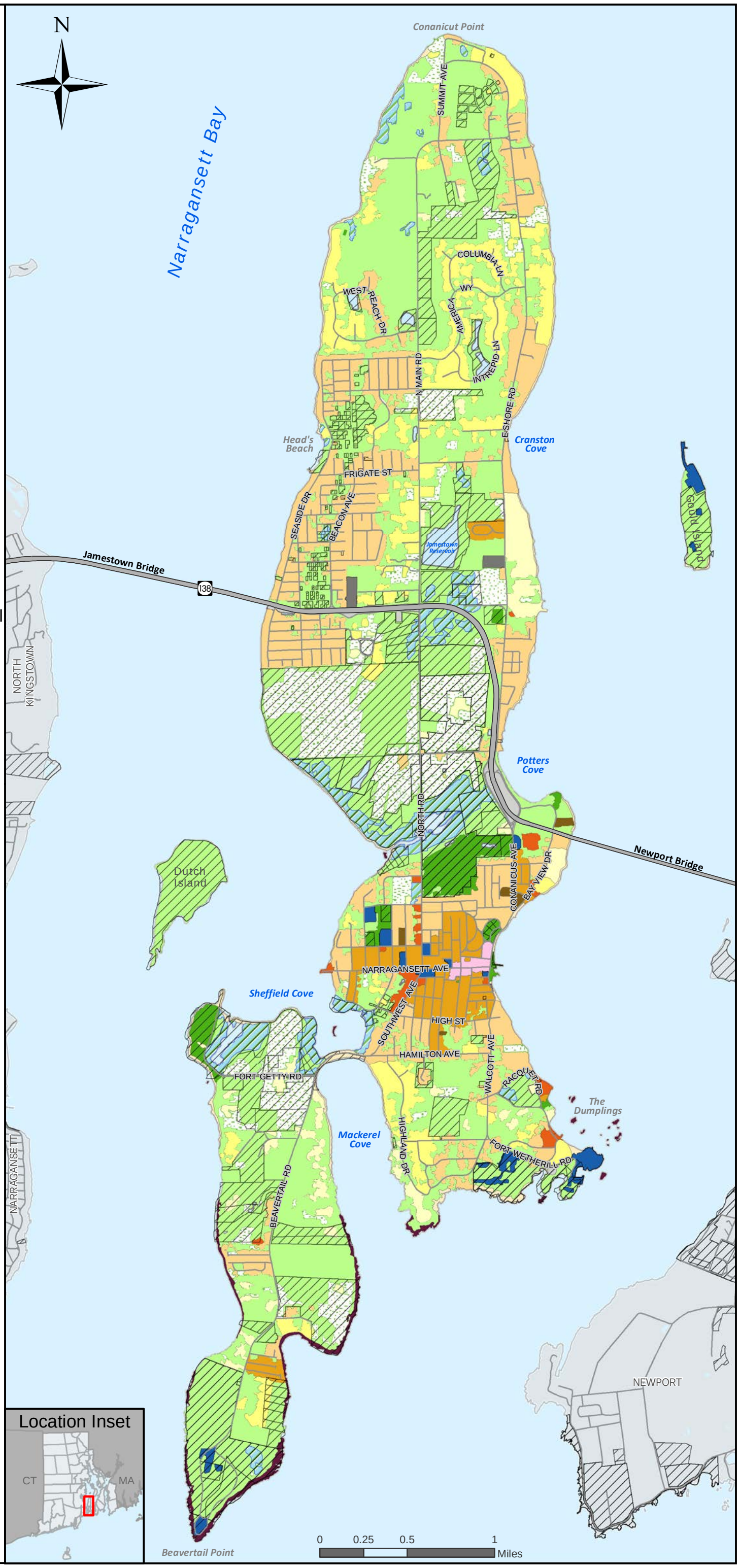
Justin Jobin
Jamestown GIS Dept.
May 2014



The Town's Zoning Ordinance divides the community into twelve Zoning Districts as follows (see Map 3 – Existing Zoning):

Open Space I (OS-I) - This district, added by amendment on March 22, 1999, is the Conservation Preserve District and is intended to preserve, protect and enhance where appropriate environmentally sensitive and natural resource areas such as conservation areas, watersheds, reservoirs, wildlife refuges and wetlands.

Open Space II (OS-II) - This district, also added by amendment on March 22, 1999, is the park and recreation district and is intended to allow agriculture and recreation activities that will not substantially impact the historic, scenic and/or environmental character of the zoning district, nor compromise natural resources.

Rural Residential District RR-200 - This district is intended to protect the Town water supply reservoir while permitting residential dwelling at low density.

This Zoning District encompasses the approximately 1,000-acre Jamestown Brook center-Island watershed area excluding some areas of publicly owned land which is zoned Open Space. A minimum lot size of 200,000 square feet is required for residential construction in this district. The land use emphasis is on farming and large-lot residential. Development plan review is required for some new development in this zoning district.

Rural Residential District RR-80 - This zone is designated to allow land uses that will not substantially impact the rural character of the zoning district, nor compromise natural resources.

Approximately 50% of the entire land area of Jamestown is zoned RR-80. Areas zoned RR-80 include most of the northern end of the Island, the Dumplings neighborhood, and most of the Beavertail peninsula.

This zoning district requires a minimum of 80,000 square feet for residential construction. Permitted land uses of the RR-80 zoning district include residential construction, farming, and different types of recreational development. A special exception from the zoning ordinance and additional acreage are required for the construction of multi-family dwelling projects. Non-residential development is limited to parking, customary home occupations/home offices, storage and transfer of fishery equipment and non-commercial boat storage as permitted uses and marinas and various commercial outdoor recreational uses, various government, educational and institutional uses, public utility structures and/or ship and boat storage and repair, and solid-waste transfer stations by special exception. The Town transfer station is located here.

Residential District R-40 - This zone is intended to limit the growth of densely settled neighborhoods, which rely on OWTS and private wells. The small-lot subdivisions, which would be illegal under current regulations, present potential groundwater contamination

problems if not adequately restricted. In some instances, this zone also serves as a transition between R-20 and RR-80.

The R-40 Zoning District includes the Jamestown Shores neighborhoods, areas along East Shore Road (south of Eldred Avenue), property along the southern border of the Jamestown Creek, property east of Bay View Drive and south of Hamilton Avenue, and the Clarke's Village and Bonnet View neighborhoods on Beavertail.

The primary land use of the R-40 districts is single-family housing although multi-family uses are allowed by Special Use Permit and some farming and recreational development is permitted. Commercial development is limited to customary home occupation and home offices as permitted uses, and marinas, along with their associated commercial parking and/or ship and boat storage and repair by special use permit.

Residential District R-20 - This zone is intended to maintain the neighborhood integrity of the area directly adjacent to traditionally densely developed sections of the village area. This district is designated to allow controlled growth in areas immediately outside the village which are served by municipal water or sewer.

This district encompasses areas along Conanicus Avenue including Shoreby Hill, the West Ferry neighborhood, and property along the north and south sides of Hamilton Avenue. A minimum lot size of 20,000 square feet is required for residential development. All of these areas have public water and sewer services available.

The Zoning Ordinance allows for residential development as a permitted use and duplex and multi-family by special exception. Some farming and recreational development is permitted. R-20 zoning allows customary home occupation and home offices as permitted uses and marina and/or ship and boat storage and repair by Special Use Permit.

Residential District R-8 - This zone is intended to maintain the neighborhood integrity of traditionally densely developed sections of the village. Most of this area is developed, and infill housing should generally conform to the character of the neighborhoods.

Land in this zoning district is about 106 acres or almost 2% of the total land area of Jamestown. The R-8 district is located both north and south adjacent to the commercial downtown area of Narragansett Avenue. Primarily, these areas consist of residential development with some scattered multi-family housing. With a minimum lot size requirement of 8,000 square feet, the high density of the R-8 district is supported by public water and sewer services.

Permitted uses in this district include residential development and duplexes. Limited farming and at home office or customary home occupation are allowed by right. The development of recreational facilities, commercial parking areas and multi-family dwelling structures are also allowed by Special Use Permit.

Commercial Limited (CL) - The purpose of this zone is to be a transitional area between strictly residential and commercial uses. Many of the uses that are permitted in the commercial district cannot be located in this district except by Special Use Permit.

The CL Zone contains approximately 40 acres along North Road and Southwest Avenue. The minimum lot size requirements range from 8,000 square feet to 20 acres depending upon land use. Most types of residential construction are allowed in this district and various commercial activities are permitted uses. Some industrial non-manufacturing activities and other retail trade are allowed by Special Use Permit. This district contains 80% (32 acres) residential, including single-family residential use and duplex or multi-family use. The CL district contains 20% commercial use (8 acres); mixed-use buildings incorporating both residential and commercial uses are included as well as municipal and recreational use.

This district has available public water and sewer to support residential and commercial development. Current land use in the CL zone includes single-family residential housing units, multi-family housing units, senior housing complex, the Philomenian Library, Jamestown Playground, various automobile service and repair businesses, office condominiums, etc. This zoning district contains the most diverse land use in the community.

Commercial Downtown (CD) - Jamestown's central business district. This district should encourage business that enables pedestrian use. Zoning requirements should encourage construction to the curb, and feature retail at the street level.

The Commercial Downtown area is about 23 acres total land area located along Narragansett Avenue. Approximately 99% of the 23 acres is currently developed. Fifty-one percent of land in the CD district is in commercial use, while 23% is in residential use. Permitted commercial uses (excluding hotels/motels) do not require a minimum lot size although parking requirements may limit use. Required setbacks are minimal in this area. Allowable uses include most types of residential and commercial development. Special use permits are required for other commercial activities, industrial non-manufacturing, and recreational activities. The various residential and commercial activities are supported by Town water and sewer services.

The Town owns approximately 15% of the land in the CD district including the Town Hall, Fire Station, Ambulance Barn, waterfront and public parking areas. Religious institutions occupy approximately 10% of the land.

Commercial uses dominate the eastern CD district although many structures accommodate mixed uses of both commercial and residential properties. Single-family dwellings, along with churches and Town buildings, predominate at the western end of this zone.

Commercial Waterfront (CW) - This district is intended to encourage water-dependent land uses. Located at the east and west termini of Narragansett Avenue, the CW district encompasses only about two and one-half acres of land. The Zoning Ordinance allows the development of single-family homes and duplexes in this district although a special-use

permit is required for multi-family structures. Most industrial non-manufacturing is prohibited, but fishing industry is allowed in the CW zone. Very limited commercial and recreational development is permitted in this zone, although yacht and beach clubs with no alcoholic beverages and ship- and boat-building businesses are permitted.

The majority of land at both East and West Ferry is used for waterfront-related boating activity. There are two lots zoned CW at East Ferry. One lot is a small beach area that is owned by the Town and provides public waterfront access and a public boat ramp. The other lot at East Ferry is privately owned and is currently used for small boat and dinghy storage with a commercial marina utilizing the riparian area. At the West Ferry the wharf forming the end of Narragansett Avenue is owned by the Town and leased to a commercial marina operator. Private land zoned CW to the north is used for commercial parking, marina and boatyard activities while the lot to the south is used for a single-family home.

Downtown Condominium (DC) - A single lot. One structure containing no more than thirty-six (36) residential condominium units of not more than two (2) bedrooms each, and accessory parking for residents, their guests and municipal parking purposes. Intended to allow residential uses compatible with the compressed location at the corner of the Commercial Downtown district.

Public (P) - A zone accommodating a range of public and semi-public uses. Parcels included in this district include the Town Hall, Fire Station, Sewer and Water Treatment Plants, Library and other such public/municipal uses.

Special Districts. Two special districts that overlay the zoning districts define special requirements for the overlay areas:

<u>High Groundwater Table and Impervious Layer Overlay District</u> - This district encompasses specific areas of the town where natural physical limitations render the land suitable for development with development restrictions. These are areas where nonconforming lots predominate, no public sewer and water are available, and the water table is within four feet below the original grade or where the depth to impervious layer is within five feet below original grade. These conditions create severe limitations for development and require special design and/or infrastructure in order to be safely developed. Lots 40,000 square feet or greater are exempt from this section. The purpose of this district is to invoke development standards for development within these areas. Applications for development meeting these development standards may be reviewed administratively.

<u>Jamestown Village Special Development District</u> - The standards found in this Article encourage traditional neighborhood patterns such as exist in Jamestown Village today. This district is intended to protect and complete these patterns while encouraging housing that is diverse and affordable for all Jamestowners, so that all new development will be harmonious and compatible with existing Village character. The Village, officially referred to in this Article as the Jamestown Village Special Development District, is defined as those areas within the R-20, R-8, CW, CL, CD, DC and P Zoning Districts as shown on Map 4 – EXISTING ZONING.

MAP 4

Existing Zoning

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

- Streams
- Highways
- Roads
- Water
- SSD

Zoning Districts

- OS-I
- OS-II
- CL
- CD
- CW
- DC
- R-8
- R-20
- R-40
- RR-80
- RR-200
- P
- Jamestown

Source:
RIGIS
The Town of Jamestown

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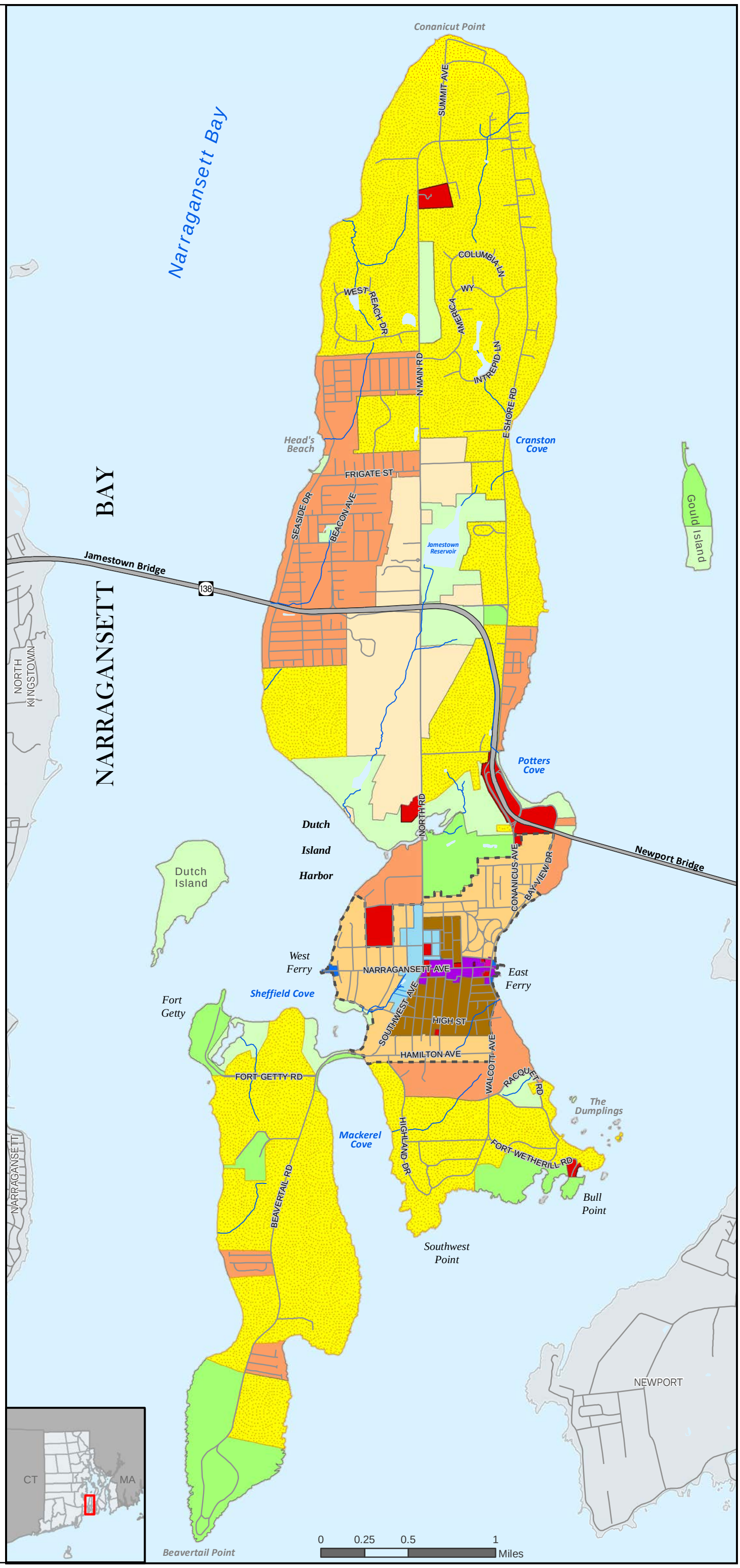

Justin Jobin
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May 2014

5. Future Land Use

The future of Jamestown's land use has become more predictable as we near development buildout; less than 15% of the land in Jamestown remains undeveloped, down from 23% in 2000. Jamestown has made great strides in the areas of public potable water and land preservation in the last decade. There is a national trend towards green energy and sustainable communities and Jamestown has embraced that trend in many ways. Jamestown should prepare a "Sustainability Plan" that addresses not only land use issues but economic development, circulation, housing and public facilities. The issue of sustainable energy systems should be addressed in detail in the land use regulations with specific siting guidelines for all areas of Jamestown.

Although Jamestown's demographic, housing, and income statistics have changed, the residents' vision for Jamestown remains fixed. Jamestowners still, for the third decade, agree that the primary goal for Jamestown is to maintain the rural character. Jamestowners overwhelmingly value its small town character, the natural environment, recreational and leisure activities, its regional location and access to the bay. Also of value to Jamestowners, according to the 2010 Jamestown Community Survey, are the school system, the quality of life, and the sense of community.

Jamestown's largest land use issue is still potable water. Although this threat to growth and development has not significantly deterred either to date, the issue of total water capacity remains a question for the island. Significant improvements to the public water supply system, the Town's Wastewater Management Program, and its active land acquisition program have contributed to increasing the public water supply system capacity and protecting the private well-water quality. The Town Council and the Board of Water and Sewer Commissioners should continue to study the future water needs of Jamestown. Jamestown's growth rate should be managed to insure that the Town's water capacity is able to adequately supply future population growth. Although the zoning is Rural Large Lot Residential, the land use within the Town's drinking water watershed should continue to remain largely open space.

One growth control currently being used by some property owners on a volunteer basis is the State's Farm, Forest, and Open Space Act Program. This Program allows property owners to be taxed on the current use-value of their property if it meets certain criteria as farmland, open space, or forest land as defined by the State of Rhode Island's Department of Environmental Management (RIDEM). The use-based tax evaluation is less than the tax based upon the traditional "highest-and-best-use" methodology used by tax assessors. A fifteen-year commitment is required for participation in the program, although an applicant can withdraw at any time subject to a penalty. Participation in this program has tax benefits to the land owner. The "stalling" of development by such tax incentive programs provides the Town, in conjunction with other land-preservation sources, a greater chance of permanently protecting valuable properties by phasing in the opportunities for preservation over time. In essence, the longer a property can be kept from development, the greater the chance of finding funding to purchase important property.

Ten percent of all land in Jamestown is permanently protected farmland. The preservation of the Dutra and Neale farms in 2009 contributed significantly to this figure. Both farms are highly visible from the major north/south and east/west circulation routes and their preservation contribute significantly to the bucolic atmosphere of the center island. The conservation easements of these farms support retail sales of goods produced on the premises. The Town should commit to defining what that means to the Town through stakeholder and Planning Commission meetings.

In addition to farmland, other areas of Jamestown need to be protected to safeguard the Island's natural environment and finite resources. Areas worthy of preservation and protection from development include: the public drinking water supply watershed, both coastal and freshwater wetlands areas, scenic views, historic resources, unique and rare habitats, large habitat acreage, linkages connecting significant open spaces, properties that will help to protect the Jamestown Shores water quantity and quality, and any properties whose preservation and protection will protect the water resources of Jamestown. Other areas may be preserved to reduce the full buildout and subsequent stress on our finite resources. The Planning Commission should explore whether additional growth controls are needed or feasible with the assistance of professional consultants. Potable water is currently experiencing the most stress and would be a good starting point for exploration.

Both the 1998 and 2010 Community Surveys have identified scenic views to be very important to residents. Scenic views should be protected from rampant vegetation growth by allowing vegetation management. The Tree Preservation and Protection Ordinance should work towards protecting our historic and scenic views on Jamestown.

Jamestown's village should continue to be pedestrian friendly. The Downtown Improvement Project funded through the Rhode Island Department of Transportation's (RIDOT) Transportation Improvement Program successfully fostered this walkable village atmosphere. The historic development pattern of the downtown village provides for minimal off-street parking. Although many existing businesses are unable to meet the parking requirements required in the Zoning Ordinance, development or conversion of future commercial buildings must attempt to meet the required standards.

The Town amended the Zoning Ordinance parking requirements for commercial businesses and adjusted the standards for buildings with greater than 50% building lot coverage as of the date of the revision. The Planning Commission should develop a "Creative Economies" Plan that identifies Jamestown assets and provides creative strategies for strengthening Jamestown's local economy. Although there are few vacancies in commercial buildings in the village, the empty storefronts in the 1970s and 1980s should serve as a reminder as to why we need a healthy business community.

There should be no expansion of the existing commercially zoned districts. Site Plan Review within the Village Special Development District should continue to work to provide visually and physically compatible buildings in the downtown. New businesses should consider the needs of residents, and their buildings should fit the scale of existing

development. Development Plan Review should be considered for commercial development currently existing in non-commercial zones.

The Town has begun to address the indoor-recreation space needs of the Town through the Town Buildings and Facilities Committee. In 2011, the Golf Course Building was determined to be structurally unsound and in need of significant repairs to meet the purpose of public assembly. The Town Council has hired an architect to design a new facility to replace the Caddy Shack and ticket sales office as well as to accommodate any additional storge needs.

In addition the Town should continue to look for additional recreation space in the north end of Jamestown. The development of the soccer facility on Eldred Avenue in 1995 was a step forward in meeting the Town's recreation needs. The opening of the Godena farm by the Jamestown Land Trust provides an area for passive recreation. But there is still an unmet need for additional active recreation facilities in the northern Jamestown area as well as additional indoor facilities throughout the Island. The current Town recreation facilities (recreation center and school facilities) are reaching capacity with their use being almost constant. Our recreation center also meets the cultural needs of the Town by providing space for activities such as the community theatre and various arts and crafts shows. If new property is acquired or built for recreation, it should be zoned accordingly to allow recreation activities.

Town facilities should be located in the most appropriate areas of Town. Maximizing facilities while minimizing costs is a priority. The Town's Five-Year Capital Budget Program should continue to identify priority projects. Determining locations and development of new projects should be a community process. The Highway Garage and the Town Hall Complex are the two biggest projects that have been discussed in the last ten years. The 1997 Highway Barn Committee and the 2001 Buildings and Facilities Committee were both formed to provide a recommendation to the Town Council on the size and location of the new Highway Garage facility. This process was successful and should serve as a model for future decisions. The Town should also proceed with the environmental program underway at the Transfer Station Site including capping of the landfill which was funded by voters through a bond referendum in November 2011.

Greenways and linkages should be developed throughout the Island to encourage safe alternative modes of transportation and to alleviate our dependence on the automobile. This will reduce pressure on our downtown parking issues as well as promote a healthy and sustainable environment and population and help maintain our Island character.

Land and home prices are at an historical high point. The Town and the Affordable Housing Committee and Church Community Housing Corporation should continue to actively pursue affordable housing to add to its "permanently affordable" housing stock. The Town should embrace other non-profit affordable housing advocates or developers to further our goal of 10% affordable housing.

The Town has continued to explore ways to promote conservation of open space and natural resources, and to preserve its rural character. There is however, a danger that

traditional zoning may not be entirely effective in creating and preserving major community-wide open spaces, promoting a network of greenways and protecting key resources such as farmland and drinking water supply watersheds. The use of conservation development subdivision planning techniques is recommended in order to preserve open space and important natural and cultural features on a site proposed for residential development, and to permit reasonable use of the land for residential purposes.

As a means of implementing the land use, conservation and open space policies contained within this Plan, the Town supports the concept of Conservation Development. This term describes a relatively new type of residential development, in which, exclusive of wetlands and other types of land unsuitable for development, the majority of flat, dry and otherwise buildable land is protected from clearing, grading, and construction by creating open spaces and by reducing lot sizes in order to achieve full-yield density. It is permitted under State enabling legislation as a Land Development Project, similar to cluster development. However, conservation design differs from clustering in three important ways:

1. First, it sets much higher standards for the quantity, quality and configuration of the resulting open space.
2. Second, the Town can exercise greater influence on the design of new conservation subdivisions. This flexible approach requires the development plan to be based upon the natural and cultural site features, rather than upon the selection of the best building areas.
3. Third, the protected land is also configured so that it will, wherever practical, contribute to creating an interconnected network of open space throughout the community, linking resources areas in adjoining subdivisions and/or providing buffers between new development and preexisting sensitive lands or developed neighborhoods.

This technique is an important tool that should be used to protect and enhance the Town's rural, small-town character, a goal that is expressed very strongly throughout this Plan. By preserving large areas of open space, and by situating development in compact areas, the Town can create viable neighborhoods while at the same time avoiding sprawling, land-wasting suburban-type subdivisions.

The Town will also consider allowing the open space created in a conservation development to remain in private ownership if the use is limited to agriculture, habitat or forestry. In such cases, the Planning Board, as part of its review of a conservation development, will make positive findings as part of the record, setting forth the basis for such ownership.

Map 5 – FUTURE LAND USE depicts eleven different future land uses. The uses and intensities are described below:

Open Space – Private – The future land use designation of private open space/private conservation was created to depict areas permanently protected from development that are not for public use. Only publicly owned open space is shown as zoned Open Space (I and II) on the Map 4 – EXISTING ZONING.

Open Space or Recreation – Public – These properties are publicly owned properties appropriate for open space or recreation uses.

Commercial Limited - The purpose of this zone is to be a transitional area between strictly residential and commercial uses. This area is appropriate for a mix of residential uses including single-family (maximum 5.4 dwelling units per acre), duplex residential uses (maximum 8.7 dwelling units per acre), specially approved multi-family residential uses (maximum 16 dwelling units per acre), and a variety of boating industry, commercial, and industrial non-manufacturing uses. Strict review of all uses should occur to ensure they are in keeping with the village character of Jamestown.

Commercial Downtown - Jamestown's central business district - This district should encourage businesses that enable pedestrian use. Zoning requirements should encourage construction to the front property line and retail at the street level. Residential uses appropriate in this district include single-family (maximum 5.4 dwelling units per acre), duplex (maximum 8.7 dwelling units per acre), and specially approved multi-family uses (maximum 16 dwelling units per acre). A range of Special use permits are required for other commercial, industrial non-manufacturing, and recreational activities. Strict review of all uses should occur to ensure they are in keeping with the village character of Jamestown.

Commercial Waterfront - This district is intended to encourage water-dependent land uses. Strict review of all uses should occur to ensure they are in keeping with the village character of Jamestown.

High Density Residential - This zone is intended to maintain the neighborhood integrity of traditionally densely developed sections of the village serviced by public sewer and water. Infill housing in this area should generally conform to the character of the neighborhoods. This area is appropriate for single family (maximum 5.4 dwelling units per acre), duplex (maximum 8.7 dwelling units per acre), and specially approved multi-family residential uses (maximum 16 dwelling units per acre). This area also contains one lot specifically designated for high density residential condominium use at the northwest corner of Narragansett Avenue and Conanicus Avenue currently known as the Bay View Condominiums.

Moderately High Density Residential - This district is intended to maintain the neighborhood integrity of the area directly adjacent to traditionally densely developed sections of the village area. This district is designated to allow controlled residential growth in areas immediately outside the village that are served by municipal water or sewer. This area is appropriate for single-family residential (maximum 2.18 dwelling units per acre) and specially

approved multi-family residential (maximum 2.6 dwelling units per acre) uses as well as agricultural uses.

Moderate Density Residential - This zone is intended to limit the growth of densely settled, environmentally sensitive neighborhoods that rely on OWTS and private wells. This district also serves as a transition between the village area and outlying rural residential areas. This district is appropriate for primarily single-family residential (maximum 1.09 dwelling units per acre) use as well as specially approved multi-family residential (maximum 2.6 dwelling units per acre) and agricultural uses.

Low Density Residential - This zone is designated to allow primarily single-family (maximum .54 dwelling units per acre), specially approved multi-family residential (maximum 2.6 dwelling units per acre), and agricultural uses that will not substantially impact the rural character of the area nor compromise natural resources.

Very Low Density Residential - This district is intended to protect the Town water supply reservoirs while permitting primarily single-family residential use at low density (maximum .2 dwelling units per acre). Also appropriate for agricultural uses.

Two additional land use designations are shown on Map 5 – FUTURE LAND USE:

Potential Bikeway/Walking Path Routes - Bikeway and walking path routes are depicted to show areas appropriate for bikeways, greenways, and pedestrian trails.

Public Facilities - The Public Facility designation indicates areas which may be appropriate for a range of public and semi-public uses.

The Public Facility designation indicates areas which may be appropriate for a range of public and semi-public uses. Due to the nature of this district, all parcels included are either publicly or semi-publicly owned. Properties taken out of public ownership in the future should be reviewed and amended as appropriate in both the Comprehensive Plan and the Zoning Ordinance. Future publicly acquired properties should be reviewed upon acquisition for their appropriateness for public use and the Future Land Use Map amended if necessary and zoned accordingly.

The majority of properties designated as Public Facility encompass one lot with a range of sizes. In many instances the existing public facility covers only a portion of the lot, leaving space for expansion. The appropriateness of new or expanded public facilities and their compatibility with the surrounding area should be considered when siting new or expanding public facilities in the future.

Public facilities can and should be a source of community pride. Their location, design and cost should be thoroughly vetted through public meetings and comment to ensure public acceptance. New and retrofitted facilities should be sustainable in their design and construction to the highest degree feasible.

6. Comparison of Future Land Use and Zoning

There are several areas where Map 5 – FUTURE LAND USE is inconsistent with Map 4 – EXISTING ZONING. Specifically, these areas are shown on Map 6 - COMPARISON OF FUTURE LAND USE AND ZONING. The open space land shown in green includes parcels acquired by the Town and not zoned Open Space. All open space areas shown are recommended for Open Space I zoning. Plat 1 Lot 47, shown in red on Map 6 - COMPARISON OF FUTURE LAND USE AND ZONING, is owned by the Town and is utilized as part of the landfill cap and associated drainage. This area is recommended for Public zoning to be consistent with the adjacent town owned land.

The Town will bring the Zoning Map into conformance with the Future Land Use Map within 18 months of State approval of this Comprehensive Community Plan.

7. Consistency with State Guide Plan

The Town has reviewed and is familiar with the State Guide Plan elements. This Comprehensive Plan – 2009 was written to be consistent with the State Guide Plan Elements, including Land Use 2025 (See Map 7 – LAND USE 2025, RI Land Use Policies and Plan).

MAP 5

Future Land Use

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

Features

- Highways
- Roads
- RI Municipal
- Open Space - Private
- Open Space or Recreation - Public
- Commercial Limited
- Commercial Downtown
- Commercial Waterfront
- High Density Residential
- Mod. High Density Residentil
- Moderate Density Residential
- Low Density Residential
- Very Low Density Residential
- Town / Public Facility
- North Pond Path (Proposed)
- Potential Bikeway Route

Source:

RIGIS,
RI Statewide Planning,
& The Town of Jamestown

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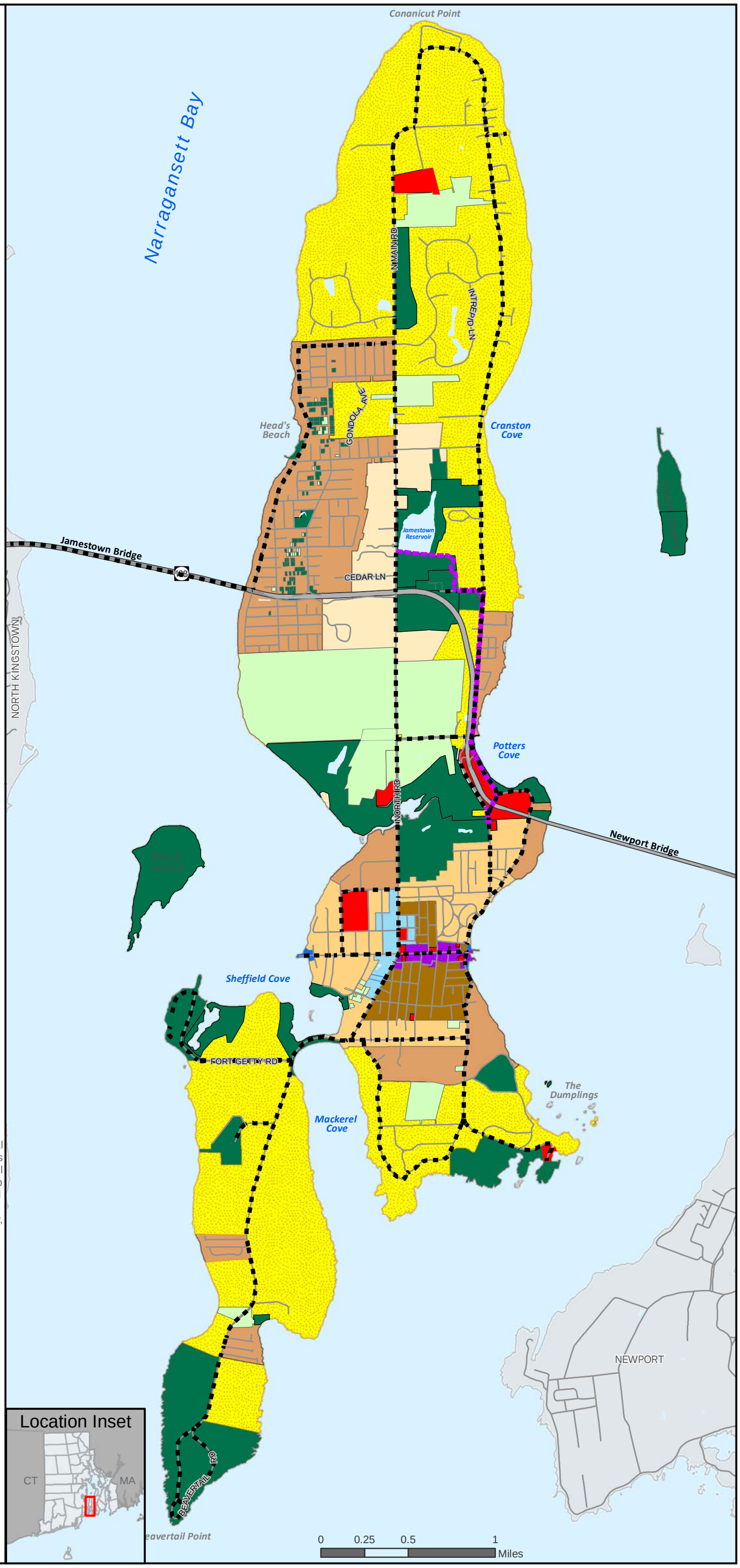

MAP 6

Comparison of Future Land Use & Zoning

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

- Streams
- Highways
- Roads
- Water
- O.S. Land
- Plat 1 Lot 47

Notes:

Town Owned Plat 1 Lot 47 is zoned as Residential 80,000 and is shown as Public on the Future Land Use Map

The Town Owned Jamestown Shores Conservation Lots are Zoned as Residential 40 and shown on the Future Land Use Map as Public O.S.

Plat 4 Lots 86. 87, 98, & 115 are zoned RR-200 and are shown as Public O.S on the Future Land Use Map

Source:
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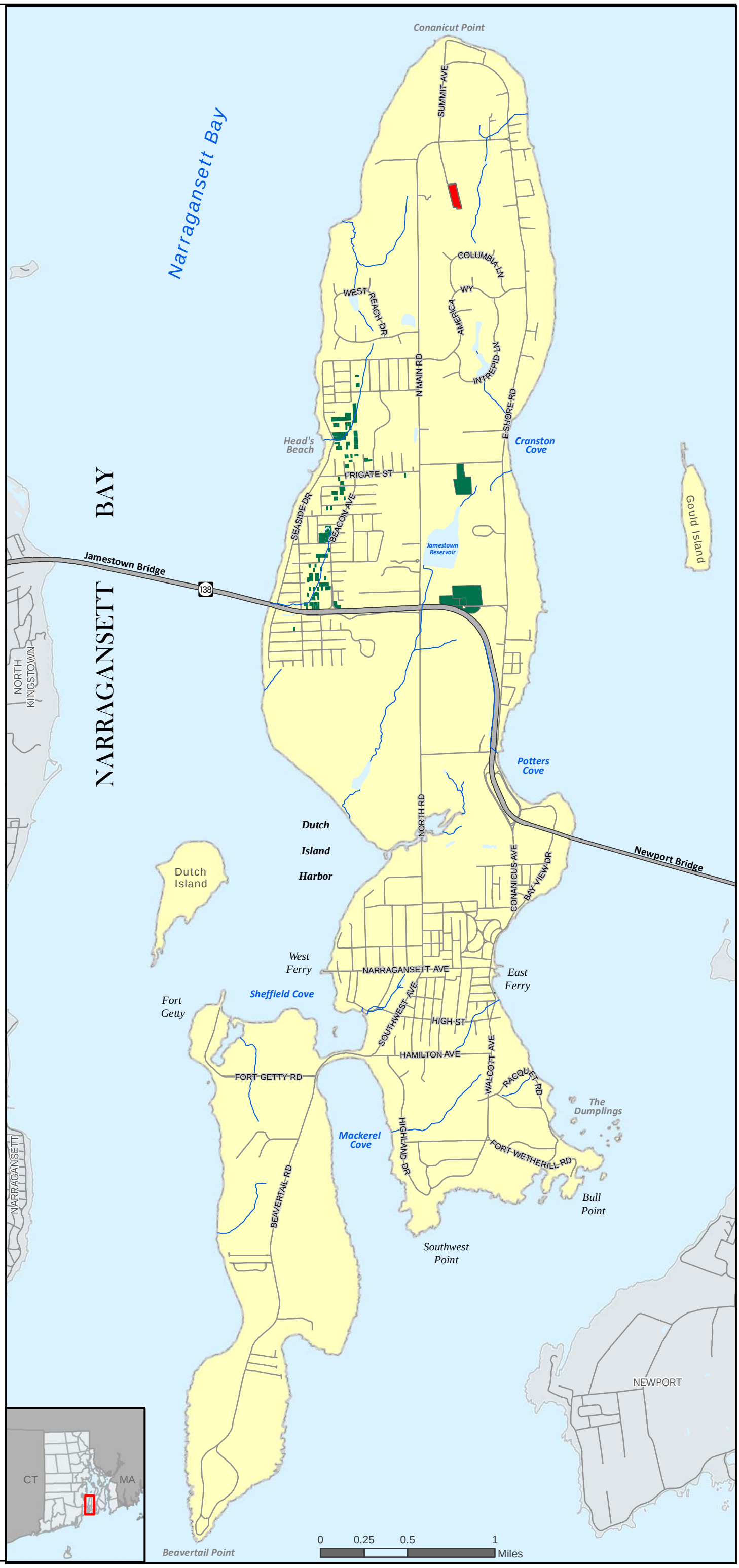

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Jamestown GIS Dept.
May 2014

MAP 7

Land Use 2025: RI Land Use Policies and Plan

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

- Highways
- Roads
- Streams
- Urban Services Boundary
- Town Facility

Land Use 2025

- Sewered Urban Developed
- Urban Development
- Non-urban Developed
- Reserve
- Conservation/Limited
- Prime Farmland
- Major Parks & Open Space
- Water Bodies

Source: RIGIS, RI Statewide Planning "Land Use 2025: Rhode Island State Land Use Policies and Plan" & The Town of Jamestown

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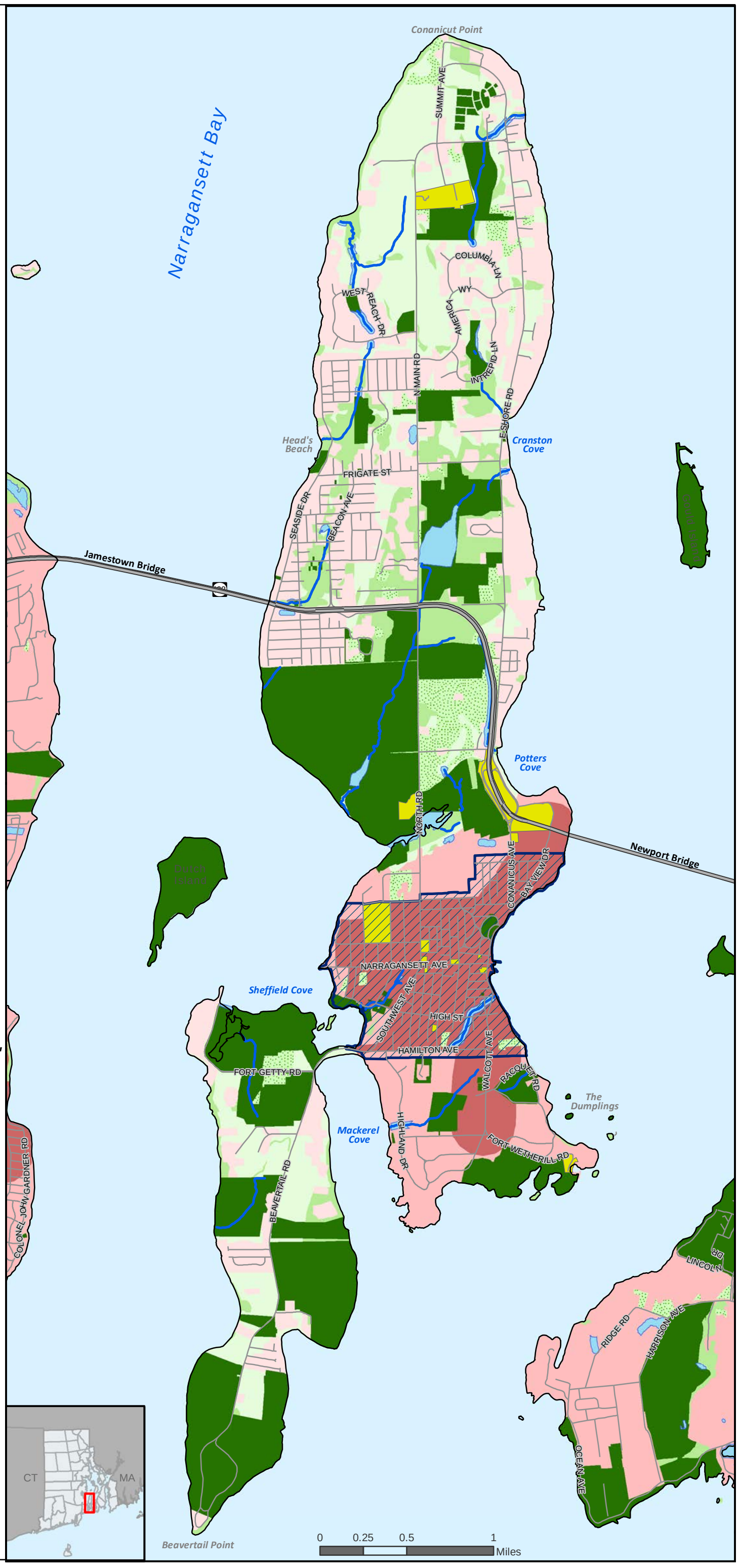

RIGIS

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C. POPULATION

The U.S. Census Bureau's 2010 population-count for Jamestown is 5,405 persons. This reflects a decrease of 217 persons and 3.8% in the last decade. The POPULATION GROWTH AND PROJECTIONS Table shows the population since 1900.

Table C-1. Population Growth and Projections
1900 - 2020

Year	Population	%Change in Decade
1900	1,091	
1910	1,175	7.1
1920	1,633	28.0
1930	1,599	(2.0)
1940	1,744	9.1
1950	2,068	18.6
1960	2,267	9.6
1970	2,911	28.4
1980	4,040	38.8
1990	4,999	23.7
2000	5,622	12.5
2010	5,405	(3.8)
*2020	6,609 (2004 estimate)	22.0
	5,487 (2013 estimate)	1.5
*2030	7,064 (2004 estimate)	6.4
	5,640 (2013 estimate)	2.3
*2040	5,674 (2013 estimate)	.6

Source: U.S. Census Bureau
*2020 – 2030 figures are Population Projections from the RI Dept. of Administration, Division of Planning, August 2004, updated April 2013.

The population of Jamestown grew steadily from 1940 until this decade. The 2010 Census showed a decline of 217 persons or a 3.8% decline in population. Population growth or decline is generally attributed to in/out -migration with a minor increase or decrease of births or deaths (natural increase/decrease). An analysis of the most recent mortality and birth data for Jamestown shows an average natural decrease of 278 between 2004 and 2009. If this data is extrapolated over the 10-year period of the census, then a population reduction of 107 would have occurred, indicating that 51% of Jamestown's population decline is attributed to out-migration and 49% from natural decrease.

In the 2000 Census there were 1,322 Jamestowners under the age of 19 and in 2010 there were 1043 Jamestowners under the age of 18. Based on these figures, it can be estimated that there was a decline of approximately 210 persons under the age of 18 over the last decade, which would account for almost the entire decline in population in Jamestown.

Rhode Island Statewide Planning released new population projections in April 2013. These projections are shown in the table above along with the previous estimates. There is a significant projected decrease over previous estimates based on the decrease in population realized in 2010.

The current population estimate does not include the Island's seasonal population, which is difficult to estimate. The 2010 Census notes that 21% of the housing units are vacant and the local Tax Assessor's records show that 27% of the tax bills are mailed out of town. If all the vacant units are occupied in the summer and the occupying families are on average the same size as the families of the winter population, our total population in the summer is about 6,800-6,900, which is 1,400-1,500 more people or a 27% increase over the year-round population. There is also an increase in the summer population from the Fort Getty Campground, the Wyndham Bay Voyage hotel and the Wyndham Time Share on Bay View Dr.

D. NATURAL AND CULTURAL RESOURCES

1. Physical Geography

To effectively plan for current and future land use, the physical land characteristics of Jamestown must be examined. The natural setting provides the framework upon which decisions must be made. Natural factors that determine or influence land use include soils, slope, topography, geology, hydrology, flood hazard potential, wetlands, and vegetation.

a. Soils

Soil characteristics strongly influence our use of land. The different soil types and their accompanying limitations influence development-site selection, population density, construction methods and overall design. More importantly, soils are an overriding factor in the determination of suitability for onsite wastewater treatment systems (OWTS). As such, they may determine the difficulty and expense with which development may take place in unsewered areas.

The U.S. Department of Agriculture and Soil Conservation Service conducted a soil survey for the State of Rhode Island. in 1981. Jamestown also had a detailed soil survey conducted in 1976 by the same agency. From these surveys, it was determined that most of the soils on Conanicut Island have limitations that affect development in one way or another.

An analysis conducted by the U.S. Department of Agriculture, Soil Conservation Service in 1990 divided soils into five types. These are described below (refer to Map 8 - SOILS ANALYSIS Restrictions to Development).

Few Restrictions to Development. These soils are generally suited for residential development although some soils in this group have moderate constraints for development. A case-by-case evaluation should be conducted. The constraints consist of very permeable soils that have a higher potential for groundwater contamination, slowly permeable soils that tend to have a greater septic system failure rate and extremely stony soils that are expensive to excavate and grade for residential development. Also included are disturbed areas, which are often suitable for residential development but which need site-specific evaluation. Examples are gravel pits, cut-and-fill areas and paved areas. Total acreage in this category is 3,380 acres or approximately 54% of the total land.

Soils in Jamestown that are included in this category are Agawam fine sandy loam (0%-to-3% slopes), Newport silt loam (0%-to-3% slopes), Poquonock loamy fine sand (0%-to-3% slopes), Newport silt loam (3%-to-8% slopes), Newport silt loam (8%-to-15% slopes), Newport Urban land complex, Poquonock loamy fine sand (3%-to-8 % slopes), Udorthents-Urban land complex, Urban land, Windsor loamy sand (0%-to-3% slopes), and Windsor loamy sand (3%-to-8% slopes).

Soils with Seasonally High Water Table. Soils in this group have a seasonally high water table at a depth of 1.5 to 3.5 feet from the surface for significant periods during the year. Many of these soils have additional constraints such as slow permeability or very rapid permeability.

Included in this category are the following Jamestown soils: Birchwood sandy loam, Pittstown silt loam (0%-to-3% slopes), Pittstown silt loam (3%-to-8%), Rainbow silt loam (3%-to-8% slopes). Total Jamestown acreage with this group of soils is 1,445 acres or 23% of total land. Refer to Map 9 – SOILS ANALYSIS Depth to Seasonal High Water Table).

Bedrock and Soils with Slope Constraints. Soils in this group have slopes in excess of 15% and/or have significant shallow to bedrock areas. The steep slopes increase the potential for soil erosion during construction and make construction of on-site septic systems difficult. Shallow soils and rock outcrops impair the construction of roads and the burial of utilities and on-site septic systems.

Soils included in this category in Jamestown are Canton and Charleston fine sandy loams, very rocky, (3%-to-15% slopes), which comprise 110 acres or 2% of the total land in Jamestown.

Hydric soils - Severe Constraints to Development. Soils in this group have water at or near the surface for significant periods of the year. These soils are generally classified as hydric soils.

The following Jamestown soils are included in this category: Adrian muck, Mansfield mucky silt loam, Matunuck mucky peat, Ridgebury fine sandy loam, Ridgebury, Whitman, Leicester extremely stony fine sandy loams, Scarboro mucky sandy loam, Stissing silt loam, and Stissing very stony silt loam. Total acreage of soils in this group is 995 acres and or 16% of total land.

All others - Severe constraints to development (rock, sand). Soils in this group consist of miscellaneous soil types that have significant constraints for residential development.

Jamestown soils included in this group are beaches, dumps, and rock outcrop - Canton Complex. Total acreage of soils in this group is 230 acres or 4% of soils in Jamestown. The remaining 1% of the land area in Jamestown is comprised of water bodies.

Generally speaking, Jamestown soils do not provide good opportunities for development. Outside of the central area of Town that has both public water and sewer service, virtually all development will encounter soil limitations and constraints in the form of rocks, ledge, wet soils, poor drainage characteristics, or a combination thereof, many of which may be overcome by proper engineering.

b. Prime Farmland Soils and Farmland Soils of Statewide Significance

Jamestown's soils show good potential for agricultural use (refer to Map 10 - SOILS ANALYSIS: USDA Farmland Type). The Soil Conservation Service[2] identified Prime Farmland Soils, which have significant potential for future agricultural use if other factors such as economics and geographical location warrant. Fully 72% of Jamestown's land area is in Prime Farmland Soils, and another 13% are classified as Farmland of Statewide Importance. A more detailed discussion of farmland can be found in the Conservation and Open Space Element.

c. Slope

Another factor to which development is sensitive is slope. Slope is the measure of the degree of change in the land's elevation. Slope is expressed as a percentage: the rise of the land (change in elevation between two points) divided by the run (change in distance between two points). Land is considered nearly level if it has a slope between 0% and 3%; gentle slopes range from 3% to 8%; moderate slopes range from 8% to 15%; and steep slopes are 15% or greater.

In areas of steep slope it is difficult to construct roadways and foundations and to provide sewer or water services. Development on steep slopes also causes problems such as soil erosion, surface water runoff, and pollution from OWTS lateral seepage. Areas of moderate slope produce moderate difficulties. Land with a slope of less than 8% has the greatest development potential except in some cases where very flat land may present drainage problems.

Most of Jamestown is gently sloping. Most areas of moderate and steep slope are found along the coast of the Dumplings, Beavertail and the ridges in the North end. There are also some moderate and steeply sloped areas in the Jamestown Brook Watershed.

[2] Important Farmlands of Rhode Island, USDA, NRCS (1993)

Table D-1 Jamestown Soils

Soil		Acreage
Aa	-- Adrian muck	10
Afa	-- Agawan fine sandy loam 0%-to-3% slopes	10
Ba	-- Beaches	85
Bc	-- Birchwood, sandy loam	680
CeC	-- Canton and Charleston fine sandy loams, Very rocky, 3%-to-15% slopes	110
Du	-- Dumps	15
Ma	-- Mansfield mucky silt loam	120
Mk	-- Matunuck mucky peat	120
NeA	-- Newport silt loam, 0%-to-3% slopes	250
NeB	-- Newport silt loam, 3%-to-8% slopes	1,265
NeC	-- Newport silt loam, 8%-to-15% slopes	250
NP	-- Newport - Urban land complex	200
PmA	-- Pittstown silt loam, 0%-to-3% slopes	225
PmB	-- Pittstown silt loam, 3%-to-8% slopes	525
PsA	-- Poquonock loamy fine sand, 0%-to-3% slopes	440
PsB	-- Poquonock loamy fine sand, 3%-to-8% slopes	700
RaB	-- Rainbow silt loam, 3%-to-8% slopes	15
Re	-- Ridgebury fine sandy loam	240
Rf	-- Ridgebury, Whitman, Leicester extremely stony fine sandy loams	15
Rk	-- Rock outcrops	15
Rp	-- Rock outcrop - Canton complex	115
Sb	-- Scarboro mucky sandy loam	265
Se	-- Stissing silt loam	205
Sf	-- Stissing very stony silt loam	105
UD	-- Udorthents - Urban land complex	125
Ur	-- Urban land	10
WgA	-- Windsor loamy sand, 0%-to-3% slopes	60
WgB	-- Windsor loamy sand, 3%-to-8% slopes	70
	-- Water bodies	25
	Total	6,270

Source: Soil Survey of RI, USDA, Soil Conservation Service, July 1981.

MAP 8

Soils Analysis Restrictions to Development

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

- Roads
- Highways
- Streams
- Waterbodies

Soil Restrictions for Development

- Group A- Few Restrictions to Development
- Group B- Seasonal High Water Table
- Group C- Steep Slope >15%
- Group D- Hydric Soils.
- No Data Available

Source: RIGIS, NCRS, & The Town of Jamestown

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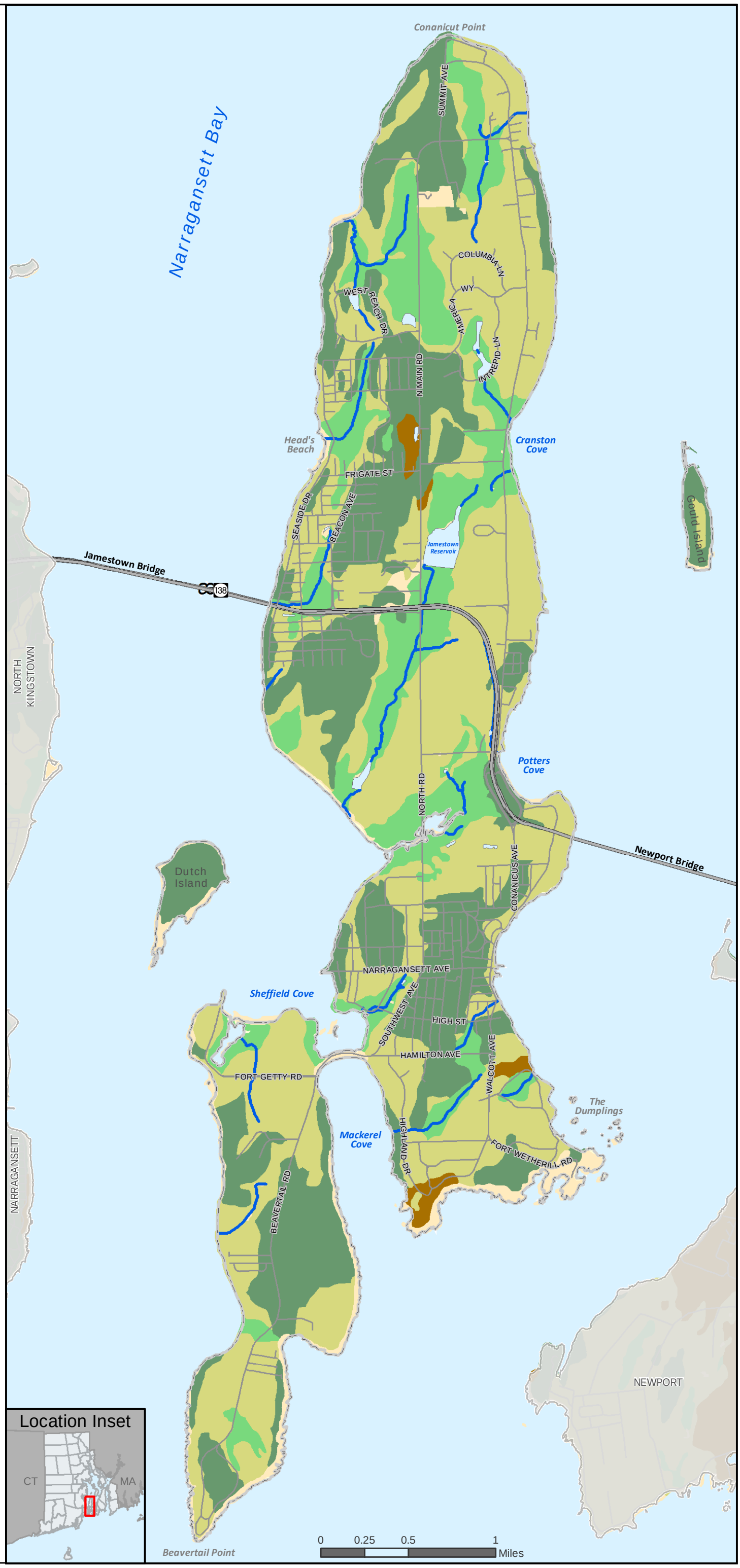
Jamestown GIS Dept.
May 2014



MAP 9

Soils Analysis
Depth to Seasonal
High Water Table

TOWN OF
JAMESTOWN
RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

Seasonal High Water Table

Depth (feet)

- +1 to -1 feet
- 0.0 to -1.5 feet
- -1.5 to -3.5 feet
- -2 to -4 feet
- > 6 feet
- Too variable to rate

Features

- Highways
- Roads

Boundaries

- Jamestown
- RI Municipal
- Other States

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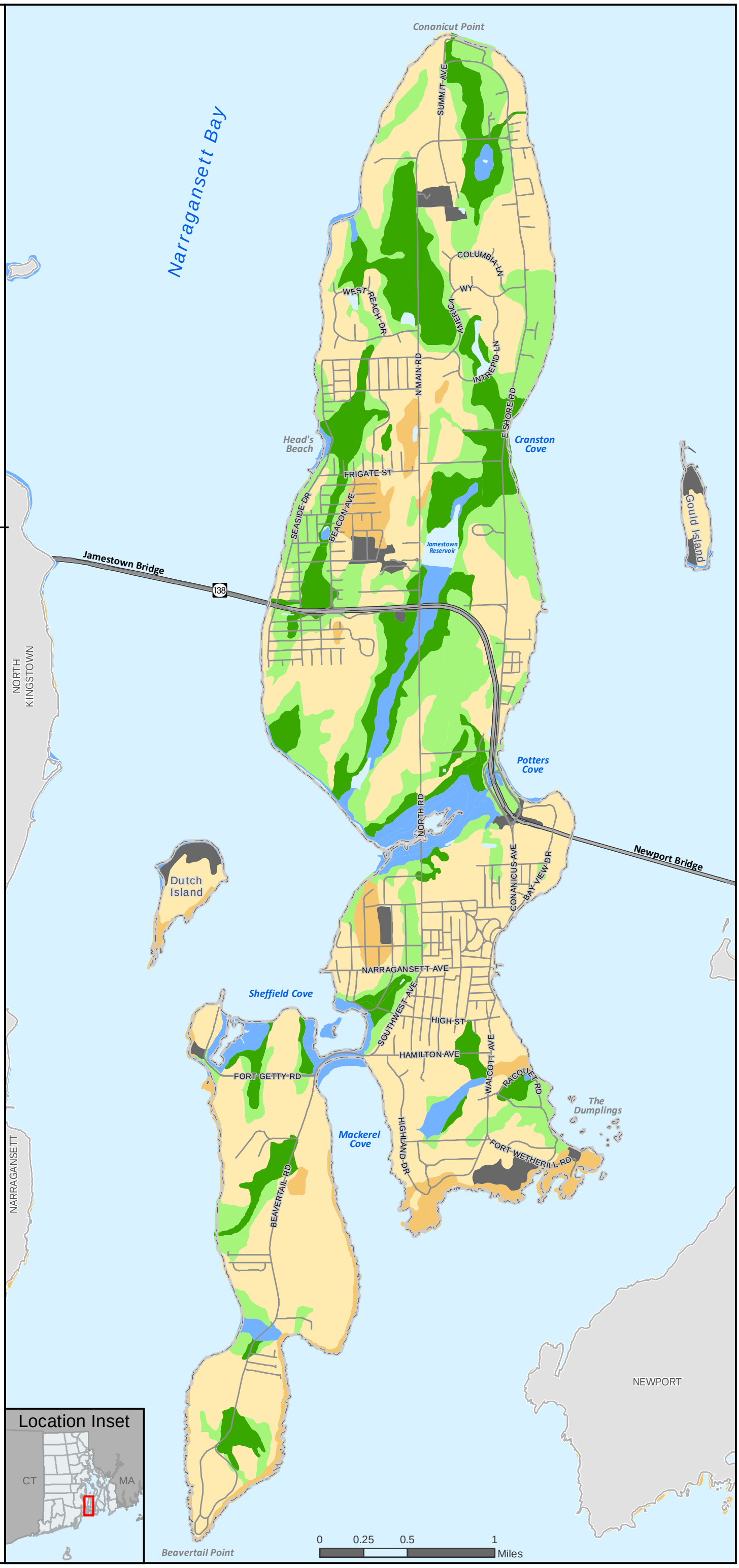

MAP 10

Soils Analysis
USDA Farmland Type

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

Roads

Highways

USDA Farmland Rating

Prime Farmland

Statewide Important Soil

Not Rated for Farmland

Boundaries

Jamestown

RI Municipal

Other States

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May 2014

Conanicut Point
Narragansett Bay
SUMMIT AVE
COLUMBIA LN
WY
WEST REACH DR
AMERICA
N MAIN RD
INTREPID LN
E SHORE RD
Head's Beach
Cranston Cove
FRIGATE ST
SEASIDE DR
BEACON AVE
Gould Island
Jamestown Bridge
138
NORTH KINGSTOWN
Potters Cove
NORTH RD
Newport Bridge
CONANICUS AVE
BAY VIEW DR
Dutch Island
NARRAGANSETT AVE
Sheffield Cove
SOUTHWEST AVE
HIGH ST
HAMILTON AVE
WALCOTT AVE
RACQUET RD
FORT GETTY RD
The Dumplings
Mackerel Cove
HIGHLAND DR
FORT WETHERILL RD
BEAVERTAIL RD
NARRAGANSETT
NEWPORT
Beavertail Point
0 0.25 0.5 1 Miles

d. Topography and Geology

Conanicut Island lies on a series of whaleback ridges that extend along the floor of Narragansett Bay. The Island was separated from the mainland during the Carboniferous period, when glaciers cut the East and West Passages.

The Island is essentially divided into three landmasses. The largest is the northern half of the Island. It rises to an elevation of about 140 feet above sea level and is characterized by parallel ridges running north south which create the Jamestown Brook Watershed. To the south, separated by Great Creek and extensive wetlands, is the Central Town area. During storms and extreme high tides, floodwaters may divide the north portion of the Island from the Central Island. The area is comprised of gently rolling hills with rugged rock outcrops in the Dumplings and Fort Wetherill area. The highest elevation is about 100 feet. To the southwest is the Beavertail peninsula. Located on another ridge, it is connected to the rest of the Island is by a sandy isthmus, Mackerel Cove Beach. Two hills comprise most of the peninsula with one rising to an elevation of 125 feet.

The undulating topography of Jamestown is caused by the very irregular surface of the underlying bedrock. The rocks are over 200 million years old and classified as pre-Pennsylvania and Pennsylvanian Age. These consolidated rocks are evident at the cliffs and outcrops of Beavertail, the Dumplings and Fort Wetherill. Unconsolidated deposits cover the bedrock of most of the Island. This is soil and rock carried from Northern New England by the glaciers and deposited when they melted and receded. The glacial deposits range in depth from under one foot to over forty feet. Almost all of these deposits are unstratified drift called till. Refer to Map 11 – TOPOGRAPHY.

e. Hydrology

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

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

MAP 11

TOPOGRAPHY

TOWN OF
JAMESTOWN
RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

- Roads
- Highways
- Streams
- Waterbodies

CONTOURS (Ft)

- 50
- 60
- 80
- 100
- 120

Boundaries

- Jamestown
- RI Municipal

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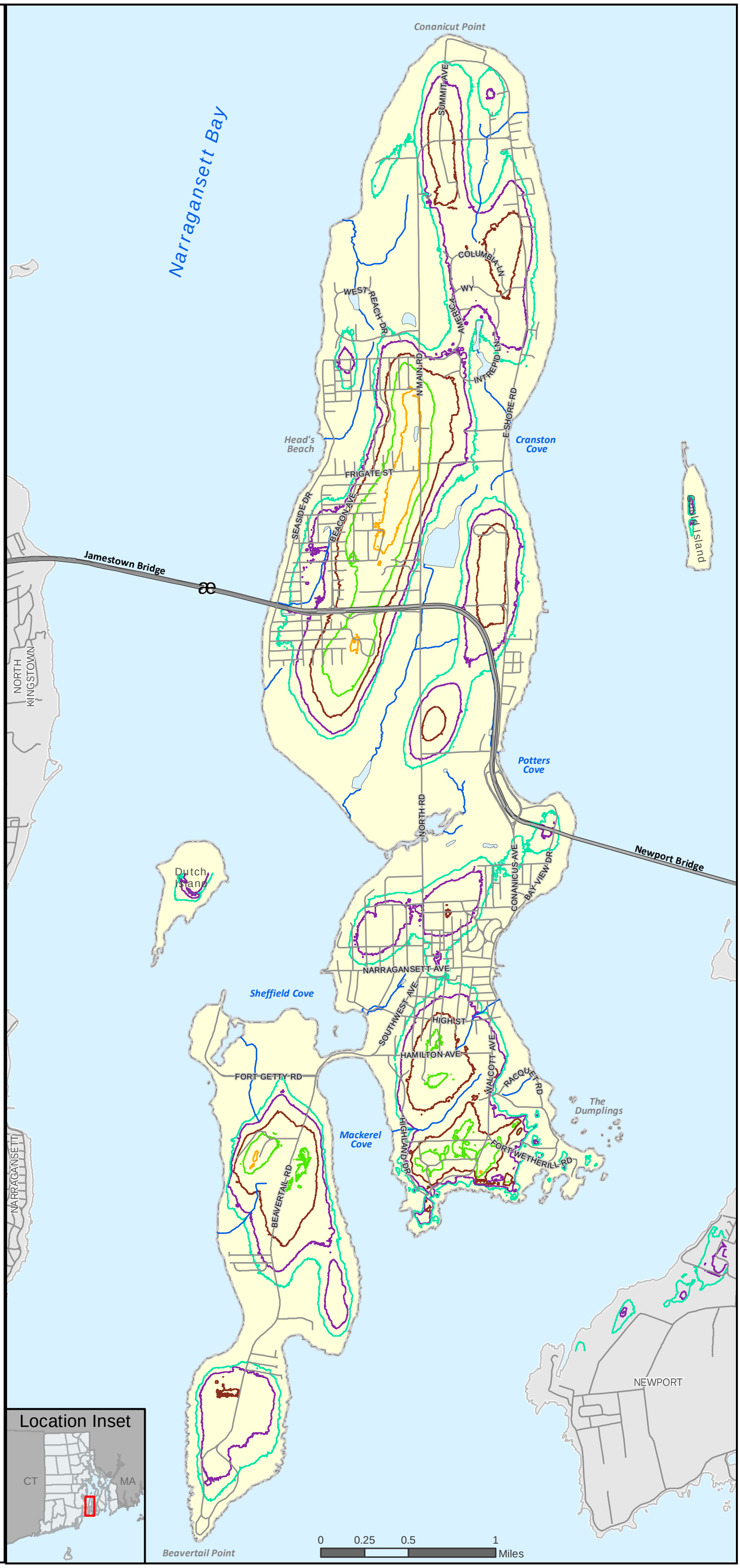

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Jamestown GIS Dept.
May 2014

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

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

f. Flood and Natural Hazard Risk

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

Table D-2 - Natural Hazard Risks by Severity

Hazard	Risk
Flooding	High
Hurricane/ Severe Storm	High
Nor'easter/Snow/ Ice (Winter Storm)	High
Drought	Medium
Lightning	Medium
Wildfire	Med/Low
Earthquake	Low
Tornado/Downspouts	Low

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

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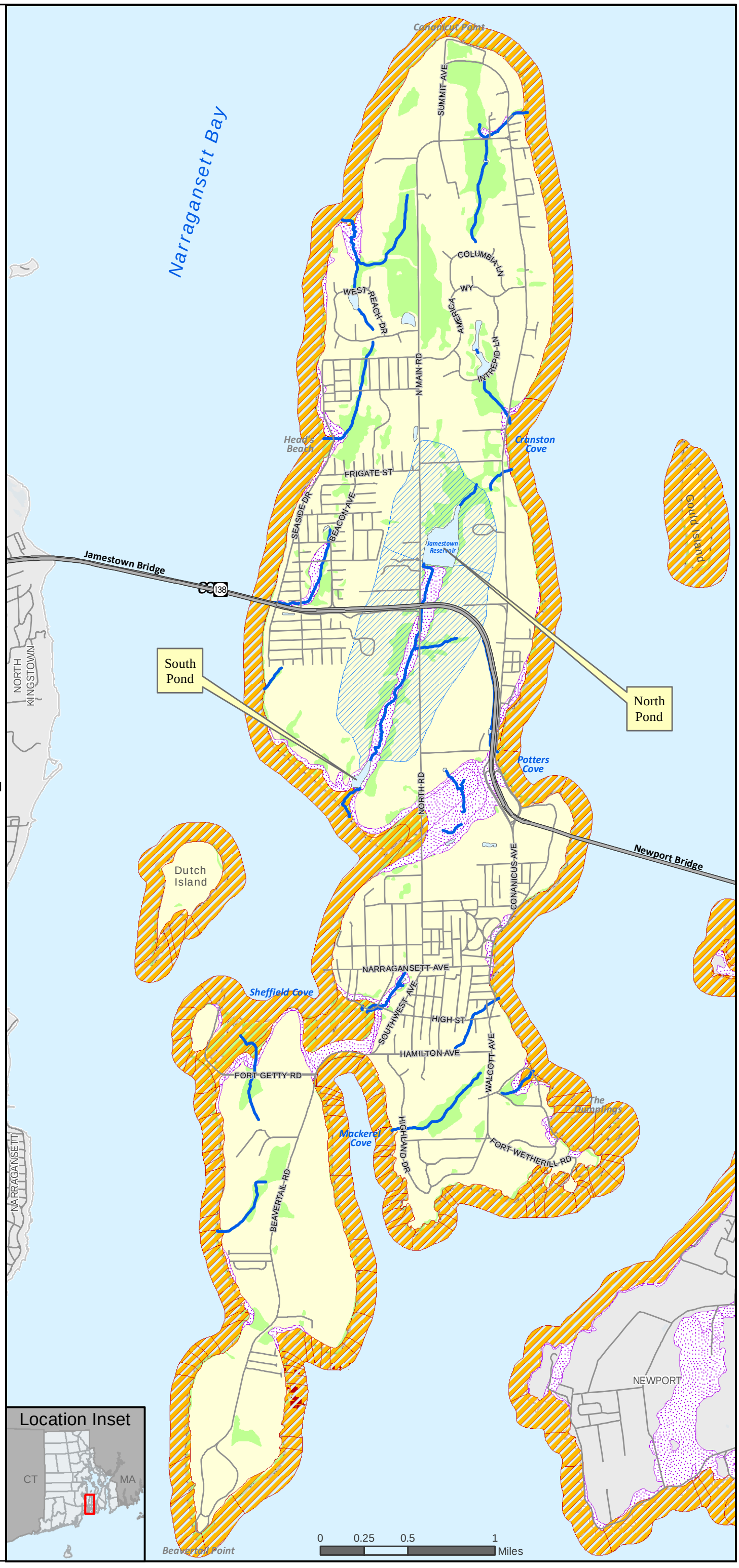

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May 2014

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

Floods are defined as the accumulation of large quantities of water in a short amount of time in a specific area. Extended wet periods can create saturated soil conditions, after which any additional rain runs off into streams and rivers, until river capacities are exceeded. Flash floods occur with little warning and produce rapid rises in water levels and that have devastating flow velocities. Storm-surge flooding occurs when water is pushed up onto otherwise dry land by onshore winds. Intense, low-pressure systems and hurricanes can create storm-surge flooding. Nine out of 10 hurricane fatalities are caused by the storm surge. Worst-case scenarios occur when the storm surge occurs concurrently with high tide.
Dams and levees are usually engineered to withstand a flood with a computed risk of occurrence. If the situation occurs where the dam fails or is washed out, the water behind it is released to become a flash flood. Failed dams or levees can create floods that are catastrophic to life and property because of the tremendous energy of the released water.
In March of 1936, New England experienced a flood that cost more than 150 lives and caused significant property damage.

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

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

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

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

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

The NFIP was created in 1968 to help cut the costs to taxpayers of federal disaster relief for flooding. In order for residents of a community to be eligible to receive flood insurance, the community must agree to abide by the NFIP's minimum requirements for floodplain management. These requirements include the adoption of a floodplain management ordinance or bylaw by communities interested in participating. In 2010, Jamestown adopted a "Community flood plain ordinance for special flood hazard areas" as part of the Zoning Ordinance.

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

Continuing in 2010, the Rhode Island Emergency Management Agency (RIEMA), FEMA, the U.S. Army Corps of Engineers and Rhode Island communities are cooperating to modernize the flood maps. New and revised flood maps are designed to view on a

computer, to use in Geographic Information System (GIS), or to print as paper maps. Flood maps are composites of a photographic base map, topographic data, and flood layers. Flood layers can be used with parcel information or other data to more easily determine if a specific building or site is in a Special Flood Hazard Area or Floodway.

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

2) Hurricanes and Severe Rainstorms

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

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

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

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

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

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

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

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

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

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

Nor'easters are similar to hurricanes in that they are coastal storms that bring heavy precipitation and very powerful winds. However, nor'easters are winter storms often accompanied by dramatic temperature drops and the possibility of frozen precipitation.

Southern New England is impacted by nor'easters of varying sizes and intensity once every few years.

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

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

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

4) Natural Hazard Risk Assessment

On September 21, 2001, Jamestown community officials formed the Jamestown Hazard Mitigation Committee. Committee members included the Jamestown Emergency Defense Director, Chief of Jamestown Police, Chief of Jamestown Fire and Rescue, Town Administrator, Building Official, Director of Public Works and the Town Planner. The committee discussed the town's vulnerability to natural disasters and steps necessary to complete a hazard mitigation plan. Evident during this meeting was that natural hazards are a serious risk to Jamestown that poses a threat to loss of life and destruction of property.

The committee realized that while a mitigation plan for Jamestown would be similar to others that have been completed, it would be unique because of the distinct geography of the town.

State law [RIGL 45-22.2-6(b)(10)] requires that a local Comprehensive Plan "include an identification of areas that could be vulnerable to the effects of sea-level rise, flooding, storm damage, drought, or other natural hazards. With mapping assistance from RI Sea Grant, URI Environmental Data Center and Statewide Planning, Map 13 – PROJECTED SEA LEVEL RISE was created and depicts the expected 3 to 5 foot rise in sea level that the RICRMC is predicting by 2100. Additionally, the map shows the 1938 Hurricane surge level which is, in all cases, landward of the projected "mean higher high water 5 foot sea level rise" line. Jamestown's rocky shoreline minimizes the impact of sea level rise to some degree and therefore there are relatively few structures in harm's way within the projected time period. The majority of vulnerable structures are residential and will be the focus of Jamestown's future mitigation and resiliency efforts.

MAP 13

Projected Sea Level Rise

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

N
W E
S

Legend

- Roads
- Mean Higher High Water (MHHW)
- MHHW plus 1' SLR
- MHHW plus 3' SLR
- MHHW plus 1' SLR and 3' Surge
- MHHW plus 5' SLR
- Hurricane of 1938 Surge Level

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0 1 2 Miles

Location Inset

Justin Jobin
Jamestown, RI GIS Dept
May 2014

RIGIS

5) Population at Risk

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

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

Table D-5 - Emergency Shelters for Jamestown

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

a) Elderly/Disabled

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

Jamestown's elderly population raises similar issues in terms of evacuation and natural disaster survival assistance. According to the 2000 census, Jamestown has an elderly population of 828. The elderly population may also require assistance in an evacuation or natural disaster event. Pemberton Apartments is the only elderly housing community on the island; it is located in the downtown area.

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

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

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

Table D-6 - National Flood Insurance Information for Jamestown

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

2. Water Resources

a. Coastal Resources

The coast is one of Jamestown's most valuable resources. The value of the coast is economic, recreational and aesthetic. The shore offers opportunities for a multitude of active and passive recreational pursuits as well as commercial and residential development. Jamestown residents and visitors as well as boaters on Narragansett Bay enjoy the Island's scenery and water related activities. The coast is also important as wildlife habitat and serves as a buffer to prevent property damage from flooding and erosion.

Narragansett Bay surrounds Conanicut Island on all sides. The Island separates the Bay into the East and West Passages. As the desire to live and recreate at the shoreline has increased over time, Jamestown's location has significantly contributed to the community's growth and development.

In Jamestown, all residents live less than half of a mile from the shoreline. Waterfront access is available through Town and State beaches, parks, and piers. Neighborhood waterfront access is provided by undeveloped public and private rights-of-way.

Jamestown's waterfront is an asset to the economy as it relates to tourism, fishing and recreational boating. To protect this asset, it is vitally important that the quality of the Narragansett Bay is maintained and improved. Water quality is discussed in further detail later in this section.

1) Public Waterfront

There are twenty-three miles of shoreline around Conanicut Island not including Dutch and Gould Islands. The majority of the coastline is privately owned and not publicly accessible. There are over five miles of publicly owned shore, not including Dutch and Gould Islands. The Town of Jamestown owns about one and three-quarter miles of coastline, the State of Rhode Island owns about three and one-quarter miles and the Federal

Government own approximately three-quarters of a mile on Beavertail Point. There are over 430 residential lots along the Island's coastline. Over 330 of these lots (over 75%) are currently developed. The following places are special public waterfront areas in Jamestown.

a) Beavertail State Park is recognized statewide as scenic rocky shore. Its cliffs offer an excellent vista over the lower bay. Beavertail is also the site of such geological phenomena as crystalline formations, metamorphic, quartz and basaltic intrusions. The Beavertail Lighthouse, on the National Register of Historic Places, is located at the southern end of the park and currently houses a lighthouse museum operated by the Beavertail Lighthouse Museum Association. The RI Department of Environmental Management (RIDEM) also operates a naturalist program and aquarium in the Foghorn Building.

b) Fort Wetherill State Park is located amongst the Dumplings and Ocean Highlands neighborhoods. This park is one of the most spectacular natural settings in RI. The area is composed of headlands, inlets, rugged cliffs and rock outcrops. The old concrete fortifications provide a fine maritime overlook. The coastline of the park is recognized nationally as a significant scuba and skin diving area. The high scenic value and the low intensity recreational use at the park make it a popular tourist attraction.

c) Mackerel Cove, Jamestown Shores, Potter's Cove, Fort Getty, and East and West Ferry beaches are all permanently protected for public use. The beaches are mostly used by local residents and have minimal facilities. A small, private beach, dock and float for swimming is operated by the Greens Pier Association located in the Dumplings area.

d) Fox Hill Marsh, Sheffield Cove Marsh, Hull Cove Swamp, Racquet Road Thicket and Great Creek Marsh, owned by the Rhode Island Audubon Society and the Town of Jamestown, are maintained as conservation areas. These areas are among the most ecologically sensitive areas and provide unique habitats and nursery areas for diverse wildlife.

2) Public Rights-of-Way

The Town of Jamestown and the Rhode Island Coastal Resources Management Council (CRMC) have designated numerous public rights-of-way on the Island. Public access to the water at these rights-of-way is usually through undeveloped roads. These areas are small in size and are typically utilized by neighborhood residents. At some rights-of-way adjacent private property owners have encroached upon the easement, making access difficult. Other amenities, such as parking, are limited or non-existent in many of these areas.

Although many additional public rights-of-way to the water are located in Jamestown, the Town has no official process for public designation of rights-of-way. Town, State or Federal ownership is paramount to the designation of "public" rights-of-way. A Town parking committee report entitled The Parking Committee's Report on Public Shoreline Access and Rights-of-Way in Jamestown lists all existing and potential rights-of-way in Jamestown. Of the 39 rights-of-way (see Map 14 - SHORELINE ACCESS: EXISTING AND POTENTIAL RIGHTS-OF-WAY) listed, thirteen are officially designated by the Rhode Island CRMC. In addition, the report assigns each of the 39 potential rights-of-way to one of three separate categories, called "priority" ratings. This priority rating serves to place each right-of-way into a category based on the functionality of the right-of-way to serve the public. For example, is there ample parking, access, and public facilities. The priority ratings as listed on the Map 14 have the following meanings:

Number 1 sites should be fully supported and maintained with existing parking and facilities.

Number 1 indicates that the Town assigns the site the greatest importance and priority for public access. These sites can support the most people, have facilities already in place, need little if any improvement, and should be fully maintained. It is interesting to note that the Number 1 sites in Jamestown alone constitute roughly 15% of Jamestown's total shoreline. The Town should give these primary sites the highest priority for full maintenance. These should be posted as public rights-of-way.

Number 2 sites. If all number 1 sites are fully functioning and there is further need to provide shoreline public access, these sites could be improved to provide (more) parking and access. Funds for construction, possibly CRMC or the RIDEM approvals, and maintenance would need to be committed to improve these sites.

Number 2 was given to sites that could also support larger numbers of people with parking but do not currently have the necessary facilities. Of second priority to the Town should be the development of these sites for additional publicized shoreline access areas. The Town should give these sites high priority for maintenance. Any additional parking or facilities should be considered only if the primary sites do not adequately fill the community need and budget allows. These should be posted as public rights-of-way.

Number 3 sites should be maintained as pedestrian access only sites.

Number 3 sites are largely neighborhood rights-of-way that in most cases were first established for neighborhood, pedestrian access. Most are in dense neighborhoods and are currently maintained by abutting neighbors for neighborhood access. 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. Unless the Town is able to make the commitment to do the above and continue to monitor, clean and maintain these rights-of-way, there is increased liability to the Town by posting them as public rights-of-way. Where there are or have been encroachments, it is advised that the Town mark the boundaries. The Town should not provide services, facilities or parking at these sites. Maintenance (mowing and clearing) may be provided if not done by the neighborhoods.

3) Dutch and Gould Islands

In addition to Conanicut Island, Dutch Island and Gould Island are part of the Town of Jamestown. These Islands provide open space and a relatively unspoiled shoreline. Dutch Island, which is located on the western side of Conanicut Island, is owned by the State and is managed as a Wildlife Management Area by the RIDEM's Division of Fish & Wildlife. Public access is not allowed, and the state has not provided any improvements to allow public access.

Gould Island is located on the eastern side of Jamestown. Its ownership is divided between the State of RI, which owns 16.9 acres on the south portion of Gould Island, and Federal Government, which owns 24.1 acres on the north end of the Island. The State portion of the Island is a Wildlife Management Area maintained for nesting wading birds by RIDEM's Division of Fish & Wildlife. Access is prohibited during the nesting season, April 1 through August 15. There are no public facilities available on Gould Island, and trespassing is prohibited in the federally owned area.

b. Freshwater and Estuarine Resources

Conanicut Island's water resources are particularly important because of the Town's exclusive reliance on surface and ground water for drinking water. No reasonable alternatives currently exist for permanent connections to other water supply systems. Local water resources must, therefore, be protected to ensure a continued source of drinking water. Our water resources are also important for their significant economic and recreational functions.

Jamestown's water resources include the Jamestown Brook watershed and reservoirs (North and South Ponds), freshwater and coastal wetlands, ground water, streams, and ponds. The public water supply system, including the watershed and the reservoirs, will also be discussed in the Public Services and Facilities Element.

MAP 14

SHORELINE ACCESS: Existing and Potential Rights-of-Way

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

Water

Roads

Highways

Boundaries

RI Municipal

Jamestown

Rights-of-Way

No 1 Priority Sites

No 2 Priority Sites

No 3 Priority Sites

No recommendation until further review

G CRMC ROW Designation

Sources:
RIGIS, CRMC
The Town of Jamestown

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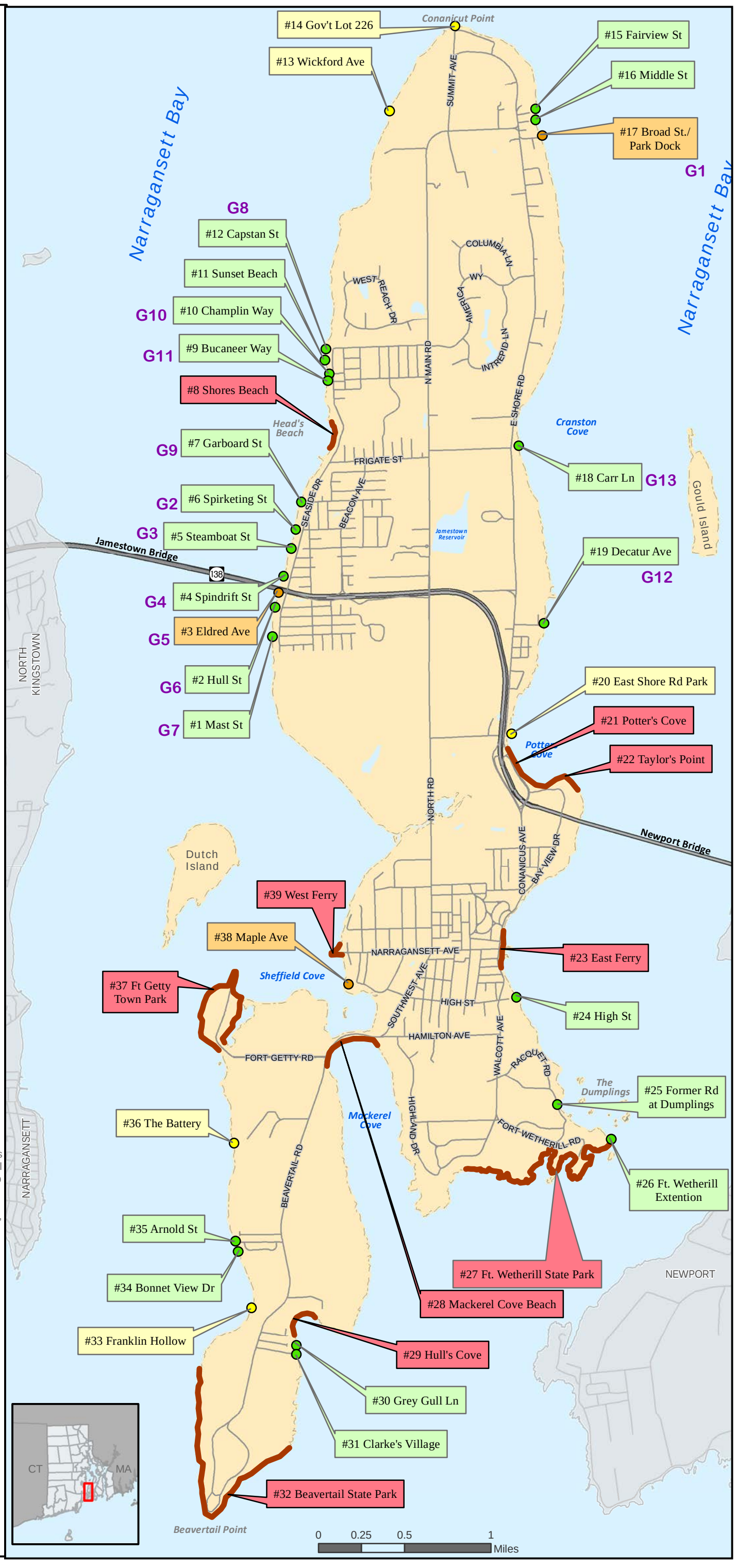
Jamestown GIS Dept.
May 2014



1) Wetlands

Wetlands are an important natural feature of Conanicut Island (refer to Map 12 - HYDROLOGICALLY SENSITIVE AREAS). Wetlands can be defined as transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. They may be identified by any of the following characteristics: vegetation, hydric soils, seasonal high water table or a saturated water regime. Wetlands are classified by location and characteristics and include salt marsh, tidal freshwater marsh, mudflat, wet meadow, bogs, cedar swamp and hardwood swamp. In addition, wetlands are defined by State law and in the Town's Zoning Ordinance.

Wetlands are among the most biologically diverse and productive ecological systems. They are valuable wildlife habitat because they provide significant feeding, nesting, breeding, resting, and nursery areas. Estuarine wetlands provide spawning and nursery habitat for fin fish, shellfish, and other invertebrates. Over one-half of the State's plant species that are rare, threatened, endangered, or of special interest or concern are wetland plants.

Water quality and quantity are also affected by wetlands. Wetlands are helpful in maintaining or improving water quality by removing and retaining nutrients, processing chemical and organic wastes, and reducing the sediment load of water. The efficiency of a wetland as a filtration and storage system depends on its size and quality. Wetlands affect water quantity by acting as a surface reservoir to store potential floodwaters and reduce peak flows downstream during periods of high rainfall. They also act to recharge the groundwater reservoirs serving wells. In addition, coastal wetlands are an effective buffer to flooding from storm waves and tides.

There are slightly over 1,000 acres of wetlands on Conanicut Island. This accounts for over 16% of the Island's area. There are 420 acres of freshwater wetlands and 585 acres of coastal wetland (including the entire intertidal zone around the Island). Students at the University of Rhode Island conducted a preliminary classification of all of the Island's wetlands in 1986. The most significant wetlands on the Island and their acreage are:

Jamestown Brook & reservoirs	176 acres
Hull Cove Swamp	104 acres
Round Swamp & Great Creek Marsh	94 acres
Fox Hill Marsh	58 acres
Carr Creek	32 acres
Sheffield Cove Marsh	22 acres

2) Center Island Watershed and the Public Reservoirs

The wetlands associated with Jamestown Brook are of great importance because they comprise part of the center island watershed. The watershed is about one square mile; approximately one-third is the North Reservoir watershed from which the Town currently draws its water. The remainder is the Jamestown Brook and South Reservoir watershed that is now used as a back-up source of potable drinking water. The South Reservoir watershed has increased in importance as the demand for public water has frequently outstripped supply.

Presently the watershed is only 17% developed. The area is established as a Watershed Conservation District and is protected by both the RR-200 Zoning District (1985) and the Open Space I District (1999). The RR-200 Zoning District requires a 200,000 square foot minimum lot size. The OS-I District is for publicly owned properties that need preservation and allows no development. Development within the Watershed Conservation District is limited to residential and agricultural. All new development in the RR-200 Zoning District requires a development plan review by the Planning Commission if the lot is less than the required 200,000 square feet in size.

A number of creative methods have been used for land protection in the public watershed. Combined Federal, State, local, non-profit and private initiatives have resulted in permanent protection of approximately 73% of the land in the watershed. These initiatives include purchase of development rights by the State Farmland Commission and The Nature Conservancy, financial contributions from the State's Departments of Transportation and Environmental Management for outright land purchase, and the donation of conservation easements to the Conanicut Island Land Trust by private developers as part of subdivisions.

Because of the area's historical significance, the regional Historic New England (formerly the Society for the Preservation of New England Antiquities) also owns property in the watershed that is permanently protected from development through deed restrictions.

The use of the State's Farm, Forest, and Open Space Act Program has been successful in protecting large agricultural parcels in the watershed from further development. This program, however, is voluntary and property owners are allowed to withdraw from participation at any time subject to a penalty.

At the present time, over 80% of the watershed area is either wetlands or publicly owned. Wetlands, however, may be subject to development dependent

upon regulations and their enforcement. In total, over 100 acres of open land in the watershed have the potential to be developed.

3) Streams and Ponds

Other than the Jamestown Brook and reservoirs, Jamestown has a number of perennial and intermittent streams and ponds located throughout the Island.

Ponds include Hammond Pond, Crusher Pond, Rosamund Pond, Tefft Pond, and Rainbow Pond. Hammond Pond is a natural pond that acts as a holding area for runoff. Rosamund, Tefft, and Rainbow ponds were constructed for drainage purposes as part of the development of the West Reach and East Passage subdivision projects. All of these ponds have wildlife, aesthetic, and recreational value. The water quality of these ponds is believed to be good. The Jamestown Conservation Commission has worked with the homeowner associations from both subdivisions in developing a management plan for all three man-made ponds.

Perennial and intermittent streams are part of the Town's natural drainage system into the Narragansett Bay and the Town's reservoirs. Streams are connected to wetland areas that serve as holding basins and drainage areas for runoff. These streams are identified and classified on Map 12 - HYDROLOGICALLY SENSITIVE AREAS.

c. Surface Water Quality

All surface waters of the State have been categorized according to the water use classifications defined within the Rhode Island Water Quality Regulations. These classifications are defined by the designated uses, or usage goals, for the water body and the water quality criteria necessary to protect those uses. The water quality classifications, including the partial use classifications, can be seen in the Water Quality Standards table and Map 15 - CRMC WATER DESIGNATIONS.

The water-quality uses criteria, or standards, are the water-quality goals for the water bodies. The existing water-quality conditions of a particular water body may not always meet the water-body standards. Even if the present condition of the water body does not support the water-quality goal, all activities requiring environmental regulatory permits must conform to the water-quality criteria for the goal designated for that water body. This is to help achieve and maintain that designated use goal in the future. Waters with higher water quality than the water-quality criteria are also protected to maintain their high quality under the State’s Anti-degradation Policy.

The majority of marine waters around Conanicut Island are classified as SA. A small area on the West Passage side of the Island at West Ferry, is classified as SA{b} to denote the marina and mooring fields which preclude shellfishing in that area during the summer. On the East Passage side of the Island, the area around the Wastewater Treatment Facilities discharge is classified as SB1 and SB. The area around East Ferry is classified as SB and SA{b}. The area north of Gould Island is classified as SB.

The SA and SA{b} portions of the Bay along Conanicut Island on the East Passage side of the Bay also fully support shellfishing and swimming and aquatic life uses. The SB and SB1 areas are not designated for shellfishing use. The data indicate the area as fully supporting swimming and aquatic life uses.

The Island's major fresh water bodies are the Jamestown Public Water Supply, which consists of North (Carr) Pond, South (Watson) Pond and Jamestown Brook. The State Department of Health monitors the North Pond for several parameters including turbidity, color, total suspended soils, sodium, pH, chloride, nitrate and total coliform. North Pond is in full compliance with the Class A drinking water standards. South Pond and Jamestown Brook are assessed as impaired for Class A drinking water due to high color and pathogens, respectively.

In 1978, the Town began construction of a municipal Sewage Treatment Plant to treat sewage that was being discharged directly into Narragansett Bay. This facility is located at Taylor Point. This facility provides secondary treatment and is adequately handling the current level of sewage. The plant's outfall is pumped into the East Passage waters off Taylor Point and also used to irrigate the Jamestown Golf Course during its times of usage. The Town recently completed a major rehabilitation on the facility to ensure that it can meet the demands of the Town until 2020. This upgrade was funded through a bond approved by the voters in November 2000.

Table D-7. Water Quality Standards

1. <u>Freshwater</u>

Class A*	These waters are designated as a source of public drinking water supply, for primary and secondary contact recreational activities and for fish and wildlife habitat. They shall be suitable for compatible industrial processes and cooling, hydropower, aquacultural uses, navigation, and irrigation and other agricultural uses. These waters shall have good aesthetic value.
Class B	These waters are designated for fish and wildlife habitat and primary and secondary contact recreational activities. They shall be suitable for compatible industrial processes and cooling, hydropower, aquacultural uses, navigation, and irrigation and other agricultural uses. These waters shall have good aesthetic value.
Class B1	These waters are designated for primary and secondary contact recreational activities and fish and wildlife habitat. They shall be suitable for compatible industrial processes and cooling, hydropower, aquacultural uses, navigation, and irrigation and other agricultural uses. These waters shall have good aesthetic value. Primary contact recreational activities may be impacted due to

pathogens from approved wastewater discharges. However all Class B criteria must be met.

Class C — These waters are designated for secondary contact recreational activities and fish and wildlife habitat. They shall be suitable for compatible industrial processes and cooling, hydropower, aquacultural uses, navigation, and irrigation and other agricultural uses. These waters shall have good aesthetic value.

*Class A waters used for public drinking water supply may be subjected to restricted recreational use by State and local authorities.

2. Saltwater

Class SA** — These waters are designated for shellfish harvesting for direct human consumption, primary and secondary contact recreational activities, and fish and wildlife habitat. They shall be suitable for aquacultural uses, navigation and industrial cooling. These waters shall have good aesthetic value.

Class SB** — These waters are designated for primary and secondary contact recreational activities; shellfish harvesting for controlled relay and depuration; and fish and wildlife habitat. They shall be suitable for aquacultural uses, navigation, and industrial cooling. These waters shall have good aesthetic value.

Class SB1* — These waters are designated for primary and secondary contact recreational activities and fish and wildlife habitat. They shall be suitable for aquacultural uses, navigation, and industrial cooling. These waters shall have good aesthetic value. Primary contact recreational activities may be impacted due to pathogens from approved wastewater discharges. However all Class SB criteria must be met.

Class SC — These waters are designated for secondary recreational activities, and fish and wildlife habitat. They shall be suitable for aquacultural uses, navigation, and industrial cooling. These waters shall have good aesthetic value.

** Certain class SA, SB, and SB1 water body segments may have partial use designations assigned to them as follows and more clearly noted in rules 8.B(3) of the RIDEM Water Quality Classification Descriptions and Regulations.

3. Partial Uses

In accordance with rule 19 of the RIDEM Water Quality Classification Descriptions and Regulations, the DEM may designate a partial use for the above listed water classifications. Partial use denotes specific restrictions of use assigned to a water body or water body segment that may affect the application of criteria. For example, a partial use designation may be appropriate where activities such as combined sewer overflows and concentrations of vessels impact the waters. Additional partial uses may be so designated by the Director if provided in accordance with rule 19.

{a} CSO — These waters will likely be impacted by combined sewer overflows in accordance with approved CSO Facilities Plans and in compliance with rule 19.E.1 of the RIDEM Water Quality Classification Descriptions and Regulations and the Rhode Island CSO Policy. Therefore, primary contact recreational activities, shellfishing uses, and fish and wildlife habitat will likely be restricted.

{b} Concentration of Vessels — These waters are in the vicinity of marinas and/or mooring fields and therefore seasonal shellfishing closures will likely be required as listed in most recent (revised annually) RIDEM document entitled Shellfish Closure Areas. For Class SA waters, all Class SA criteria must be attained at all times.

d. Groundwater Resources

The geology of Conanicut Island is largely responsible for determining the amount of groundwater available to the Town. The Island is underlain by very irregular consolidated rocks, over two hundred million years old, which are classified as Pre-Pennsylvania and Pennsylvania in age. In most places, unconsolidated deposits left behind by glacial ice that covered the area during the ice age overlie this rock. The unconsolidated earth deposits are mostly till, which ranges in thickness from less than one foot near the surface to over forty feet.

In general, Jamestown's geology yields the lowest quantity of groundwater in the State of Rhode Island. Jamestown’s groundwater is contained in fractures of consolidated bedrock. A limited quantity of water is stored in the saturated zones of the glacial deposits overlying bedrock. In efforts to meet the Town’s needs, wells were installed in the North End to supplement the north reservoir’s water supply.

All Island water, both surface and groundwater, is derived from precipitation. There is a hydrologic connection between the saturated glacial till and the bedrock levels of groundwater. Island wells are located in both water reserves. Excessive, constant pumping will drop both levels. However, a significant amount of groundwater is returned through septic system infiltration and precipitation. Only a small amount of water,

approximately 15%, is lost through consumption and evapotranspiration, especially in the summer. It is important to recognize the need for the return of groundwater to the system. If groundwater were not returned via OWTS, the groundwater supply would quickly diminish.

According to the Safe Yield Analysis prepared by Fay, Spofford and Thorndike, Inc. in October 2000, to calculate the average annual total recharge for Jamestown, rainfall, runoff, and soils type must be considered. The average annual statewide rainfall in Rhode Island is 42 inches. The Island's till runoff factor is approximately 9.8 inches of average annual recharge. This results in an average total groundwater recharge of 467,000 gallons per day per square mile. This is equivalent to 730 gallons per day per acre of groundwater available. Therefore, a 1-acre lot would receive approximately 730 gallons of groundwater per day in precipitation, an average two-acre lot would receive over 1,400 gallons per day, etc. This is not including the amount of groundwater present prior to precipitation.

This methodology is, of course, not scientific. The 2010 Community Survey asked respondents whether they would support spending public funds to determine the Island's groundwater "safe yield," meaning its total available groundwater capacity without depleting the groundwater beyond its ability to be replenished naturally by rainfall. Sixty-three percent either strongly agreed or agreed; 18% strongly disagreed/agreed or were not sure.

In 1990, the national average of single-family water-use was estimated at 75 gallons per day per person. This number is significantly less in Jamestown, where it is 47 gallons per day. Based upon an average of 2.29 persons per household, the average household uses 107.63 gallons per day. If houses were developed on a minimum of one-acre lots, groundwater supply in Jamestown would be more than adequate and a buffer of over 500 gallons of groundwater would be available per acre.

The primary problem with the water quantity in Jamestown is in areas of high density in the rural district. Density in the Jamestown Shores area is between 2 to 4 homes per acre. Development of this density would utilize between 400 to 800 gallons of water per day per acre. This usage is more than the total available groundwater supply and does not include a buffer. Development density of this magnitude will result in overdrafts from the groundwater supply, especially during droughts or times of heavy seasonal water usage.

By contrast groundwater withdrawals from areas with large lot zoning (two to five acres) should not significantly impact groundwater levels, especially if developed as single family homes with OWTS. With prudent use, drilled wells will probably not go permanently dry and water levels will eventually recover with precipitation. There should be little concern for groundwater quantity with prudent use (absent a drought) if residential density is controlled and the water used is returned to the ground through OWTS.

In areas of high-density development, there is a serious concern for the groundwater supply. The Town attempted to control density in the Jamestown Shores area with the adoption of a lot-merger provision (1967) in addition to rezoning to R-40, which requires

a minimum lot size of 40,000 square feet. Even still, there are many substandard lots with dwellings and many grandfathered substandard lots eligible for residential development.

Another concern related to groundwater supply is the installation of underdrains or subsurface drains that lower the groundwater table and divert natural drainage patterns. This type of drainage should be regulated for both water quantity and water quality reasons. Under current subdivision regulations, the Planning Commission reviews any requests for subdrains for new subdivisions. Lots that already exist need only State approval for placement of subdrains. The High Groundwater and Shallow Impervious Layer Overlay District regulations in the Zoning Ordinance also regulate subdrains on lots subject to those regulations in the Jamestown Shores and Conanicut Park areas of the North End of Jamestown.

e. Ground- and Surface-Water Quality and Quantity (Potable)

Ground water quality in Jamestown is generally good. This can be attributed to the fact that there is no major industrial development in Jamestown and all commercial areas and most high-density residential land is served by the public water and sewer system.

The greatest threat to groundwater quality is presented by the utilization of OWTS on small residential lots with poor soils and with minimal separation from private drinking water wells. This will be discussed in further detail in the groundwater protection methods section.

The presence of iron in the groundwater is also a common problem on the Island. Pyrite releases of iron and sulfur can affect the smell and taste of the water but does not present any health concerns.

The University of Rhode Island studied water quality in Northern Conanicut Island in 1997 in a report entitled Ground Water Quality of Northern Conanicut Island, Jamestown, Rhode Island. The report details problems with density and related water quality in Northern Conanicut Island.

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

f. Water Quality Protection Methods

The protection of groundwater and surface water on Conanicut Island is important to ensure the quality of both private and public drinking water sources. This is especially important because the majority of households depend upon private wells, and the extension of the public water supply system to the areas outside the water district is not feasible due to the current limited storage capacity. The protection of surface water quality is also very important because the Town's public drinking-water reservoirs are primarily fed by surface water runoff. Preventing degradation of the water quality and quantity in this watershed is extremely important since the development of an alternate water supply source would be very difficult and costly.

The Town's goals for ensuring good water quality include the protection of freshwater resources, prevention of wetlands degradation and loss, and maintenance of the quality and area of the Jamestown Brook Watershed. Various Local, State and Federal programs, policies and statutes protect Jamestown's water quality. The following is a discussion of the most pertinent protective measures that address point-source and non-point source pollution.

1) Federal Sole Source Aquifer

Conanicut Island was designated as a Sole Source Aquifer by the U.S. Environmental Protection Agency (USEPA) on Aug. 14, 2008 after a resident group petitioned the federal agency in hopes of protecting the island's water supply. According to the USEPA a Sole Source Aquifer (SSA) is a aquifer designated by EPA as the “sole or principal source” of drinking water for a given aquifer service area; that is, an aquifer which is needed to supply 50 percent or more of the drinking water for that area and for which there are no reasonable available alternative sources should the aquifer become contaminated. The Federal Safe Drinking Water Act gives EPA the authority to designate aquifers as such. After a SSA is designated, no commitment for federal financial assistance may be provided for any project which the EPA determines may contaminate the aquifer through its recharge area so as to create a significant hazard to public health. This designation also increases public awareness of the value of the local water resources. There are three other SSAs in Rhode Island; Pawcatuck River, Hunt-Annaquatucket-Pettaquamscutt and Block Island.

2) State

The State of Rhode Island through its various departments and agencies has developed plans and programs to provide water-quality preservation and enhancement for both drinking water sources and recreational uses. Numerous State statutes have also been adopted to protect water quality.

a) Regulatory and Permitting Requirements. The RIDEM is the primary State department responsible for preparing and administering water quality

protection programs. RIDEM administers permitting programs governing freshwater wetlands alteration, solid and hazardous waste disposal and pollutant discharge elimination systems.

The design and installation of OWTS are permitted and regulated by RIDEM. Any variance from the State regulations for the installation of OWTS are carefully reviewed by local officials and recommendations are rendered when necessary to protect health, safety and welfare of its residents.

Further protection of water quality is provided under RIDEM's water quality classification system. These classifications designate and prohibit specific uses within delineated groundwater and surface water areas. The goal is to protect at least current water quality and ideally to upgrade its classification status.

In 1992, the RIDEM Office of Water Resources developed Groundwater Quality Regulations. These regulations will serve to protect and restore the quality of the State's groundwater resources for use as drinking water and other uses for the protection of the public health, welfare and the environment. These regulations are specifically important to Jamestown, which relies heavily upon private groundwater wells for its water supply. The regulations provide groundwater classifications and corresponding acceptable uses. The permissible and prohibited uses are described in the regulations.

b) Nonpoint Source Pollution Management Plan. Rhode Island's Nonpoint Source Management Plan was prepared in accordance with Section 319 of the Water Quality Act of 1987. State waters have been prioritized using the criteria of public benefit, environmental/public health risks, and greatest overall benefit and probability of success.

Waters included on the priority list have been threatened or impaired by non-point sources of pollution. Waters are evaluated as a drinking water supply, bathing and recreation resource, or habitat resource. Slated for restoration under the drinking water supplies category is North (Carr) Pond. Also recommended for restoration under the bathing and recreation category are West Ferry and East Ferry. In addition, West Ferry has been selected for restoration under the habitat category.

c) Coastal Resources Management Program. The CRMC, which was created to oversee Rhode Island's coastal resources, has provided supplementary protection for water quality since 1971. Enabling legislation required that an assent be obtained from the CRMC for certain alterations and activities if they were within 200 feet of the coastal feature, and that these activities were in compliance with its water use classification program.

In order to carry out its legislative intent, the CRMC adopted the Coastal Resources Management Plan (CRMP) which has designated water use classifications for the State's coastline. The State's waters are defined in six categories based upon characteristics of the

shoreline and activities on the adjacent shoreline. Corresponding use categories prohibit the development or construction of uses considered detrimental to conservation and/or maintenance of the classified water use and abutting shoreline.

Under the CRMP, Jamestown's waters are classified as Types 1, 2 and 3 with types 4 and 6 being shown close to our shorelines (refer to Map 15 - CRMC WATER DESIGNATIONS). These categories establish patterns of use that preserve scenic value of the coastline and prohibit increased intensity of various uses. Type 1 water (Conservation Areas) abut shorelines generally characterized as natural and undisturbed; water areas within boundaries of designated wildlife refuges and conservation areas and water areas particularly unsuited for development due to their environmental sensitivity, exposure to severe wave action, flooding and erosion. Type 1 water is found around Dutch Island, Beavertail, Southwest Point to Bull Point and Potter's Cove. Disruption of these areas is considered unsuitable by CRMC. Type 2 waters (low-intensity uses) are adjacent to predominately residential areas and low-intensity recreational activities. Type 2 water is located around Gould Island, in Mackerel Cove and from Dutch Island Harbor, around the north end of the Island. More intensive forms of development such as marinas and new dredging are prohibited. Type 3 water is found from Bull Point north, to the Newport Bridge. Type 3 waters host high intensity boating and commercial activities such as recreational boating which intensely utilize water areas and where adjacent shoreline has been developed as marinas and associated water-dependent businesses.

3) Local

The most effective method of groundwater protection can be accomplished by local regulations. In Jamestown, protection of water resources is achieved through ordinances and policies.

a) The Zoning Ordinance. The Town's Zoning Ordinance (see Map 4 – EXISTING ZONING) specifies protection methods to maintain and preserve surface and ground water quality on the Island. Of particular importance is the High Groundwater and Shallow Impervious Layer Overlay District that was adopted in 2002. The goals of this ordinance were to:

- Ensure proper septic system operation and provide adequate pathogen treatment.
- Maintain groundwater nitrogen at safe concentrations for private wells.
- Control the volume of stormwater runoff through on-site infiltration to recharge groundwater supplies, promote natural pollutant removal processes, and dilute wastewater effluent and other contaminants entering groundwater.
- Protect and restore wetland buffers to maintain their water quality function, filtering sediment, other pollutants in surface runoff, and promoting denitrification of shallow groundwater.
- Provide for the use of advanced treatment systems where necessary and provide for their adequate maintenance.

MAP 15

CRMC
Water Designations

TOWN OF
JAMESTOWN
RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

Features

- Highways
- Roads
- Streams
- Waterbodies

Boundaries

- Jamestown
- RI Municipal

CRMC Water Designation

- Type 1: Conservation Area
- Type 2: Low Intensity Use
- Type 3: High Intensity Boating
- Type 4: Multipurpose
- Type 6: Industrial & Commercial

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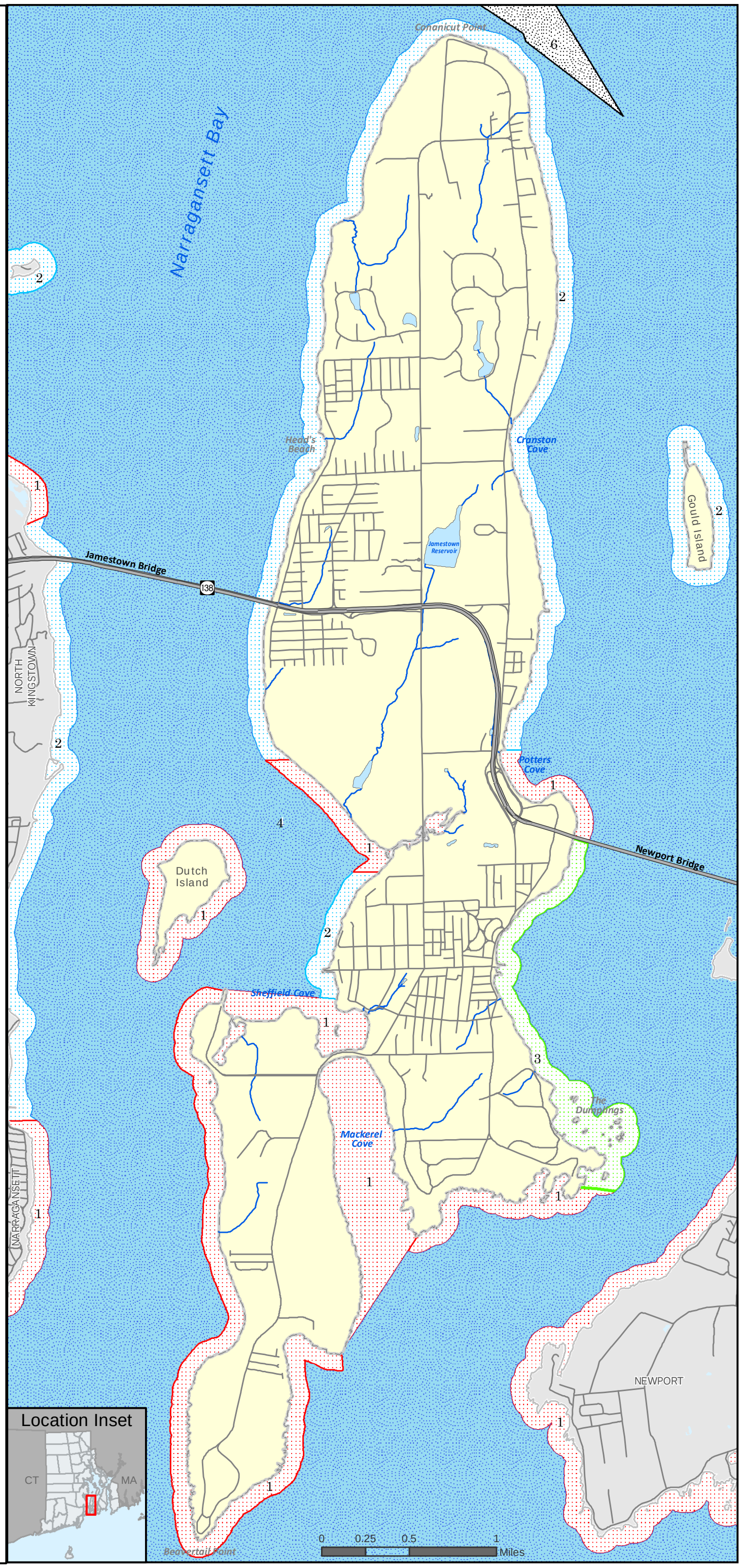


Justin Jobin, Erin McKinley
Jamestown GIS Dept.
May 2014

The ordinance has been successful, through development regulation, in minimizing the impacts of new and expanded home development on groundwater resources, wetlands and existing residents of the Jamestown Shores and Conanicut Park areas.

Also important is the adoption of the Open Space I – Conservation Preserve Zone and Rural Residential-200 Zone (RR-200) for the watershed area. These zoning districts cover much of the Jamestown Brook watershed and the Town's two reservoirs. Land use restrictions and special standards for site development to protect surface-water reservoirs, their tributary streams, and ground water aquifers are enforced in the RR-200 and OS I zoning district.

The RR-200 district requires a minimum of 200,000 square feet for development in this zone. In addition, development in this zoning district is limited to residential and agricultural uses. Although some substandard-size lots remain in the RR-200 district, most lots have been developed for single family homes and few opportunities still exist for further subdivision.

Development in the RR-200 area is also controlled by Article 8 of the Zoning Ordinance that contains special regulations for Development Plan Review in this zoning district. A development plan must be filed with the Planning Commission to show likely impacts that proposed development will have upon surface and subsurface water quality. The plan is required to include a discussion of the impacts from construction, sewage disposal and paving methods.

Exempt from Article 8 review are (1) single-family homes on lots of 200,000 square feet or greater, (2) agricultural uses operating in accordance with an Eastern Rhode Island Conservation District-approved plan or uses that will not reduce the quality of a public water supply, and (3) existing single family homes. Through this Development Plan Review process, the Planning Commission has been successful in ensuring that development in the watershed is consistent with the Town's water-quality protection goals.

A major concern in Jamestown is the proper placement of OWTS. Section 308 of the Zoning Ordinance prohibits the construction or location of sewage disposal beds, seepage pits, cesspools or disposal trenches or other facilities designed to leach liquid wastes into soil within 150 feet of a bog, floodplain, pond, marsh and swamp as defined in the ordinance. Because of the Town's recognition of the importance of wetland quality protection, the requirements of this section are more restrictive than the State's requirements.

Enforcement of Section 308 of the Ordinance has been difficult on some of the smaller substandard lots in the Jamestown Shores area that are primarily wetlands. In many of these cases, the enforcement of Section 308 setbacks would result in the creation of an undevelopable lot.

Requests for variances from Town and State setback requirements are often granted with special conditions. In an attempt to address potential problems with substandard lots, a lot merger provision was adopted by the Town in 1967 that requires all contiguous substandard lots in the same ownership to be merged into a lot with the minimum acreage required for that zone.

Article 13 Section 2 of the Zoning Ordinance addresses land unsuitable for development in single family cluster developments. Undevelopable land includes State-defined wetlands and intertidal salt marshes. These areas must be deducted from the overall density calculation for subdivisions.

Table 3-1 VIII, number 11 of the Permitted Uses Table of the Zoning Ordinance prohibits underground fuel storage tanks in all districts. Underground storage tanks have the potential to contaminate groundwater due to leaks or improper installation. Although this section of the Ordinance prohibits any future underground storage tanks, a potential problem still remains with underground storage installed prior to the adoption of the Zoning Ordinance. In response to concerns about problems from leaking tanks, the State has an underground storage tank registration requirement which applies to tanks with a capacity of 1,100 gallons or greater. Typically smaller residential tanks do not require registration under the State program.

b) Subdivision Regulations. The Town's Subdivision Regulations also affect water-quality protection. The construction and/or installation of subsurface drains as part of a subdivision are prohibited unless an application is filed and approved by the Planning Commission.

The subdivision regulations also protect water quality by requiring the submission of a soil erosion control plan as part the application. The plans must conform to the standard of the Eastern RI Conservation District guidelines. The Eastern RI Soil Conservation District is available for review of the soil erosion component for subdivision plans upon request.

Clustering of housing in subdivision, allowed by the Zoning Ordinance and mandated for major subdivisions in the Subdivision Regulations, can also be an effective method for water quality protection. Another zoning technique for protecting not only open space and wetlands but other key natural resources is Conservation Development. Conservation Development has similar open space and wetland preservation goals but has much higher standards for the quantity, quality and configuration of the resulting open space that is preserved. Conservation Development is discussed in more detail in the Future Land Use Section.

c) Other Ordinances. Appropriate use and regulation of alternative waste disposal systems such as incinerator and composting toilets, and OWTSs for gray water only should be investigated. These systems are now being utilized in the State under certain circumstances. Protection of groundwater and surface water resources can also be enhanced with the adoption of local regulations for herbicide, pesticide and

fertilizer use and application. These should be developed with the assistance of the Eastern Rhode Island Conservation Districts. A review of Island farming techniques and practices that may affect water resources should also be considered.

d) Harbor Management Plan. The adoption of a State-approved Harbor Management Ordinance in 1990 along with subsequent amendments was a significant step toward local management of the quality of the Narragansett Bay waters around Conanicut Island. Among other things, the Harbor Management Plan sets limits on the number of moorings allowed in the East and West Ferry harbors, regulates the moorings of riparian owners, and designates sensitive areas for conservation.

Because the water quality of the East and West Ferry harbors is affected by the number of boats in their vicinity, the State will continually monitor water quality for changes.

Conanicut Island is fortunate to be surrounded by some of the best and most valuable marine habitats in Narragansett Bay. Probably the most valuable is eelgrass, an important spawning and nursery habitat for many bay species. The clear, unpolluted waters around Conanicut Island currently support more acres of eelgrass than any other community in Rhode Island. These sensitive and important marine habitats are delineated in our Harbor Management Plan and protected from degradation by water related activities. Activities that adversely impact this habitat are regulated under the Harbor Management Ordinance.

e) Water Conservation Plan. In 1990, the Town adopted a Water Conservation Plan with the goal of protecting the Island's watersheds and drinking water reservoirs. The Water Conservation Plan was updated in 1999. The State Water Resources Board has approved this plan. The Water Conservation Plan addresses water quality protection through an active land preservation program, the Town's Zoning ordinance and land management practices.

The Town, in conjunction with the State and private contributors, has taken great efforts to protect the watershed through an active preservation program. Through the purchase or donation of land, development rights, or conservation easements, the Town has preserved 80% of the total land area of the Jamestown public water supply watershed.

Recommendations of the Water Conservation Plan include the continued preservation of land within the watershed and in other hydrological sensitive areas, mandatory water saving devices for new construction, and the adoption of a Wastewater Management District Ordinance

f) Water Resources Protection Committee. In 1999, the Town Council appropriated funds through a warrant to the annual budget with the overriding governmental objective of protecting the water resources of Jamestown. The Town Council, on August 10, 1999, established the Water Resources Protection Committee of seven persons consisting of the Finance Director, the Town Planner, a Member of the Conservation Commission, and four members of the Community, to aid and assist the Council in the accomplishment of the aforesaid objective. The Town Council has discussed the future of this committee with no resolution to date. The Committee last met in March 2007. The Committee has produced much of the charge.

1. *Identify and catalogue properties which contribute to the protection or preservation of the municipal water supply/system, including but not limited to:*

    a. *Areas suitable for municipal wells, or which may otherwise increase system capacity;*
    b. *Areas within the so-called "watershed" or which protect the "watershed";*
    c. *Areas suitable for potential expansion of municipal water system, such as Carr's Creek and surrounding areas;*
    d. *Areas which, if developed, might jeopardize the municipal water system.*

2. *Identify and catalogue properties that contribute to the protection or preservation of the quantity and quality of private water supplies, including but not necessarily limited to areas which, if developed, might jeopardize the quantity and/or quality of existing water supplies.*

3. *To prioritize among the aforesaid properties those most critical for acquisition and provide the Town Council with a prioritized list at least annually.*

4. *Subject to the approval of the Town Council, to engage experts, including appraisers in connection with said properties.*

5. *Subject to the approval of the Town Council, to enter into negotiations for the acquisition of said property or properties or any interest therein.*

6. *To present to the Town Council for approval and execution contracts for the acquisition of said properties or any interest therein.*

7. *To assist in the solicitation of funds from outside sources.*

g) Jamestown Water Study Committee. During the summer of 1993, the North Reservoir was depleted and the public water system of Jamestown was unable to meet local needs. Water had to be imported by National Guard tanker truck to the island for a period of several months, beginning on September 17, 1993. In 1994, the reservoir was again at a low level, and a similar trend was apparent in the spring of 1995. In order to develop measures to resolve chronic water shortages, the Town Council formed the Water Study Committee and passed the following resolution on December 20,

1993: "The Town Council of the Town of Jamestown hereby resolves the following: That the Jamestown Water Study Committee research and report on the most efficient ways to improve the quality and quantity of the public drinking water supply. In pursuing options toward increasing the public drinking water supply, attention and care should be given to the issue of preserving the supply of water to private well users."

This Committee developed a report dated April 2003 that recommended that an additional 150,000 GPD should be the goal in excess of the current average daily demand of 248,000 gallons. This required that a safe daily yield of 398,000 GPD be attained with an appropriate treatment capacity. The WSC explored seven major avenues of direction in hopes of reaching this goal. They are as follows:

1. Expansion of North Reservoir.
   (a) Storage Capacity
   (b) Watershed
2. Development of South Reservoir.
3. Bedrock drilling.
   (a) Freshwater Wells
   (b) Brackish Wells
4. Water Conservation.
5. Inter Basin Transfer
6. Carr Creek Watershed
7. Membrane Filtration

The results of this report can be found on the Town web site under the Public Utilities Department. This committee last met in July 2003 and was disbanded on January 5, 2009.

h) Wastewater Management District. The establishment of Wastewater Management Districts was enabled by Legislation passed by the RI General Assembly in 1987. Various other communities in the State have adopted a similar ordinance. Block Island and Charlestown are implementing similar ordinances.

In 1999, the Town began the process of developing a comprehensive Wastewater Management Program including implementing a Wastewater Management District (WWMD) ordinance. With both Town funds and a grant from the RIDEM, the Town was able to hire a team of consultants to develop a Wastewater Management Program, Wastewater Management District Ordinance, and an educational component. One of the educational component's goals is to make people aware of the benefits of wastewater management and its importance to them.

The development and adoption of a Wastewater Management Plan will make Jamestown residents eligible for loans from the State, through the Community Septic System Loan Program, to repair or replace improperly functioning OWTSs. Benefits of the WWMD Plan and ordinance include proper maintenance of OWTSs resulting in enhanced groundwater quality and a reduction in overall costs of routine maintenance through the competitive bidding process.

i) High Groundwater and Shallow Impervious Layer: Overlay District – Zoning Ordinance Section 314. Although discussed above under the Zoning Ordinance, this particular section of the Jamestown Zoning Ordinance is worthy of a separate discussion to detail the sequence of events that led up to such a detailed cutting-edge regulation that has been modeled throughout the state as the most comprehensive and advanced regulation for areas with high groundwater table.

The Town Councils of Jamestown have consistently heard residents complain about the variances that DEM has been issuing for OWTS and separation distance from OWTS to potable-water wells on lots that were previously "undevelopable." The complaints included evidence from residents of Jamestown, primarily in the Jamestown Shores area, illustrating that increasing development has negatively affected their own OWTS, their wells, and their lots at their expense. Jamestown had seen how despite the objections of the Town and the residents, DEM was still issuing numerous variances.

So in August 2001 The Town Council directed the Planning Commission to develop an ordinance that addressed the impacts and protection of areas with high groundwater tables, shallow depth to ledge, wetlands, and coastal areas. Shortly after, the Planning Commission formed a subcommittee comprised of the Town Planner, a Planning Commissioner, a Councilman and a Conservation Commission Member. The subcommittee gathered information and reviewed what other communities are doing and how their work might relate to Jamestown's situation. By November, the subcommittee laid out parameters to amend the ordinance, which, the panel said should:

- Be site-specific and based upon actual site investigations rather than a blanket overlay district
- Address soil mounding, on a case by case basis
- Address negative impacts to abutting properties
- Develop mandatory standards that address groundwater quality, flooding, shallow depth to ledge, drainage, and fill
- Refer cases that do not meet standards to appropriate boards and commissions.

In December 2001, the Town Planner, with the assistance of consultants, presented a draft of the amended ordinance and held a special workshop with the Town Council. The parameters added to the ordinance were discussed. The Town Council reviewed the first draft of the ordinance and recommended that the ordinance:

- Provide design standards with respect to size of the OWTS in relation to the lot size, regulating lot coverage and standards for development with areas of high ledge
- Work around the existing Section 308 and strengthen that section
- Address wetlands, areas of high groundwater table, areas with shallow depth to ledge and coastal areas

With those clear directions and parameters, the Planning Commission began to rework the ordinance and the final ordinance was adopted in February 2003. The ordinance has been amended twice since then; in 2005 and 2007; and further amendments are currently being contemplated.

j) Drainage Improvement Program. The institution of a drainage improvement program in the Jamestown Shores area and elsewhere on the Island has been helpful in protecting the surface and groundwater quality. Drainage improvements typically include the installation of catch basins that receive road runoff and separate out detritus and grit from the flow. Catch basins are cleaned out on a regular schedule to prevent buildup that causes malfunctions.

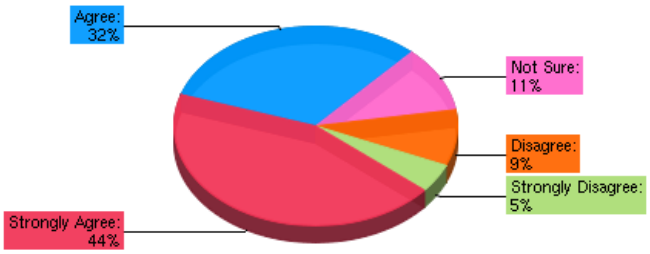
Another important drainage improvement was the installation of a closed drainage system to prevent road runoff from the John Eldred Parkway from entering the Jamestown Brook watershed. This system would also prevent potential spills that may occur on the John Eldred Parkway from entering the watershed. The closed system was installed along approximately one mile of the roadway that passes through the watershed. Drainage captured by this system is carried by a combination of gravity and pumps to the west side of the Island and into a retention basin. The retention basin allows solids and some pollutants to settle out before the runoff flows into the Bay.

3. Wildlife/Vegetation

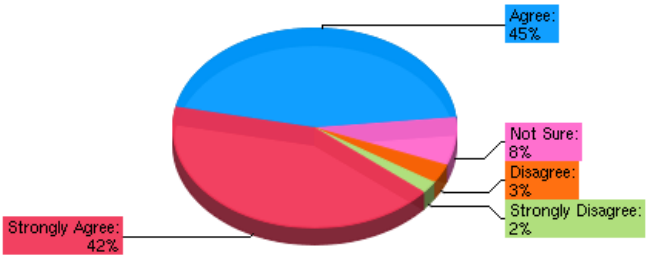
The environs of Conanicut Island have a diversity of natural ecosystems that include upland hardwood forests, streams, wooded swamps, meadows, fresh water and salt water marshes, streams, rocky shores, beaches, coastal estuaries, and a variety of marine habitats. Each of these ecosystems is characterized by specific flora and fauna, all of which play an essential role in contributing to the quality and enjoyment of the Island's natural environment. In addition to its role as wildlife habitat the Island's vegetation plays an important role in social buffering, erosion and flood control, filtering of water-borne pollutants, production of oxygen, the absorption of air pollution, and as an important aesthetic amenity that gives the Island its rural character. The community of plants and animals that live on Conanicut Island form a complex "web of life" where each is dependent upon the other for survival. Each species fills a unique niche in the natural environment. The loss of a single species has the potential to adversely impact the Island's ecosystem.

Much discussion has occurred over the last 10 years regarding vegetation management on public lands. The discussion is limited to public lands since the government has no control over vegetation management on private lands. The 2010 Community Survey queried residents regarding invasive species, scenic and historic views to the Bay, and street-side tree-planting and “heritage” or significant/historic trees. The survey information is shown below:

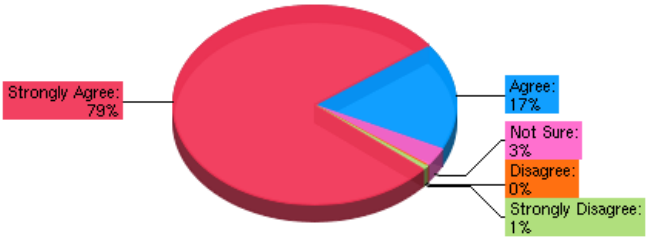
1. Should the Town make it a priority to protect diverse wildlife habitat wherever possible on public lands?



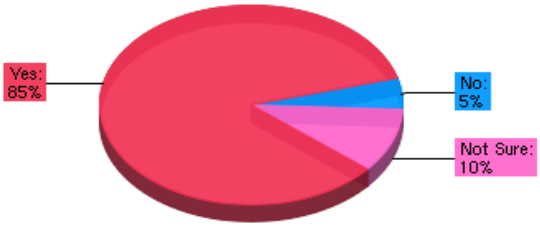
2. Invasive species are non-native species of plants and animals that out-compete native species and begin to dominate and take over the habitat. Invasive species, such as Salt Marsh Reed, exist in Jamestown and threaten natural plant and wildlife habitats and the species that depend on them. Should Jamestown take a pro-active stance on invasive-species management?



3. How strongly do you value scenic views to the Bay?



4. Should Jamestown take a proactive stance on maintaining historic scenic views to the Bay?



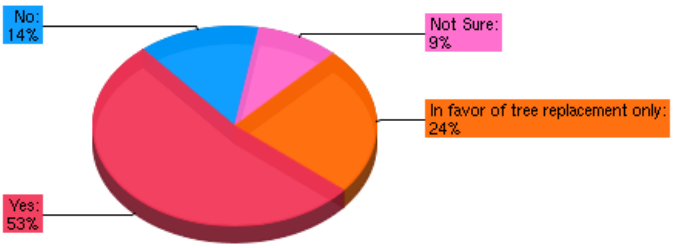
If you answered yes, through:

a. Public property vegetation management? Yes 93% No 2% Not Sure 5%

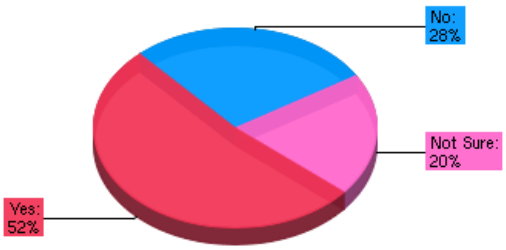
b. Regulation of private property to encourage maintenance or reintroduction of historic scenic vistas? Yes 66% No 20% Not Sure 14%

c. Regulation of private property to mandate maintenance or reintroduction of historic scenic vistas? Yes 37% No 43% Not Sure 20%

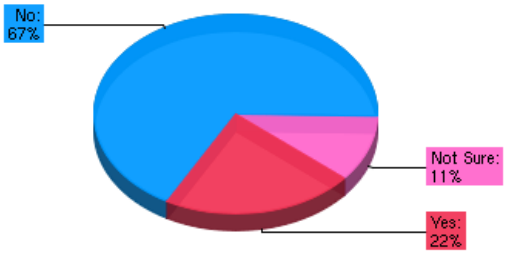
15. Are you in favor of a street tree planting/replacement program along major roads in Jamestown?



16. Do you support preservation of "heritage" trees on private property? Heritage trees are defined as trees or a stand of trees that due to age, size, species, quality, or historic association is of landmark importance and its retention provides a public benefit to the community?



If you answered No or Not Sure above, would you support "heritage" tree preservation on private property if the retention of such trees would not unreasonably interfere with the use of the property upon which it is located.



Due to its Island environment, Jamestown has some exemplary natural communities. The Rhode Island Natural Heritage Program has identified four significant habitat areas on Conanicut Island: Great Creek/Round Swamp, Gould Island, Beavertail Park, and Jamestown Brook and Wetlands. These areas support species that may become lost to the State if their habitat is not protected and carefully managed.

a. Great Creek/Round Swamp

Great Creek/Round Swamp and the wetlands that make up this important ecosystem provide nursery areas for many species of fin fish and shellfish. This area is also an important nesting and feeding area for many species of waterfowl and large wading birds. The area also contains several unique plant species. The Audubon Society of Rhode Island, The Nature Conservancy and the Town jointly own this area. A portion of the privately owned saltmarsh area and adjacent upland is protected under the provisions of a conservation easement held by the Conanicut Island Land Trust. The RIDEM owns the development rights to a large portion of the contiguous Hodgkiss Farm. The Conanicut Island Sanctuary in the southeast corner of the Great Creek area is jointly managed by the Jamestown Conservation Commission and Conanicut Island Land Trust as a wildlife sanctuary. A trail system and a wildlife observation platform overlooking the saltmarsh provide public access to the Sanctuary. These improvements provide limited and controlled access while reducing the human impact on the flora and fauna of the area. To assist in this effort the Conservation Commission wrote and implemented a vegetation and wildlife management plan for the sanctuary.

b. Gould Island

Gould Island is an important rookery for wading birds due to its isolation and plant community. At least seven rare bird species nest here among other more common birds. The State of Rhode Island owns the southern third of the Island and the U.S. Navy owns the northern two thirds. The State portion is managed as a nesting area for wading birds, gulls, terns and American Oystercatchers. The bird colonies are monitored annually by the RI Division of Fish and Wildlife. Access to portions of the Island are restricted during the nesting season.

c. Beavertail Park

Beavertail Park has a variety of habitats that support many species of plants and animals both terrestrial and marine. Year round residents include gray fox, cottontail rabbit, a growing white tail deer population and many species of land and sea birds. As a peninsula jutting into Rhode Island Sound, it is a stopover point for many migratory bird species during the fall. The point has also been host to thousands of Monarch butterflies during their fall migration south. Migrating sea birds can also be observed offshore during both spring and fall.

The rocky shoreline is noted for tidal pools, a great diversity of marine algae species, extensive submarine kelp beds, and an occasional fossil. Beavertail Park is maintained by the RIDEM and is part of the RI State Park system. When the property was acquired from the Federal government, it was largely cleared land. Since acquisition, natural succession has changed many of the previously mowed fields into a scrub/shrubs habitat, changing its wildlife value. Human impact has also taken its toll on the natural features of the park. This is especially evident in the extensive shoreline erosion of the banks and bluffs. A more aggressive approach to managing people and vegetation is necessary to maintain habitat and wildlife diversity and preserve the natural beauty of the park.

d. Jamestown Brook and Wetlands

The extensive wetlands system surrounding Jamestown Brook that flows south from Jamestown's North Pond Reservoir to the South Reservoir is one of the most important wildlife habitats on the Island. This wetland is also habitat for a State-listed rare amphibian, the Leopard Frog. The entire wetlands system was classified as "outstanding" by the Golet Wetlands Classification System indicating that it is unique in the State and has a very high value as wildlife habitat. In addition, this wetland provides a number of important functions for the residents of Jamestown. This large wetland filters pollutants from water traveling between the North and South Reservoirs, it serves as a "giant sponge" storing enormous amounts of water and slowly discharging it to the south, and finally the wetland recharges the groundwater in the area. Protection of this wetlands system should be a high priority for the Town.

The aforementioned areas provide habitat to many species of plants, birds, and reptiles that are of concern to the State because of their rarity or vulnerability to habitat loss. Six federally listed endangered or threatened species occur as transients or migrants: four species of sea turtles, the Peregrine Falcon and the Bald Eagle.

Species that have been observed in Jamestown and are either State endangered, threatened, or of interest and concern were listed in the 1991 Comprehensive Plan. Since that time, the Rhode Island Natural Heritage Program of RIDEM has revised their system of classification by dropping (SSI) "State Species of Interest" and adding (SH) "Historic." The twelve species previously designated (SSI) are now (C) "Concern".

One bird, the Yellow-Breasted Chat, was (SE) and is now listed (SH). Other changes include: two plants no longer found on Jamestown, Northern Bog Clubmoss and Seaside Gerardia; three species now listed as endangered are the Violet Wood-Sorrel, Swamp Pink and Upland Sandpiper; plus one newly discovered species, the Salt Marsh Tiger Beetle, was added as an insect of "concern."

Plants

Eupatorium leucolepis var novae-angliae - New England Boneset (SE)
Arenaria stricta - Rock Sandwort (SE)
Ophioglossum pusillum - Adder's Tongue (SE)
Platanthera flava var herbiola - Pale Green Orchid (SE)
Liparis loeselii - Yellow Twayblade (ST)
Oxalis violacea - Violet Wood-Sorrel (SE)
Polygala cruciata - Cross-Leaved Milkwort (C)
Chenopodium leptophyllum - Goosefoot (C)
Polygala verticillata varambigua - Whorled Milkwort (C)
Ptilimnium capillaceum - Mock Bishop's Weed (C)
Arethusa bulbosa - Swamp Pink (SE)
Honkenya peploides sep robusta - Sea Beach Sandwort (C)
Saxifraga virginiensis - Early Saxifrage (C)

Insects

Cicindela marginata – Salt marsh tiger beetle (C)

Amphibians

Rana pipens - Northern Leopard Frog (C)

Reptiles

Thamnophis sauritus - Eastern Ribbon Snake (C)

Birds

Icteria virens - Yellow-Breasted Chat (SH)
Bartramia longicauda - Upland Sandpiper (SE)
Bubulcus ibis - Cattle Egret (C)
Casmerodius albus - Great Egret (C)
Egretta caerulea - Little Blue Heron (C)
Ergetta thula - Snowy Egret (C)
Haematopus palliatus - American Oystercatcher (C)
Nycticorax nycticorax - Black-Crowned Night Heron (C)
Plegadis falcinellus - Glossy Ibis (C)
Rallus longirostris - Clapper Rail (C)

SE = State Endangered ST = State Threatened
SH = State Historic C = State species of Concern

Source: The RI Natural Heritage Program

4. Cultural and Historical Resources

Jamestown's cultural and historical resources are equally as important to preserve as its natural resources. The cultural and historical resources include the community's Native American, European, agricultural, and military influences, which span a nearly 400-year period since 1636 – when Dutch fur traders first established a European presence on the island (already long-inhabited by the Narragansett Indians). Preservation of these resources is a vital step toward retaining the Island's rural character and remembering its past. Also important are the steam ferries, which facilitated the development of Jamestown as a summer resort, and the bridges connecting Jamestown to Newport and the mainland, which contributed to its growth as a suburban community.

Some of the Town's cultural and historical resources have been placed in the National Register of Historic Places. The Department of Interior maintains the Register as a record of structures, sites, and objects significant in American history, architecture, archeology, and culture. Listing in the National Register provides certain benefits, including national recognition as an historic area, reviews of federally funded projects, Federal and State tax-incentives, and low-interest loans for restoration or maintenance purposes. However, the Register does not guarantee permanent protection for a site or building. National Register listing provides protection only when public funds or government licenses are involved. Some communities offer additional protection to their historic places through their local Zoning Ordinances.

Jamestown's historic and archeological resources are well documented (see Map 16 - CULTURAL, HISTORIC AND SCENIC AREAS). This information will allow the Town and private individuals to make optimal decisions about property management and preservation. Further research and evaluation of properties not listed in the National Register promote public awareness of these resources and provide better information for well-considered management and preservation decisions. One documented background resource is the 1995 Historic and Architectural Resources of Jamestown Rhode Island, which was prepared by the Rhode Island Historical Preservation & Heritage Commission.

The Jamestown Vision Charrette Report, 2007 states that "Historic structures are intrinsic to the "character" that so many residents want to preserve." In addition, the report recommends that the town: Explore possibilities for the establishment of one or several historic districts, either as an actual overlay with additional restrictions on development, or as an incentive-based, voluntary district. Either form will allow residents to take advantage of the numerous state and federal tax-rebate incentive programs.

MAP 16

Cultural, Historic, & Scenic Areas

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

- Roads
- Highways
- Water
- Streams

Historic Sites

- National Historic Stuctures & Sites
- State Recommended Historic Structures & Sites

Historic Districts and Scenic Landscapes

- National Historic Districts
- State Recommended Historic Districts
- Scenic Landscapes

Source:
RIGIS
The Town of Jamestown
RI Hist Preservation Commission
"Historical & Architectual Resources ofJamestown, RI"

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

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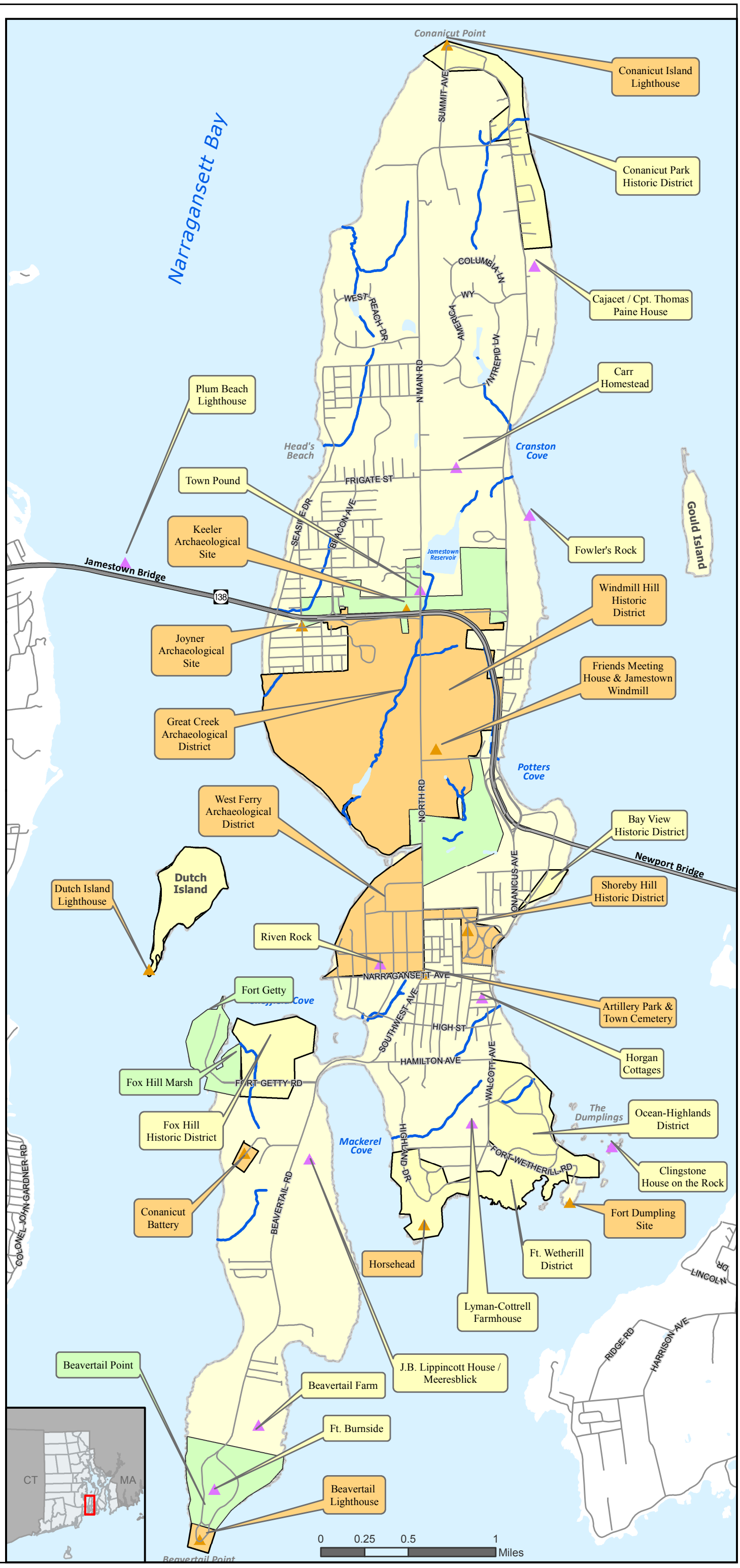

RIGIS

Justin Jobin
Jamestown GIS Dept.
May 2014

The town is blessed with an active and committed Jamestown Historical Society. This group should be encouraged to "take up the flag" to pursue the form of a Historic District most likely to satisfy the broad goals of the community, without placing undue restrictions on new development.

The Community Survey, both in 1998 and 2010, queried residents regarding whether they support creating historic districts on the island for the purpose of local building regulation. In 1998, 35% of the respondents supported creating historic districts with 27% not being in support and 35% not sure of how to answer the question (2.6% did not answer). The 2004 Comprehensive Community Plan advises the Town to "Consider the establishment of historic districts in Jamestown as recommended by the RI Historic Preservation and Heritage Commission" with recommended actions as follows:

a. Determine during next Community Survey if public support for historic districts has grown.

b. If support warrants, investigate the feasibility, and public support for, creation of historic districts.

Although public support has grown by almost 6%, now totaling 41% in favor, those opposed to creating historic districts has also grown by 7%, totaling 34% opposed. Of the 41% in favor of creating historic districts, an overwhelming 88% would like to see Jamestown Village designated as a historic district. Shoreby Hill received a close second vote at 84%.

a. National Historic Register

A National Register listing would include districts, structures, and sites in Jamestown. The Rhode Island Historical Preservation and Heritage Commission indicates that listing in the National Register is a tool to encourage the preservation and recognition of our national heritage. Further, the register is not intended to hinder progress; it is a reminder that the preservation and re-use of properties giving Jamestown its identity are part of progress. Listing in the National Register does not require the owner to preserve or maintain the property. Unless the owner applies for and receives special Federal or State benefits, she/he can do anything with the property permitted by local ordinances.

1) Great Creek Archeological District (Jamestown)

Narragansett Avenue borders the Great Creek Archeological District to the south, Route 138 to the north, North Road to the east, and Narragansett Bay to the west. This site is listed on the National and State Registers. The Archeological District also includes a portion of the Windmill Hill Historic District.

Archaeologists believe that an ancient village may have existed here. Indian artifacts recovered have been dated to an age as old as 5,000 years. A major discovery is the existence of the largest known Native American burial ground in New England on the

site of the existing Jamestown School. Only limited excavations have occurred to date. The Rhode Island College Archeological Study entitled "RIHPC [RI Historical Preservation Commission] Report on Jamestown" indicates that Conanicut Island was a summer settlement for prehistoric Narragansett Indians.

Included in the district are National Register-eligible sites that are located on the Watson Farm property and along Route 138, John Eldred Parkway. The presence of these sites would indicate that the northern boundary of the archeological district could be expanded north to Eldred Avenue. It is extremely likely that much of the area between the District's northern boundary and an area north of Eldred Avenue, bounded on the west by the Bay and on the east by North Road, contains potentially significant archaeological sites. This area may be designated as "sensitive".

2) Windmill Hill Historic District

This 772-acre historic district is located at Weeden Lane and North Main Road and is listed on the National and State Registers. The site includes six farmsteads, 18th century burial grounds, an 18th century Quaker Meetinghouse, and an 18th century windmill and miller's house. As mentioned earlier, there exist archeological remains of several Indian settlements included in the Great Creek Archeological District. The Windmill Hill Historic District includes preserved 18th century and 19th century architecture and the last example of an 18th century Quaker-farming community extant in Rhode Island. This District also contains Cedar Hill Farm, founded by Governor Caleb Carr's descendants, as well as some of the few buildings built after the British evacuation in 1779.

The Windmill Hill Historic District is one of the finest rural landscapes in Rhode Island. This district is one of the largest contiguous acreage of agricultural land in coastal Rhode Island and contains a wealth of archaeological resources. However, in this District only structures that are individually recognized as historic are protected. Protected sites include the Windmill, Quaker Meeting House, Burying Ground, and the Joyner Farm archeological site. Both the Windmill and the Quaker Meeting House are overseen by the Jamestown Historical Society.

3) Beavertail Light

Beavertail Point has been the site of beacons and lighthouses since the early 18th century. Records refer to a "watch house" at Beavertail as early as 1705. Orders for building a beacon and maintaining regular watch are recorded in documents from 1712.

In 1749, a 58-foot wooden tower was designed by Peter Harrison, architect of the Redwood Library, Touro Synagogue, and Brick Market in Newport. This was the third lighthouse built in the colonies. In 1753, the building burned and was replaced by a 64-foot fieldstone tower that was completed in 1755. The tower was burned by the British in 1779; the lighthouse was repaired in 1783-1784 and was used until 1856. The present tower was constructed in 1856 and is of a unique granite construction.

The fog signal "whistle house" washed away in the 1938 hurricane, but no other buildings were affected. The storm also unearthed the stone foundation of the original lighthouse, but the circular foundation – which rests at the edge of a cliff – is deteriorating from exposure to storms.

The light has been the site of several experiments to improve lighthouse operations. It was the first in the United States to use gas as a lighthouse illuminant and to install the whistle/air trumpet and steam whistle. Three organizations are currently involved in lighthouse management. The light stands in a Rhode Island State Park, but the property on which it stands is owned by the federal government. The buildings are maintained by the non-profit Beavertail Lighthouse Museum Association, which runs a small museum and museum store in the Assistant Keepers house. In the past, a lighthouse caretaker, appointed by the Town Council, lived on the site, but the agreement among the multiple entities to allow this is no longer in effect.

4) Conanicut Battery

An archeological investigation was conducted in 1975 of this Revolutionary War earthwork fortification. The Rhode Island colonial forces erected this fort, a ditch and wall fortification, in 1776 to guard the west passage into Narragansett Bay. During the American Revolution, the fort was occupied by the British and their Hessian allies and later by the French. In the 20th century, part of Prospect Hill above the 1776 Battery was fortified and eventually, six fire-control stations were constructed at the site.

The Town acquired the Conanicut Battery in 1963, and it was placed on the National Register of Historic Places in May of 1973.

In 2000, the Friends of the Conanicut Battery cleared and restored the Battery proper and, with the Jamestown Historical Society, took over the responsibility for maintaining the historic area. They erected didactic signage and sponsor a biannual "Battery Day." The Battery and the 20th century military relics are included in a town park that is open to the public and serves the whole region as a significant historical site.

5) Joyner Archeological Site

The Joyner Site is identified by the State as a prehistoric Narragansett Indian site. Joyner is listed on both the National and State Registers. This site was found to be a heavily occupied location and yielded large quantities of prehistoric artifacts. Artifacts range in age from 2,500 BC to 1,000 AD. The site was utilized as an episodic logistical residential base camp from late summer through late fall.

6) Keeler Archeological Site

Members of the Carr family occupied this site in the location of the new connector road (Tashtassuc Rd.) from the late 18th century through the 19th century. Artifacts include possessions of this locally prominent Quaker family.

7) Fort Dumpling Site

The Fort Dumpling Tower was built about 1800 and throughout the 19th century it stood as a spectacular and romantic landmark of the lower Bay. It was destroyed in 1898 when the Fort Wetherill complex was begun.

8) Artillery Park and Town Cemetery

This site was set aside as a burial ground in 1656 and contains a number of old gravestones.

9) Jamestown Windmill

Included in the Windmill Hill Historic District, this post-Revolution structure is owned by the Jamestown Historical Society, which is responsible for its care and maintenance. During the summer months, the Historical Society gives tours of the structure.

10) Horsehead

Horsehead, named after one of its most prominent cliffs and built in 1882-1884, is a large, private summer home on the promontory of Southwest Point. A significant example of Jamestown's earliest development as a summer colony, it was designed for the Philadelphia industrialist Joseph Wharton by architect Charles L. Bevins.

11) Friends Meetinghouse

This 1786 structure was built by the Quaker fellowship of Conanicut. The Jamestown Historical Society oversees the care and maintenance of this structure.

12) Dutch Island Lighthouse

Located on the 110-acre Dutch Island, the lighthouse was built in 1857, replacing the original lighthouse of 1827 at the southern end of the Island. Land use on Dutch Island has ranged from a trading post in the 1600s to sheep pasturage throughout the 1800s to a training camp and fortification for the military throughout the Civil War, Spanish-American War, and World War I. The lighthouse, the only remaining structure on Dutch Island, was restored in 2007 by the Dutch Island Lighthouse Society (DILS), which also assumed responsibility for its maintenance.

13) Conanicut Island Lighthouse

Established in 1886, the light was manned by a keeper who lived in the attached residence. No longer in use, the lighthouse has been converted into a private residence.

14) Shoreby Hill Historic District

The Shoreby Hill Historic District is composed of two distinct areas: the First Subdivision (also known as Lower Shoreby Hill), which was recorded in 1898, and the Second Subdivision (also known as Upper Shoreby Hill), platted in 1911. Shoreby Hill is an exceptional example of a planned Garden Suburb, designed as an exclusive residential neighborhood during the last decade of the nineteenth century.

15) West Ferry Archeological District

The West Ferry Archeological site is considered the largest documented Indian cemetery in New England. The modern village of Jamestown has grown around and within this large Indian cemetery whose boundaries remain unknown. The cemetery contains cremation burials dating to at least 3,300 years ago. Also present are more recent Narragansett Indian burials dating to the 1600s and possibly earlier.

b. Sites Eligible for National Register

The following sites have been formally determined as eligible for National Register listing by the National Park Service, although they are not currently listed: Harbor Entrance Control Post at Beavertail Point and Jamestown Bridge Archeological Site (RI-711).

c. State Identified Districts and Structures

The following are listed as properties that deserve consideration and further study for entry in the National Register:

1) Clingstone (House on the Rock)
2) Ft. Burnside
3) Cajacet/Captain Thomas Paine House
4) Conanicut Park Historic District
5) Dutch Island Historic District
6) Fox Hill Historic District
7) Ocean Highlands Historic District,
8) J.B. Lippincott House/Meeresblick
9) Beavertail Farm
10) Horgan Cottages
11) Carr Homestead
12) Fowler's Rock
13) Lyman-Cottrell Farmhouse

14) Riven Rock
15) Jamestown Town Pound North Main Road
16) Ft. Wetherill

d. Cultural Resources

Cultural resources and their importance can be interpreted in different ways by different people. Some resources are more important to particular social, religious, or ethnic groups. The following is a list of cultural resources that are generally important to the community's character.

1) Archeological Resources

Conanicut Island is rich in archeological resources, many of which are listed on the National Register or are in areas that are part of National Register districts. The archeological significance of the Island dates back over 3,000 years to a time when the community was the summer residence of the prehistoric Native Americans. There are presently 25 archeological test excavations.

The Rhode Island Historical Preservation Commission prepared a "Management Plan for Prehistoric Archeology Resources in Rhode Island's Coastal Zone," Volume I, August 1982. This model predicts the presence of archeological artifacts and prehistoric settlements based upon soil types, (Windsor, a rare soil type for Jamestown that provided beneficial drainage), locations to fresh water sources, salt water and slope percent. The Island possesses three deposits of Windsor soil. Two of these deposits are known to contain Narragansett Indian burial grounds.

2) Native American Burial Grounds

The discovery of large Native American Burial Grounds in Jamestown has enabled tribal members and historians an opportunity to view life as it was in the beginning in Jamestown. A large Narragansett Indian burial ground has been identified by the state and is included in the Jamestown Archeological District.

The Jamestown Archeological District, entered into the National Register of Historic Places in 1984, is made up of two significant archaeological sites, the Joyner site and the West Ferry site. Other evidence of early Indian settlements is found throughout the Island, supporting Sachem Pessicuc's statement that his people had lived in the area since "time out of mind." Investigations continue for additional burial sites and campsites of the Narragansett Indian Tribe.

The Joyner site comprises a large area of the Island, extending south from approximately Route 138, the John Eldred Parkway, to Narragansett Avenue. Important findings there include house remains, shell middens, and human burials, perhaps dating back 4,500 years.

The West Ferry archaeological site is considered the largest documented Indian cemetery in New England. The modern village of Jamestown has grown around and within this large Indian cemetery; whose boundaries remain unknown. The cemetery contains cremation burials dating to at least 3,300 years ago. Also present are more recent Narragansett Indian burials dating to the 1600s and possibly earlier.

These archaeological projects have made significant contributions to our understanding of the Native American history of Conanicut Island in particular and southeastern New England in general. The Jamestown Library includes the Sydney Wright Memorial Museum, the repository for Narragansett and European artifacts recovered from Narragansett graves in 1966 and 1967 by archaeologists from Harvard University. Members of the Narragansett tribes reburied the skeletal remains in 1972 in one of the first reburial ceremonies in the United States. It has been determined by officials of the Sydney L. Wright Museum that, pursuant to 43 CFR 10.2 (e), there is a relationship of shared group identity which can be reasonably traced between these Native American human remains and associated funerary objects and the Narragansett Indian Tribe. Therefore, although the items remain in the museum as of this date, they are property of the Narragansett Tribe. The library also provides a place for occasional lectures and discussions about the Island's archaeology. With the preservation and study of Jamestown's important archaeological sites, the Island will continue to contribute to our knowledge of the past.

3) Town Historic Records/Archives

The Town's archives include historic records dating back to 1640 that include the official records and maps of the Town. These records have endured for centuries, through fires and hostilities, and are expected to be maintained *ad infinitum*. The most important of the official town records are stored in a large, climate-controlled vault in the Town Clerk's office. Other records of town activities are held by the Jamestown Historical Society. Recognizing the importance of these archives, the Society, through a cooperative agreement with the Town, leases a large, climate-controlled vault in the basement of the new Town Hall, occupied in 2007.

4) Ferry Landing

The old ferry landing at East Ferry is reminiscent of the impact of the ferry system on Jamestown's economy and growth. Ferry service on the East Passage began before 1700. Steam ferry service lasted close to one hundred years, from 1873 to 1969 when the Newport Claiborne Pell Bridge was opened. Steam ferries ran from West Ferry from 1888-1940; sail ferries ran from at least 1700 to 1888. Today, there

East Ferry Circa 1900

remains very little at this site to remind us of the role of the ferry in the past. The Jamestown Historical Society, however, has installed four original ferry signs – three name signs from ferryboats and a large painted schedule board – in the lobby of the Recreation Center across from the ferry landing. Didactic signage listing the ferryboats and their years of service is also on display.

5) Historic Cemeteries

The Town of Jamestown has 13 historical cemeteries recorded with the State of Rhode Island Historical Preservation Register. The registered cemeteries are as follows:

a) Governor Carr Lot, East Shore Road
b) Town Cemetery, North Road
c) Cottrell & Green Lot, Fort Getty Road
d) Arnold Lot, Fort Getty Road
e) Cedar Cemetery, Eldred Avenue
f) Friends Cemetery, Eldred Avenue
g) Tew Cemetery, North Road
h) Paine Cemetery, East Shore Road
i) St. Mark Roman Catholic Cemetery, East Shore Road
j) Hazard Lot, Eldred Avenue
k) Watson Lot, Narragansett Avenue
l) Green Lot, West of Narragansett Avenue
m) Small Pox Cemetery, Dutch Island

6) Stone Walls

Jamestown's agricultural heritage is exemplified by the presence of numerous stone walls. As farmers cleared stones from their land to create fields, the stones were piled along the edges of the field and the property boundaries. The stone walls were used to delineate field crops and also to contain livestock. Significant stone walls run along the Town's major roadways, including North Road and Beavertail Road. These are a significant statement of Jamestown’s agrarian past and serve as a present statement of Jamestown’s rural character. Peckham’s wall is also an historic stone wall. The preservation of these walls should be a high-priority initiative for Jamestown.

7) Scenic Sites

Various scenic sites, including farmland and open landscapes, reflect the Island's pre-Colonial appearance. In January of 1990, the RI Department of Environmental Management (RIDEM) conducted an inventory of the State's scenic resources. The Rhode Island Scenic Inventory lists six significant scenic landscapes in the Town of Jamestown (see Map 16 - CULTURAL, HISTORIC, & SCENIC AREAS). These scenic landscapes account for 1,473 acres (23% of land area) in Jamestown.

Sites are identified as either Distinctive or Noteworthy. Distinctive landscapes are areas that have the highest visual appeal or imaginability and contain a great deal of variety in form, line, texture, and color in the land when evaluating the physiogeographic, historic, and cultural features. Noteworthy landscapes are areas of lesser important visual quality with characteristics that combine to create an area of scenic value.

The following are recognized as scenic sites and landscapes in Jamestown:

a) Jamestown Brook/Windmill Hill – Interesting topography and vegetation. Noteworthy Landscape: 595 acres

b) North Road – Views to Newport Bridge across marsh. Noteworthy Landscape: 149 acres

c) Windmill Hill/Round Swamp – Interesting swamp makes excellent focal point. Noteworthy Landscape: 149 acres

d) Fox Hill Pond – Well-sited farms and excellent views to ocean: Distinctive Landscape: 228 acres

e) Beavertail Point - Varied vegetation; rocky shoreline; views. Distinctive Landscape: 215 acres

f) Eldred Avenue/Route 138, The John Eldred Parkway – Undulating topography; views to the bridge. Noteworthy Landscape: 80 acres

8) Historic Landscapes

The 2001 edition of "Historic Landscapes of Rhode Island" by the Rhode Island Historical Preservation and Heritage Commission is described by Edward F. Sanderson, Executive Director, as telling the story of 400 years of "design on the land." In his introductory letter presenting the report to the State, he further states that *"It starts with patterns of settlement in the 17th and early 18th centuries: domestic gardens, farms, burying grounds and roads. Bristol's 1680 town plan, for example, was an unusual early example of a street grid with a square block set aside for the town common and rectilinear streets dividing the land. As the colony matured, substantial farms spread across South County, Aquidneck Island and the inland regions. New institutions and private homes of the period – from the elevated site for Newport's Redwood Library to the pleasure grounds at Spring Green in Warwick – included designed landscapes.*

"During the industrial era of the 19th and early 20th centuries, our villages, towns, and cities underwent a dramatic transformation. Tree-lined streets and homes surrounded by private gardens appeared in many parts of Rhode Island. The rural cemetery movement produced picturesque burial gardens like Swan Point Cemetery (1846) in Providence, and inspired the design of parks and pleasure grounds like Roger Williams Park (1872-78) in Providence, Jenks Park (1890) in Central Falls and Wilcox Park (1899) in Westerly. Mill

villages from Peace Dale (1847) to Greystone (1904) demonstrated innovative ways to plan spaces for work, rest, and play. At the turn of the 20th century, the "City Beautiful" movement influenced urban planning and suburban development, while in rural areas, changing agricultural practices left their imprint on the land."

"Historic Landscapes of Rhode Island" lists the Shoreby Hill Subdivision as a Rhode Island landscape that should receive further study for possible nomination to the National Register. The report concludes that "*Rhode Island's landscape legacy is extraordinary. What is particularly noteworthy, about Rhode Island landscapes is the way changing needs, tastes, and abilities over this long period have created marvelously distinctive places across the state. Nowhere else in this country in so contained an area and over a sustained period of almost 400 years can one find such variety and consistently high quality of landscapes - with many examples remaining for first-hand examination. Landscapes, unlike buildings, are organic: inherently living, changing, growing, dying. This presents challenges to evaluating its historic significance and planning for its preservation. While other historic resources…may last thousands of years, a landscape generally has at very best an average life span of a hundred years…. The qualities that make them identifiable, distinguishable one from another, and capable of achieving historic significance often remain unclear to the average person, even one with an interest in historic preservation.* It is some of these very these qualities that significantly contribute to Jamestown's "Rural Character," identified as the primary goal of the residents of the Town of Jamestown.

The 2004 Comprehensive Community Plan includes a recommendation to "Preserve scenic views and corridors on the island" with a related action to "Investigate methods of controlling vegetation growth that will impact scenic views." The 2010 Community Survey asked several questions regarding scenic views to help identify the depth of concern and commitment to protecting scenic views. When asked how strongly respondents valued scenic views to the bay, an overwhelming 94% responded that they either strongly agree (77%) or agree (17%). In addition, 83% felt the Town should take a proactive stance on maintaining historic scenic views to the Bay. Of the 83%, 91% felt that public property management should be used to maintain historic views to the Bay; another 64% felt that encouraging private property owners to maintain or reintroduce historic views was appropriate; only 37% felt that mandating regulation of private property to maintain or reintroduce historic views was appropriate, while 41% felt it was not appropriate. Given this response, the Town should identify historic scenic views to the Bay and develop protocols to maintain and reintroduce such views when in Town control. The Town should also develop ways to inform residents where such views exist and formerly existed and work with all landowners with protected land, including State and Federal agencies, to achieve and preserve the historic and scenic views to the Bay.

The State Inventory of Landscapes lists 6 landscapes worthy of preservation as follows:

a) Fort Getty Road. Jonathan Law Farm/Beavertail Farm and Fox Hill Farm. Farmed since the settlement of Jamestown, these two farms were one parcel originally owned by the Arnold family. Surrounded by hayfields and pasture, they lie on the northern and southern sides of the road, with the Law Farm on the south, Fox Hill Farm on the north. The Law Farm's building complex forms a rough quadrangle, including a mid-18th century farmhouse, wood-shingled barn with three wooden silos, and shingled outbuildings; rectangular fields spread to the south and west. Fox Hill Farm's complex, spread in linear fashion along Fort Getty Road, centers on a mid- 18th century gambrel-roof farm house with orchard to its east and shingled barns and sheds to the west. Rectangular fields, divided by wood- and wire-fences and stone walls with hedgerows, lie north of the complex. Woodlands frame the fields to the east and landscape is one of the finest on the Island.

b) North Main Road. The Watson, Weeden-Neale, Dutra Wanton, Watson and Hodgkiss Farms constitute an impressive agricultural district around Windmill Hill near the middle of Conanicut Island. The area remains active in agricultural cultivation, as it has since the 17th century, and its farmhouses, barns, outbuildings, fields, stone walls, and plantings make it one of the most impressive historic agricultural landscapes in the state.

c) 305 North Main Road, Watson-Hodgkiss Farm (*17th century et seq)*. This 155-acre farm was historically a sheep farm and then a dairy farm in the mid to late 20th century. The quadrangular farm complex, including a ca. 1802 farm house and 19th and 20th -century barns and well house, is located on a knoll near the intersection of North Road and Orchard Avenue near the northeast corner of the property. Rectangular fields divided by stone walls spread to the south and west; those closest to the farm complex contain mixed vegetables and corn, while those farther away are given over to hay.

d) 455 North Main Road Watson Farm (*17th century et seq.)* A 248-acre farm that spreads west from North Road to the west passage of Narragansett Bay. The quadrangular farm complex, including a 1796 farm house and 18th and 19th -century barns, is located well in from North Road but near the northeast corner of the property; rectangular fields and pastures, divided into quarters by stone walls and further subdivided by wire fences, extend to the south and west.

e) Shoreby Hill, Shoreby Hill Subdivision *(1896 et seq.)* An 8-acre suburban residential plot of fewer than a hundred house lots designed by Ernest W.

Bowditch and developed by the Jamestown Land Company in 1896. It was the Island's first local, landscaped summer colony. Shoreby Hill developed through the early years of the 20th century and eventually included the Shoreby Hill Club, which provided club rooms and dining facilities for the subdivision's residents. In 1911 the building was moved to Conanicus Avenue and its name changed to the Casino. A long wooden pier extended into the Bay in front of the Casino in the 1920s and 30s at the foot of Shoreby Hill. A boardwalk extended along the shoreline of Conanicus Ave. between High St. and the Bay Voyage.

Today the subdivision retains its late-19th-century layout. All of the houses are well-maintained and well-landscaped. Stone entrance posts flank the two entrances off Conanicus Avenue. A large, semi-circular drive and open lawns extend from Conanicus Avenue to the first row of houses sitting on the west side of Alden Avenue. Each of the houses is situated to avoid physical and visual confrontation with neighboring dwellings, and the overall subdivision layout maximizes the number of residences with views of the Bay while retaining privacy. A few lots within the subdivision were either never developed or left as open parks. These areas consist of grass lawns and a few street trees. The streets curve their way through the subdivision, which is characteristic of late 19th-century suburban communities. None of the roads meets at right angles; many of them intersect with small triangular park-like plots of land in the middle. Ninety percent of the houses date to the period of the subdivision. Shoreby Hill is perhaps Rhode Island's best preserved example of a 19th-century garden-suburb subdivision.

f) 71 Weeden, LaneWeeden-Neale Farm (*17th century et seq.)* Part of the Windmill Hill agricultural district, this 43-acre dairy farm has well-kept buildings, manicured lawn and flower gardens, and distant views to the marshlands and the Newport Bridge. The quadrangular farm complex stands near Weeden Lane at the site's northeast corner. The complex is protected by vegetation, and a circular access drive provides access to all farm buildings. Rectangular fields and pastures to the south are bounded by stone walls with hedgerows.

9) Other Cultural Resources

Jamestown has many organizations that are responsible for providing various cultural activities in the community. These include: Conanicut Island Art Association, Jamestown Band, Jamestown Community Theatre, Jamestown Art Center, Jamestown Community Chorus, Jamestown Community Piano Association, Friends of the Library, Jamestown Historical Society, and the Beavertail Lighthouse Museum Association. Activities provided by these groups include: arts exhibits, museum exhibits, craft shows, adult and children's theatre events, concerts, and lectures.

Jamestown has several houses of worship, which are important cultural resources in the community. They include the St. Mark Catholic Church, St. Matthew's Episcopal Church, and the Central Baptist Church,

The Island's two garden clubs, the Jamestown Garden Club and the Quononoquott Garden Club, initiate and assist in Town beautification projects.

Cultural resources in Jamestown also include the Jamestown Museum, the Fire Department Memorial Museum, and the Sydney L. Wright Museum.

e. Threats to Historic and Cultural Resources

Jamestown's historic resources are threatened by natural aging processes and by activities of property owners. People may be unaware that they own an historic structure or live on or near an historical site. In addition, people may not know how to care for such properties. Development of open space and new construction may disturb archeological resources.

Renovation or destruction of historically significant buildings is also a potential threat to the Island's historic resources. This problem results from a lack of awareness of the value of these resources. While renovation is strongly encouraged, any repairs must be consistent with the character of the building.

Over the last 20 years, the village has seen a significant change in occupancy. Young families are purchasing older homes and restoring them to their original appearance. This phenomenon has helped preserve many older residences in the village and has also resulted in increased awareness of their historic value.

The inventory in this chapter describes nearly all properties that have historic or cultural value. This inventory can be used in conjunction with Rhode Island Historic Preservation Commission's (RIHPC) report to make residents more aware of the development of Jamestown and its role in regional history.

f. Past Preservation Activity

Residents are proud of Jamestown's historic resources, and along with the Jamestown Historical Society, have worked to conserve them. The Society has worked with RIHPC on a survey of historic places in Jamestown.

Past and current historic preservation activities in Jamestown include: establishment of the Windmill Hill Historic District, relocation of the Tiddeman Hull House, care of the Meeting House and windmill, rehabilitation of the one-room schoolhouse occupied by the Jamestown Museum, maintenance of the lighthouses at Beavertail and on Dutch Island, efforts at Forts Wetherill and Getty, preservation of the waterfront at Union Street, and preservation and development of the Conanicut Battery historic site.

Past archeological activities have revolved around expansion of the Jamestown school and improvements to Route 138. More recent archeological activities include reconstruction along Southwest Avenue, where drainage improvements unearthed potential Native American artifacts. The Town has worked with RIHPC to conserve archeological resources and will continue to do so in the future. No activities on Town-owned properties will take place without consulting RIHPC.

Jamestown funds a housing rehabilitation loan program, available to low and moderate income homeowners. The Town has committed to RIHPC that work performed on historic structures will be in conformance with preservation standards.

Although public consensus has not favored local historic district zoning there has been moderate support in both the 1998 and 2010 Community Survey for such districts. Residents of the first subdivision of Shoreby Hill worked with the Town to have the subdivision listed to the National Registry of Historic Places, which was formalized in September 2011. Shoreby Hill residents have also presented to the Town a plan for local historic district zoning with Shoreby Hill as the first area so zoned. This has not been accomplished to date.

E. OPEN SPACE, AGRICULTURE AND RECREATION

1. Conservation and Open Space

The population increase over the past 30 years and increased housing development has significantly reduced open space and put pressure on island resources and recreational areas, such as waterfront access areas. Recognizing the importance of protecting natural resources and open space areas from development, the Town has initiated an active conservation- and land-preservation program. The creation of the Conservation Commission in 1983 and the private Conanicut Island Land Trust (CILT) in 1984 illustrates Jamestown's concern, both public and private, for natural resource protection.

The Town has set an agenda for the preservation of Jamestown's open space, undeveloped lands and natural resource areas. Both private and public means should be utilized to implement this agenda. By encouraging and accepting donations of land for preservation, individuals can benefit significantly from tax reductions.

The Town has preserved significant open space in conjunction with its partners in preservation; the Conservation Commission, the Conanicut Island Land Trust (CILT), the Rhode Island Agricultural Land Preservation Commission, the United States Department of Agriculture and private organizations such as the Audubon Society and The Nature Conservancy. In addition, private citizens' participation in the State Farm, Forest and Open Space Program that provides tax reductions for temporary preservation of farmland, forestland or open space lands as well as limiting development rights and subdivision ability prior to property sales have been successful in both temporary land preservation and environmentally and visually valuable permanent density reduction. Map 17 - PROTECTED AREAS depicts permanently protected areas, temporarily protected areas as well as wetlands, ponds and reservoirs and the watershed area. Table B-1 in the Land Use Element depicts this acreage within the permanently protected, the permanently protected farmland and the farm, forest and open space (FFOS) categories. The CILT calculates that an additional 88 acres are protected through conservation easements to private properties. Methods of protection include the purchase or donation of development rights to farmland and sensitive areas, the outright purchase of property with combined Federal, State, local, and private funding, and the donation of conservation easements to the CILT or other preservation entities.

The Conservation Commission and the CILT have worked over the past 25 years to do more than just protect our open spaces and important natural resources. The Conservation Commission published "The Island Trail Guide" in 2008 and has expressed interest in taking on a greater role in stewardship of the Town's open spaces. A program sponsored by both organizations is the Earth Day beach cleanup. The Conservation Commission manages the Conanicut Island Sanctuary, and CILT holds the biennial "Hey Day," which provides educational activities, nature walks and environmental education.

In 1987, Town voters approved a local referendum to authorize bond funding not to exceed $5 million dollars for the purpose of purchasing and developing open space and recreational land; 89% of the voters supported this referendum. The bond funding authorized by this action has been used on one occasion to date, protecting 32 acres of land from

development, the Conanicut Island Sanctuary. This funding has not been used since that purchase. From 1999 through 2009, funding was set aside in the yearly town budget for water/ natural resource protection. The Water Resources Protection Committee was set up to develop an acquisition strategy and make recommendations to the Town Council for spending funds. The Town has successfully preserved over 100 lots in the Jamestown Shores and used the funds to assist with the purchase of development rights to the Dutra farm located in the watershed.

The focus of the Town's land preservation program over the past 25 years has been on protection of the public drinking-water watershed, farmland, salt marshes and the preservation of land on the Beavertail peninsula. The watershed is important because over 55% of the Island's residents get their drinking water from this public water supply. In 1999 the Town purchased a watershed Property, which consisted of 9.8 acres of land for open space within the watershed area. Another key 7-acre piece of property at the north reservoir's headwaters was protected cooperatively by the Conanicut Island Land Trust and the Town, and is now owned by the Town. Approximately 70% of the watershed area is permanently protected. Approximately 20% of the watershed consists of Watson Farm and is permanently protected by deed. Another 7% of the watershed is temporarily protected in Farm, Forest and Open Space. The Town goal is to purchase the remaining undeveloped land that falls within this protective watershed and to permanently protect this land for the Town residents.

The preservation of farmland is important because of its relationship to the Island's agricultural heritage and the local economy. The protection of farmland is also essential to maintaining the Island's rural character and aesthetic quality. Farmland has been permanently protected through Federal, State, Local, and non-profit land preservation programs as well as private contributions. Farm protections include: the Godena Farm on North Road of 22.5 acres; Hodgkiss Farm of 43.5 acres; the Watson Farm of 259 acres; the Dutra (Wanton) Farm of 100 acres; and the Neale (Windmist) Farm of 44 acres.

The Beavertail Peninsula has benefited significantly by private land owners' preservation by means of conservation easements, donations, and permanent density limitations through deed restrictions. The peninsula is about 1,140 acres. Approximately 850 acres are protected, either permanently or temporarily, through the Farm, Forest, and Open Space Program (FFOS). Approximately another 10% are density limited by deed restriction.

There has been a trend to move land from the FFOS category to the permanently protected category with the Dutra and Neale farmland preservation in 2007. However the FFOS category continued to increase this decade with an additional 95 acres being added to this program. The FFOS Program is available to property owners whose land meets standards set by the State for "farmland, forest, or open space" land. The benefit of this program is reduced tax valuation of the property resulting in a reduced tax assessment. This program, however, does not assure permanent protection.

MAP 17

Protected Areas

TOWN OF
JAMESTOWN
RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

- Highways
- Roads
- Streams
- Waterbodies
- Watershed
- Town / Public Facility

Permanently Protected Areas

- The Nature Conservancy
- Conanicut Island Land Trust
- U.S. Government
- The Town of Jamestown
- The State of Rhode Island
- Audubon Society of Rhode Island
- Historic New England

Temporarily Protected Areas

- Farm, Forest, & Open Space

Note:

Areas protected by a conservation easement on private property are not shown as permanently protected.

Source:
RIGIS
The Town of Jamestown

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

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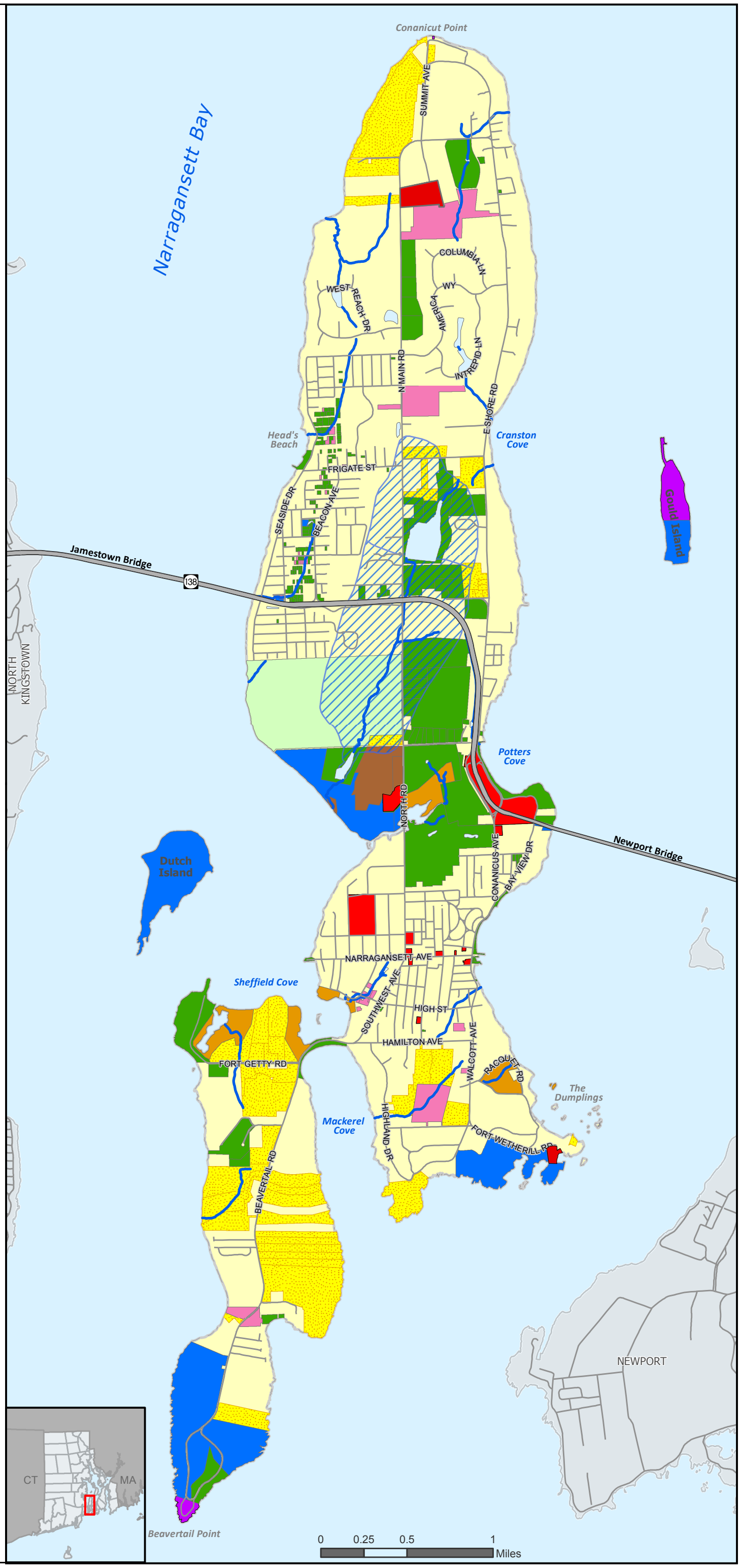
Justin Jobin
Jamestown GIS Dept.
May 2014



It is important to note that preservation of open space land is not enough; the land must also be appropriately managed. Areas can lose their value as ecological habitats or recreational assets if they are not properly maintained and managed. It is essential that land management plans are prepared as part of any land preservation project. The Conanicut Island Land Trust has an active "Stewardship" program where a "Steward" is assigned to each property in which it has an interest. Management plans should include the individual or agency responsible for carrying out the plan. Cooperative efforts for land management should be made where possible, especially between State and Local governments.

Although the Island still has undeveloped open space, much of this land is privately owned and at risk for potential development. Areas that once served as informal play areas for young children have been developed into house lots. Property that once offered public access to the waterfront is now developed and public access to the shoreline cut off. Development has strained ground- and surface-water resources to their limits.

The buildout analysis of the Town conducted by the Planning Department in 2011 indicates that 1,750 acres of land are still vacant on the Island. This land includes all privately owned property that is not developed or protected by deed restrictions. This land is about 28% of the total land area of Jamestown. This figure does not take into account environmental limitations on property such as high water table or wetlands.

If the quality of life in Jamestown is to continue with a rural character, it will be important for the Town to continue the protection of the Island's natural resources, farmland, important open space areas, and plant and animal habitats from development.

a. Functions of Conservation Land and Open Space

Conservation land and open space areas provide a community with a variety of functions ranging from purely aesthetic to protection of public health. The Trust for Public Lands has conducted extensive research on the economic benefit of open space to communities. They determined that, in the long run, preservation of open space affords communities lower taxes. The Trust for Public Lands Massachusetts case study determined that Towns with the most land protection enjoyed, on average, the lowest property tax rates. This lower rate may be because they had less development, which requires roads, schools, sewer and water infrastructure, and other services. Approximately 63% of Jamestown's 2010 budget is allocated to the schools, while 37% is allocated to general government. Numerous studies have shown that the single-family house is a financial burden for communities. In general, it costs more money to educate and provide public services to residences than they pay yearly in taxes. When land is permanently protected, it is taken off the tax rolls. However, that loss in revenue for the community is more than offset by the potential costs that the number of homes would have cost the community in services.

Although all land may have some characteristics that are important to protect, the protection of open space should be related to the function of the land and the goals of the community. Therefore, it is important to evaluate vacant land and to set water recharge and

watersheds as first priorities for protection. The Conservation Commission is responsible for developing and maintaining the 1994 Recreation Conservation and Open Space Plan for Jamestown, which is in need of being updated to reflect properties that have been preserved and potentially new acquisitions. This document was adopted by the Town Council to inventory those types of facilities and ascertain future needs for conservation and recreation. This plan is consistent with the 1994 plan and significant goals, policies and implementation actions of that document are incorporated into this Comprehensive Plan.

The Natural Resources Element of the Comprehensive Plan discusses the function of natural resources and the importance of their protection. The Island's unique waterfront of rocky cliffs, undeveloped beach areas, the Town's water supply (two reservoirs and watershed), wetlands, unique salt marshes, fresh water marshes and open farmland all provide benefits to the community. These natural areas also provide ecological habitats for native plants and wildlife. Of great concern and priority for the community is the protection of resources that contribute to the public health and safety of our residents.

Due to public health implications and a limited water supply, resources such as ground water recharge areas, including wetlands, and public drinking water supplies must be given the highest priority for protection. Ground water recharge areas include wetlands throughout the Jamestown Shores neighborhoods and the north end of the Island. The Town watershed includes over 1,000 acres of land in the "Center Island District" (refer to Map 12 - HYDROLOGICALLY SENSITIVE AREAS). Although some protective measures are in place for these areas, including Federal, State, and Local regulations and ordinances, only outright purchases, purchases of development rights, or conservation easements will securely protect these areas permanently.

b. Inventory of Conservation and Open Space Land

The following is a narrative inventory from the 1994 Recreation, Conservation and Open Space Plan for Jamestown. Many of the properties serve a variety of functions, including resource protection, passive recreation, ecological habitats, and historical preservation. Further discussion of some of the sites will also appear in other sections of this plan.

Ownership of the properties is varied and includes Federal, State, Local, private non-profit agencies, and private individuals. The type of protection is also varied. The most common types of property protection are achieved by either fee-simple ownership, purchase/donation of "development rights" (which are the rights to develop properties), or purchase/donation of conservation easements. A combination of these protection methods has also been employed for some properties. Public access is allowed to some areas and restricted from others. Although some Conservation Easements are discussed below, the Town does not have a complete listing of properties that are partially protected by conservation easements.

It is important to refer to Map 17 - PROTECTED AREAS for an understanding and appreciation of the Town's preservation methods. Many of the properties are contiguous and serve to create an open space corridor with linkages.

1) Gould Island/Bay Island Park System

The southern portion of Gould Island, located in the East Passage of Narragansett Bay, is owned by the State and is part of the Bay Island's Park System. The park is 16.9 acres and provides a habitat for wildlife and plants. The park is no longer open to the public. All buildings have been removed except the torpedo-launching building. The Town zoned the northern half of the island Open Space II - Parks and Recreation and the southern half Open Space I – Conservation Reserve.

2) Sunset Farm Conservation Easement

This area, located in the Jamestown Shores neighborhood, contains approximately 10 acres of wetlands that are part of the Sunset Farm subdivision. An easement was granted to the Conanicut Island Land Trust to limit the future use of this area and protect and conserve its natural state.

3) Hammond Pond

Located in the Jamestown Shores neighborhood bounded by Spirketing Street, Beacon Avenue, Garboard Street, and Stanchion Street, this pond and adjoining upland were donated to the Town of Jamestown and consist of approximately 5.5 acres. The property is designated for passive recreational use and wildlife habitat. Public access is allowed, although dense thickets prohibit most use. A small wayside park is on the Northern Border. The Eagle Scouts completed a project that enhanced and improved the area in 2000.

4) North Reservoir

This area contains a total of 114 adjacent acres of protected land within the watershed, and approximately 28 acres is a water body. The property is owned by the Town of Jamestown and is used for the Town's drinking water supply. Jamestown has had an ongoing water supply protection program that includes efforts to purchase buffer areas around the North Reservoir. Due to the potential threat to the public drinking water supply, public access is not encouraged.

5) Cedar Hill Farm Conservation Easement

The conservation easement on this property is over the wetland area of six subdivided lots with frontage along North Road. The total area protected by the easement is approximately 28 acres and is located in the Jamestown Brook watershed. The Conanicut Island Land Trust holds the easement on this property and no public use is permitted.

6) Watson Farm

This property of 259 farmland acres is owned by Historic New England. The farm was deeded for use as a farm in the will of Thomas Carr Watson and is considered permanently protected. This working farm is open to the public in the summer. A small fee is charged for visitors. The Watson Farm dates back to 1796 and is symbolic of Jamestown's agricultural heritage. A nature trail on the property has been developed in recent years.

7) South Pond Reservoir

The South Reservoir is owned by the Town and contains slightly over 25.26 acres of land and water area. The Pond serves as a back-up to the main reservoir and public access is limited. The South Pond water is also being pumped up to the North Pond by pipe so the mixture can be treated and utilized by the Town. The Town has successfully pursued purchase of buffer areas around the South Pond.

8) Hodgkiss Farm

This site is located on North Road and consists of 57 acres of which 1 acres is developed. The property is used as farmland and conservation land. The farm was protected through the purchase of development rights by a combined State, Local, and private non-profit effort in 1987. No public access is allowed to the privately owned portion of this property; however the Town and State owned portion of approximately 90 acres is open to the public on a limited basis. The property is currently farmed and fresh vegetables and flowers are sold seasonally.

9) Jamestown Windmill

The Jamestown Windmill, owned and operated by the Jamestown Historical Society, is located along North Road. The Windmill is a significant historic resource in Jamestown and is the focal point of the Windmill Hill Historic District. It is listed in the National Register of Historic Places. The Windmill is open to the public during weekends in the summer.

10) Friends Meetinghouse

The Friends Meetinghouse, acquired by the Jamestown Historical Society in 1997, is located along North Road. The Friends Meeting House is a significant historic resource in Jamestown and is located in the Jamestown Windmill Hill Historic District. It is listed in the National Registry of Historic Places.

11) Great Creek

The area is composed of property owned by the State of Rhode Island and the Audubon Society of Rhode Island (Marsh Meadows Wildlife Area), the Town and a conservation easement held by the Conanicut Island Land Trust. The area, approximately 95 acres, is located on both sides of North Road and is a habitat for wildlife and rare plants. Use of the property is limited in some areas by marsh and other natural terrain.

12) Conanicut Island Sanctuary

The Conanicut Island Sanctuary, part of the Great Creek Complex, is located adjacent to the Marsh Meadows Audubon area. The sanctuary is owned by the Town of Jamestown and managed by the Conservation Commission and the Conanicut Island Land Trust. The area consists of a salt marsh, wooded swamp, freshwater wet meadow, upland woodlands, shrub/scrub and meadow areas. The sanctuary is managed for wildlife although public access is encouraged on a mile long trail system and a newly added wildlife observation platform. Cross-country skiing is also allowed. The State of Rhode Island holds a conservation easement on this property. The property contains approximately 33 acres.

13) Jamestown Estates II Conservation Easement

This conservation easement lies over seven house lots and consists of approximately 10 acres of wooded swamp and salt marsh. This wetland is part of the Great Creek Complex. The easement, negotiated as part of a land subdivision is held by the Conanicut Island Land Trust and is not open to the public.

14) Taylor Point Park

The Taylor Point Park is a Town-owned 25-acre rocky shoreline overlook area that was improved in Potter's Cove in 1988 with assistance from State grant funds. It is located along Bay View Drive and Freebody Drive and is a popular place for swimming, fishing, picnicking, and diving.

15) Artillery Garden Cemetery

The cemetery, located on the corner of North Road and Narragansett Avenue, is just less than 1-acre in size and is owned by the Town. Primarily a historic cemetery, public access is allowed.

16) Shoreby Hill Green

Held for common use by lot owners of the First Subdivision of Shoreby Hill, this 1.3-acre parcel of land is located at the entrance to the Shoreby Hill subdivision along Conanicus Avenue opposite the East Ferry beach. This property is not open to the public although permission has been given upon application for a limited number of community activities including the annual live nativity pageant on Christmas Eve.

17) Shoreby Hill Field

Owned and maintained by five adjacent Shoreby Hill property owners, this property consists of four acres located just west of the Shoreby Hill Green. The development rights to this property have been donated to the Conanicut Island Land Trust, and no public use is permitted.

18) Emmons Property

The Emmons Property is located on Walcott Avenue and is one acre in size. About one-half of the property contains a unique wetlands area. This property was donated to the Conanicut Island Land Trust in 1985, the first year the Land Trust was organized. No public access is permitted to this property.

19) Racquet Road Audubon Thicket Site

This 19-acre wildlife habitat is located on Racquet Road in the Dumplings area of Jamestown. The area has 2 acres of salt marsh and is accessible with permission from the Audubon Society of Rhode Island.

20) Sheffield Cove Audubon Site

This important wildlife habitat is approximately 13 acres of salt marsh located on Beavertail Road across from Mackerel Cove. Owned by the Audubon Society of Rhode Island, the cove is open to the public with some restricted access areas.

21) Fort Wetherill State Park

This Park is a regional facility offering spectacular views of the entrance to Narragansett Bay and Newport Harbor. Activities include hiking, fishing, boat launching, scuba diving and snorkeling. The 58-acre park also contains remains from old fortifications and there is ample parking. Restrooms are available. The Rhode Island Department of

Environmental Management (RIDEM) has developed a fisheries laboratory in 3 historic buildings in 2000, in the east end of the park.

22) Fox Hill Farm Area

The Fox Hill Farm is located along Fort Getty Road in Jamestown and is one of the working farms on the Island. The Nature Conservancy holds a conservation easement on this 61-acre area that includes 1,200 feet of shoreline. This area is not open to the public.

23) Beaverhead Farm

The undeveloped portion of Beaverhead Farm is protected from future development through conservation easements by the Conanicut Island Land Trust, The Nature Conservancy, and Audubon Society of Rhode Island. The remainder of the property is currently listed under the State's Farm Forest and Open Space Program. Pure Breed grass fed Highlander Cattle are raised at the farm along with grass fed lamb, natural pork, chickens and eggs, and turkey. This farm has sold products on site over the last year. This property is not open to the public.

24) Fox Hill Audubon Site

This is a salt marsh area of 32 acres owned by the Audubon Society of RI that boarders the Fort Getty Town Park. Wildlife and rare plants can be found here. A permit from the Audubon Society is required for entry to the premises and some areas are restricted to public access.

25) Dutch Island

Dutch Island, located in the West Passage of the Bay, is owned by the State of Rhode Island and is 75 acres in size. The park is not open to the public. An old lighthouse and old fortifications dating to the Civil War and the early 1900s still exist on the Island. The lighthouse, a 42-foot brick tower built in 1857, was built to replace a lighthouse established in 1826 and is included on the National Register of Historic Places. A significant restoration was completed in 2007 by the Dutch Island Lighthouse Society (DILS). The two- year project included interior and exterior repairs to the stucco and brick structure, guano removal, replacement of floors and metal work, and the repair of interior stairs. DILS reacquired the lighthouse lens from the American Lighthouse Foundation in Maine and connected the red-flashing light to work with solar power. The project was paid for with $135,000 in private

fundraising and $120,000 from the RI Department of Transportation - Federal Transportation Enhancement Funds.

26) Fort Getty Park

Fort Getty Park is a Town-owned facility located at the terminus of Fort Getty Road and is 41 acres in size. Fort Getty is primarily a recreational-vehicle campground that also contains a tent camping area. The Park itself-has old fortifications, a rocky beach, a public boat ramp and a dock. The Kit Wright walking trail was completed along Fox Hill Marsh in the winter of 2000. In addition, the Boy Scouts constructed a wildlife observation platform that was funded by the Rotary Club in 2000. Views of the Jamestown Bridge and across the West Passage make this park one of the Town's major recreational and open space resources. Fees are charged during the summer months for non-resident parking and boat launching and a Beach sticker is needed for residents to enter in the summer season.

27) Conanicut Battery Historic Park

The Conanicut Battery, formerly known as the Daughters of the American Revolution (DAR) Memorial, is located on Battery Lane on Beavertail. The Town-owned area encompasses 22 acres and is primarily the historic site of a fortification. The Battery has various trails that are managed by the Jamestown Historical Society. The Friends of the Conanicut Battery was organized in 1998 to redevelop the property as an Historic Park and actively manage the area, improve access, and interpret the history of the Conanicut Battery. They commemorated the reopening of the park in 2002 with a Battery Day celebration that featured military re-enactors representing the three countries that occupied the battery. Battery Day in now held biennially. Several trails, including a new, rustic trail built by the Boy Scouts in 2010 go through the park around the earthenwork fort. Today, management is handled by the Jamestown Historical Society cooperatively with the Town of Jamestown. It is listed in the National Register of Historic Places.

28) Lippincott Easement

The easement over this property is held by the Conanicut Island Land Trust and contains 20 acres encompassing 800 feet of shoreline. The use of this property is restricted to

the property owners. Its location is just south of the Beavertail Farm and just north of Beavertail Park on the east side of Beavertail Road.

29) Beavertail Farm Conservation Easement

The Beavertail Farm easement is held by The Nature Conservancy and consists of 23.25 acres of shoreline property. The use of this conservation easement is restricted to the property owners.

30) Beavertail State Park

One of the State's prime open space areas, Beavertail Park is located at the southern tip of Conanicut Island. The 183-acre park is a popular fishing and passive recreation area. The Beavertail Lighthouse and Lighthouse Museum are located at the southernmost point of the park and are manned by volunteers. The lighthouse is one of the few remaining in operation in the State by the United States Coast Guard. The old fog horn building has been converted to an aquarium building, which has a significant number of summer visitors. A Park Naturalist is present during the summer months to conduct programs on the natural history of the area. Ample parking is available, and no fees apply.

31) Jamestown Shores, Head's Beach

This property was purchased through joint funding from the State Department of Environmental Management and the Town of Jamestown. This property is approximately three acres of shorefront. Approximately 1.7 acres comprise Head's Beach. The Town Recreation Department is responsible for management of this property. The town beach sticker also allows parking access to Head's Beach.

32) Commerce Oil Wetlands

This Town owned property, Plat 2 Lots 2, 3, 57 and 61, contains approximately 35 acres along the east side of North Road located behind East Passage Estates.

33) Godena Farm

The Conanicut Island Land Trust owns the approximately 25 acres of farmland on the east side of North Road and a house on the west side of the road with 5 acres. Public access is limited to special events.

34) 138 (The John Eldred Parkway) Wetlands

The RIDEM holds title to approximately 50 acres of wetlands that were purchased for the construction of the new Route 138 (John Eldred Parkway) in the early 1990s. A conservation easement to the Town of Jamestown exists over the wetlands to prevent future development.

35) Mackerel Cove Beach

This is the Town's major beach facility and is located on the sandy isthmus between the mainland of Jamestown and the Beavertail peninsula. It is open to the public. Season beach stickers are sold to residents and daily passes are sold to non-residents. The facility includes seasonal lifeguards, parking facilities, and a lifeguard post.

36) Hull Cove/Franklin Hollow

This is owned by the Conanicut Island land trust and there is public access by parking on Hull Cove rights-of-way.

37) Parker Property (formerly Viera Farm)

This is a 45-acre parcel stretching from North Road to East Shore Road with access to East Shore Rd. at the north end of Jamestown. The Conanicut Island Land Trust acquired this property in 2000. Trails have been developed for public use.

38) Ryng Property

The Conanicut Island Land Trust acquired this property in 2000 for its prime location within the public water supply watershed and subsequently sold it to the Town for its inventory of property within the north pond watershed.

39) Watershed Property

The Town, through a DEM Grant, along with Town funds and owner donation acquired this property north of Eldred Avenue. It is approximately 10 acres and is located within the Town's public drinking water watershed.

40) Dutra (Wanton) Farm

Dutra Farm, once owned by Joseph Wanton, Jr., Deputy Governor of Rhode Island, sold the development rights to 80 acres of land to the Town of Jamestown in 2007 with the Assistance of the US Department of Agriculture (USDA), the RI Department of Environmental Management (RIDEM), The Nature Conservancy and the Champlin Foundation. In addition, The Nature Conservancy holds a conservation easement on approximately 40 acres of the northern-most portion of the farm bordering Town of Jamestown conservation land. Currently, the operation is focusing on hay-production. The dairy herd has 45 replacement heifers, all Holsteins. Replacement heifers are young females that have not had their first calf.

41) Neale (Weeden) Windmist Farm

The Neale (first known as Weeden) Farm, consisting of 44 acres, has been farmed since colonial times. The Neales have been raising Grass Fed Belted Galloway Cows since the 1990s. They also pasture-raise heritage pigs, americuna chickens, lamb, boer goat, and katahdin sheep. All products, including eggs, are sold on site, which is open to the public during limited hours. The development rights to this farm were purchased in 2007 by the Town of Jamestown through cooperative funding from the USDA, the RIDEM, The Nature Conservancy and the Champlin Foundation.

42) Conanicut Island Greenway Trail System

This trail system idea was developed by the Town Planner, the Conservation Commission and the Conanicut Island Land Trust due to the lack of dedicated bicycle trails and on-street bicycle accommodation throughout the Island. The Town Council accepted this plan in 2002 and the Town Council formed the North Road Bike Design Path Committee in 2010 to facilitate the design and construction of a designated bike path from the west side of the Jamestown Bridge to North Road and extending into the village. The Town Council funded the design of this path in 2011 and RIDOT has committed to funding a bicycle path with a 2002 Transportation Improvement Program allocation.

2. Agriculture

a. History of Agriculture

Agriculture was the mainstay of Jamestown's economy from its initial settlement through the 19th century. In the 17th century, the Jamestown's settlers cultivated Native American crops such as corn, peas, beans and pumpkins. The colonists subsisted on a commercial agriculture economy and pastoral grazing of livestock. It has been reported that Jamestown was dubbed the "Garden of New England" in 1690. Through the 18th century, agriculture and grazing continued to be Jamestown's source of economic well-being. Cattle and sheep herding was a major industry into the 19th century.

The Industrial Revolution that swept through most of New England in the 19th century bypassed Jamestown, which continued to maintain an agricultural economy. In 1850, Conanicut Island consisted of 5,513 acres of farmland and 45 farms ranging in sizes up to 350 acres.

b. Current Agriculture

Although over 70% of Conanicut Island has prime farmland soils, today only eight working farms remain on the Island (See Map 18 - ACTIVE FARMLAND). This active farmland has been important in maintaining the rural character of Conanicut Island. These farms produce: hay, alfalfa, pasture, melons, raspberries, sweet corn, silage corn, pumpkins, squash, mixed vegetables, bedding plants, herbs, sheep, beef cattle, horses, goats, chickens, turkeys and dairy cows.

A small number of residents who reside on one- and two-acre lots have undertaken or maintained farming activity on their property. This activity consists of the keeping of a few animals – usually sheep, goats, or chickens – or haying small fields. This type of farming activity helps to support the local agricultural economy. There is a growing movement to change the regulation in Jamestown requiring an acre to raise chickens and other fowl. The Town Planner has committed to bringing this issue to the Planning Commission.

Of the Island's total of 606 acres of farmland, 97% is permanently protected from development. This protected land was protected by, and is owned by, various groups, including the USDA, the State of Rhode Island, the Town of Jamestown and by private land preservation organizations, such as Historic New England, the Audubon Society and The Nature Conservancy. The purchase of development rights and conservation easements has commonly been used to help in retaining active farmland. In addition to the permanently protected land, 916 more acres of undeveloped privately owned land are temporarily protected under the Farm, Forest, and Open Space Act that encourages the maintenance of Rhode Island's agricultural and forested land (see Map 17 - PROTECTED AREAS). The Farm, Forest and Open Space Act has eased the tax burden of farmers by providing a tax reduction to those farms that qualify based upon size and production.

MAP 18

Active Farmland

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

Features

- Highways
- Roads

Boundaries

- Jamestown
- RI Municipal
- Active Farmland

Source:
RIGIS
E-911
Jamestown DPW

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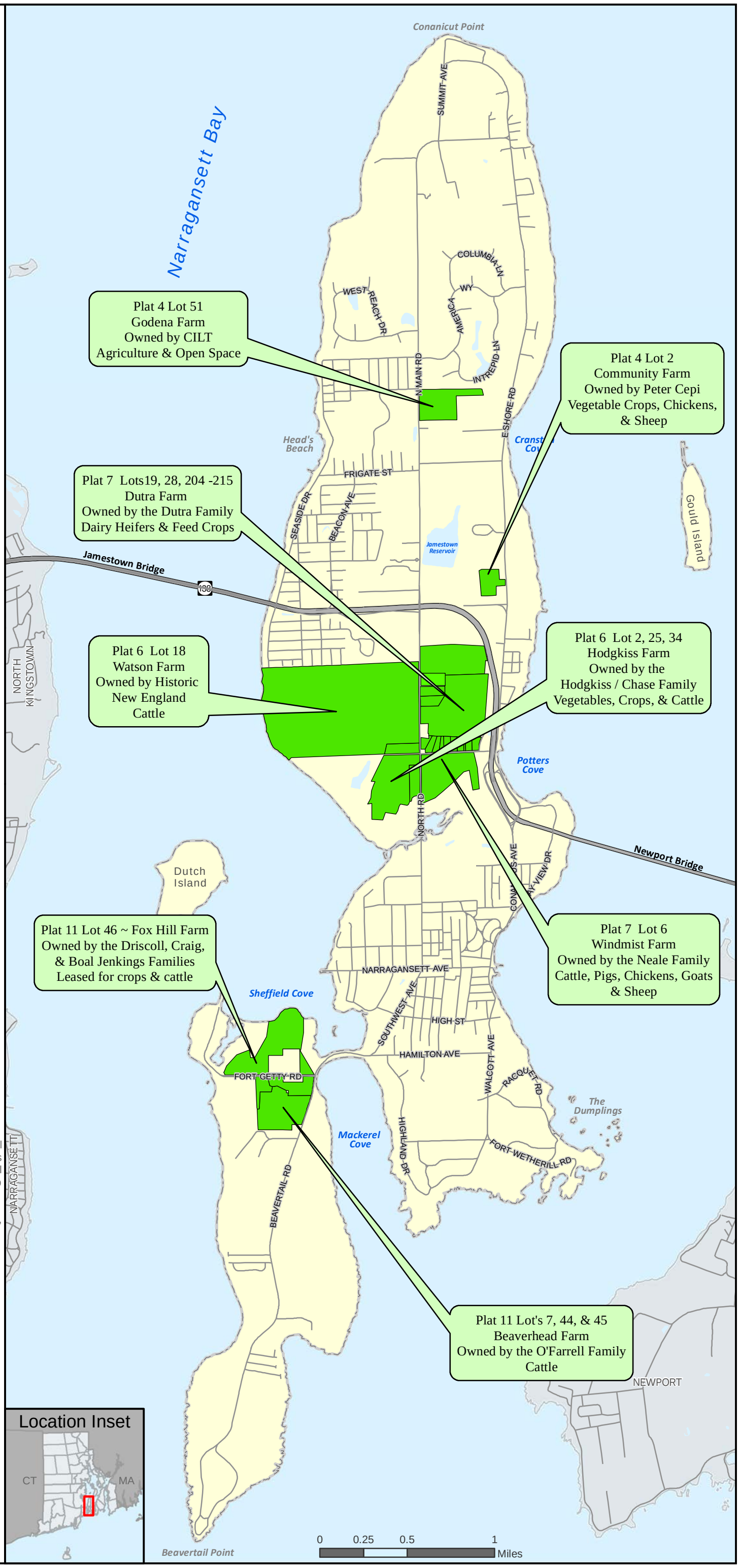
Justin Jobin, GIS Coordinator
Jamestown GIS Dept.
May 2014



There is strong community support for maintaining the Island's agricultural heritage. It is important that farming remain productive in Jamestown, not only for the economic benefit, but also as a significant contribution to our community's character.

3. Recreation

Recreational activities are extremely important for all elements of society. Development of confidence, social skills and cooperation among participants are some of the benefits derived from involvement with recreational opportunities. In a changing, highly technical and stressful society, recreational activities assist in the relief of stress and the promotion of health. Exposure to alternative forms of recreation such as theatre, music, crafts, and art provides holistic development.

The primary responsibility for providing recreational programs and facilities lies with local communities. Assuming this responsibility of providing recreational services, the Jamestown community has always placed an emphasis on the importance of recreation programs and facilities for all residents. Jamestown's high participation rate, accessibility, varied programs and activities, and considerable volunteerism all demonstrate the success of the Town's recreation programs.

a. Trends in Recreation

During the past decade, there has been an increasing demand for recreational programs and facilities both nationally and locally. Factors identified that have created the additional demand are population increases, the increased amount of leisure time, the increased awareness of obesity as a national epidemic and the promotion of a healthier lifestyle for adults and children.

Other changes can also be seen in the organization and operation of recreation programs. Recently in Jamestown, there has been a move toward more independently run recreation programs and activities. As more volunteers have become involved in recreation activities, independent associations are more involved in the decision making and coordination of recreational programs. These programs share Town facilities at the school fields, and the Jamestown Recreation Department participates in their organization and scheduling of their activities.

Other groups, such as the Substance Abuse Prevention Task Force, the Boy Scouts, Girl Scouts, the Rotary Club of Jamestown, Knights of Columbus, Junior Women's Club, Fraternal Order of Police, the Jamestown Theatre Company, Jamestown Art Association and many other organizations have taken an active interest in creating alternative leisure activities for youth groups. These volunteer groups have also offered financial assistance to the Town's Recreation Department to sponsor existing programs to create alternative recreation opportunities. Various organizations have sponsored a round-the-Island kayak race, Columbus Day bike race, and several foot races each year. Independence Day fireworks are organized privately and paid for with donations. The design, construction, and renovation of the Town's community playground were accomplished by a group of volunteers. The skate

park is another privately fundraised recreation spot. When it was constructed in 2006, it was the only single-form skate park in New England.

The Conanicut Island Yacht Club provides youth sailing programs and they along with the Jamestown Yacht Club hold sailing races. Fishing is a popular form of individual recreation at Beavertail, Fort Getty, Park Dock and Taylor Point. The largest, unorganized sport in Jamestown is undoubtedly sailing. Narragansett Bay is the sailing capital of the world and Jamestown, located at the mouth of the Bay, has large mooring fields at both East and West Ferry and easily accessible anchorage areas around the island for public use.

Jamestown has faced a new challenge over the last decade: declining school population. This in combination with the myriad of other recreational opportunities available today has resulted in an enrollment drop in recreation programs limiting the number of teams, in some instances to the point of the loss of the program such as girls' softball.

b. Goals of the Recreation Department

The philosophy of the Recreation Department is to provide opportunities for all people to participate in active and passive recreation. The Town is currently undergoing a comprehensive review of the Town's Parks and Recreation Program. This review is intended to provide the Town with findings and recommendations regarding organizational, operational management, and staffing improvements intended to help address current and future recreation and leisure service needs as well as outdoor parks and beach maintenance and service requirements.

c. Recreation Facility Improvement, Development, and Acquisition

Methods for improving, developing and acquiring recreation facilities and equipment have been varied. The Town of Jamestown, through Town government finance funds or School Department funds, has participated in the funding of most of the existing recreational resources. Where possible, the Town has also taken advantage of surplus Federal and State properties for other recreation resources. With respect to the administration of recreational programs, the cost has been entirely borne by the Town except in programs under the jurisdiction of the Jamestown School Department. The Parks and Recreation Department accomplish general maintenance of the facilities and equipment.

Combining various funding and labor sources supports major maintenance and capital development for facilities. In the past, the Town has worked successfully by combining their resources with State funds and those of volunteer groups. Major upgrading and facility development at the playfields at the Jamestown schools, the construction of the community playground, and the construction of a public dock at East Ferry have all been accomplished with combined Town, State, and volunteer resources.

Bond funding can be utilized for major capital expenditures. In 1987, the voters of the Town of Jamestown approved a $5 million bond referendum for the acquisition of open space and recreation property and the development of recreational facilities. To date, none of

these funds have been utilized for the acquisition or development of land for active recreational facility development.

The 1991 Comprehensive Plan stated that "A potential source for recreation land acquisition and development funds is an exaction from developers. This method would require developers to donate land for recreation purposes or a fee in lieu of land at the time of subdivision of land." The subdivision regulations adopted December 20, 1995 contain this requirement, and state: "If payments in lieu of land dedication are required, they must be kept in a restricted account and shall only be spent for the intended purpose of providing park and/or recreation facilities." As of March 2011, no land had been deemed worthy of dedication; however, over $300,000 in payments in lieu of dedicated land had been collected under this provision and placed in an account for the future acquisition of park and recreation land. To date we have spent $100,000 towards purchase of the development rights to the Dutra and Neale Farm with this fund.

d. Classification of Recreational Facilities

To inventory and analyze the future need for recreational facilities, it is necessary to divide Jamestown's recreation areas into a classification system. The classification system discussed below has been developed for the Town of Jamestown and is based upon current use.

MINI PARK: Recreation area that is usually located within heavily populated neighborhoods. Contains benches and other facilities for quiet relaxation and may contain playground equipment for tots.

PLAYGROUND: Active neighborhood play area for recreation needs of the 5- to 12-year age group. The playgrounds are the chief centers of outdoor play for children and, in most instances, they are developed in conjunction with neighborhood schools. Features include apparatus areas, field areas for games and informal play activities, passives areas, and areas for court games.

PLAYFIELD: Active recreation area that usually serves more than one neighborhood and provides for varied forms of activities for young people and adults. A portion of the playfields is usually developed as an athletic field for highly organized team sports. Features of the playfields include: area for court games, including tennis, volleyball, basketball; sports fields for men and women for games such as softball, baseball, soccer and football; and areas including picnic areas. They may also include a field house, running track and outdoor swimming pool.

COMMUNITY PARK: Generally considered are large areas of diverse environmental quality. Many include areas for intense recreational activities as well as natural areas for passive recreation. These parks are generally 25 acres or more and service the entire community.

REGIONAL PARK: Large natural area for passive recreational activities such as hiking, swimming, camping, fishing. This type of park serves several communities and may contain play areas.

REGIONAL PARK RESERVE: Large natural area used primarily for passive recreational activities, such as hiking, swimming, camping, and fishing. This type of park serves several communities and may contain play areas.

CONSERVATION AREA: A specific area in which unique natural resources of a community are located. These areas are protected for their ecological importance but may provide passive recreational opportunities. Conservation areas include lots in the Jamestown Shores area that are generally prime groundwater recharge areas, the protected area at Shoreby Hill Green and the ponds in East Passage and West Reach Estates.

SPECIAL AREA: Areas developed for a special use such as a municipal beach, golf course, or water-related use.

Table E-1. Standards for Recreational Facilities

TYPE	***SERVICE AREA***	***REQUIRED SIZE***	***ACRES/1,000 POP***
MINI PARK	< ¼ mile	1 acre or less	0.25 – 0.5
PLAYGROUND	¼ – 11 miles	1 – 2 acre	1
PLAYFIELD	¼ - 4.5 miles	15+ acre	2 – 4
COMMUNITY PARK	Municipality	Variable	5 – 8
REGIONAL PARK	Several Communities	Variable	5 – 10
REGIONAL PARK RESERVE	Several Communities	Variable	Variable
CONSERVATION	No Standard	Variable	Variable
SPECIAL AREA	No Standard	Variable	Variable

Table E-2. Existing Recreation and Open Space Areas

ACREAGE AND NEEDS

USE TYPE	***EXISTING*** *(Acres)*	2010 NEED *(Acres)*	BUILDOUT *(Acres)*
MINI PARK	4	1.38 – 2.75	2 – 4
PLAYGROUND	.75		8.3
PLAYFIELD	8.5	11 – 22	16.6 – 33.34
COMMUNITY PARK	41	27.5 – 44	42 – 66.5
REGIONAL PARK	81	27.5 – 55	41.5 – 83
REGIONAL PARK RESERVE	303.5	N/A	N/A
CONSERVATION	535.5	N/A	N/A
SPECIAL AREA	129.75	N/A	N/A

TOTAL RECREATION AND CONSERVATION LAND = 1175

N/A = NOT APPLICABLE – No standard applies to these types of recreational facilities.

NOTE: 2010 NEED BASED UPON 5,500 POPULATION ESTIMATE.

e. Recreation Facilities and Programs

Today, the Town offers a substantial number of varied opportunities to the Jamestown resident through its Department of Parks and Recreation. Some of these recreational opportunities are passive and some are active.

Passive activities can usually be done alone and include hiking, birding, orienteering, and fishing. Active recreation can be defined as an activity that includes the use of facilities and is usually done by more than one person. Active recreation includes baseball, basketball, volleyball, soccer, swimming, running, etc. Some of the facilities serve both active and passive recreational needs.

f. Inventory of Recreation Facilities and Programs

The following is a partial listing of the recreational facilities:

1) Pemberton Mini-Park

The Pemberton mini-park is a small landscaped area with a sitting bench. It is primarily used as a rest area for senior residents.

2) East Ferry Mini-Park and Beach

The East Ferry mini-park is located at the eastern-most terminus of Narragansett Avenue and is a popular boating, fishing and viewing area. There is a veterans' war memorial, a sandy bench and a lawn area at this facility.

3) Jamestown Shores Beach

Special Use Area – The Jamestown Shores Beach, also known as Head's Beach, is located along Seaside Drive in the Jamestown Shores neighborhood north of Eldred Avenue. The three-acre beach has great public access for swimming, fishing, neighborhood picnics, boat launching and field activities.

4) Jamestown School Multi-Purpose Recreation Area – Playfield

The Jamestown School Recreation Area is located in the block between Lawn Avenue, Arnold Avenue, Watson Avenue and Melrose Avenue. The entire land parcel is 21 acres including the schools and parking areas. The actual fields, courts and other outdoor open play areas occupy approximately 6.3 acres. The Recreation Department also utilizes the school gymnasium for activities and programs.

Indoor activities that take place in the school gym include youth and adult basketball, adult volleyball, youth dances, music programs, indoor soccer, and special events. The cooperation between the School and Recreation departments is essential to the continued

success of these programs. Scheduling for any indoor recreation event in the gymnasium requires permission of the Recreation and School departments.

Outdoor activities which take place at the school are: tennis, softball, baseball, soccer, volleyball, golf, summer playground, track and field activities, outdoor basketball, and other passive activities such as kite flying. Although the outdoor facilities at the school are open to the public at all times, the Recreation Department and School Department programs take precedence over other uses. Both the baseball and soccer programs use the same field space, rotating the activity according to the season. Outdoor recreational facilities available at the school are as follows:

a) **Baseball Fields** – 1 little league field, 1 lighted softball field, 1 minor league Babe Ruth field, 1 minor league grass field. These fields are used during the months of March through October.

b) **Soccer** – 1 full size soccer field, 5 small side fields.

c) **Mini-Park picnic area**, 2 bleachers, 4 benches, 1 lighted softball field.

d) **Concession building** with storage space and 2 restrooms (men and women).

e) **Tennis –** 6 tennis courts with fencing and one bench.

f) **Basketball –** 2 full size basketball courts.

g) **Playground Area** with swings, a slide, climbers and handicapped accessible play areas.

h) **Kids Rock** climbing features (to be build in 2012)

i) **Skate Park**

5) John Eldred Recreation Area

This area is a former Federal Highway Administration property deeded to the Town by the Rhode Island Department of Transportation in 1994, with certain restrictions, as part of the negotiations during construction of the Cross-Island Connector Road, now known as the John Eldred Parkway. The approximately eight-acre parcel consists of four acres for active recreation, with one full-size and one youth-size soccer field, and roughly four acres of wooded open space. Deed restrictions on the property prevent any further development and specifically prevent the temporary or permanent installation of athletic field amenities, such as bleachers, restroom facilities, concessions, and digging of a well for irrigation/watering. Despite the deed restrictions, the field has been useful for spring and summer soccer leagues, relieving the overcrowded situation at the school fields, and providing better field

maintenance opportunities at the schools. The field is in need of significant reconditioning due to drainage issues and poor soils on the site.

6) Jamestown Community Playground

The Community Playground is located on a half-acre site on North Road adjacent to the Philomenian Library. Community volunteers constructed the playground in 1990 with local fundraising, grants, and donated materials. The playground, which was designed with assistance from school children, offers a wide range of equipment including swings, corkscrew slides, a ship climber, a trolley, and handicapped-accessible play areas and equipment, but lacks a bathroom. Recycled plastic was utilized whenever possible for construction. It has been rehabilitated over the years through an endowment fund set up for the purpose of maintenance of the equipment. That fund has been depleted and the Recreation Department continues to assess the safety of the equipment on a yearly basis. The playground is open to the pubic daily between dawn and 9 p.m.

7) Jamestown Golf Course and Country Club

Special Use Area – Though privately leased, the75-acre golf course and country club has been owned by the Town of Jamestown since 1987. The Jamestown Golf Course is a nine-hole course, and fees apply to both residents and non-residents. This property abuts the Town-owned Conanicut Island Sanctuary. In addition to Recreation classes such as yoga, pilates, and Tai Chi, special events and fundraisers are also held at this facility. The Town Council appointed the Buildings and Facilities Committee to study re-use of the building. The Committee is in the process of preparing a plan and has engaged a structural engineer to assess the building for current and future uses.

8) Taylor Point Park

Regional Park – Taylor Point Park is a 25-acre overlook area developed by the Town in 1988 with assistance from State grant funds. It is located along Bay View Drive and is a popular place for picnicking, swimming, fishing, and clamming. Potter's Cove, located at the Taylor Point Park site, is an ideal spot for boating, and includes an anchorage area.

9) Fort Getty Recreation Area

Community Park – Fort Getty Recreation area is a Town-owned multi-purpose recreational area. The park encompasses 41 acres overlooking the west passage and Dutch Island. The park includes a campground with 105 RV sites with water and electric hookups (no sewer) and 15 tent sites. There is currently a waiting list for camping sites. The large open-air pavilion collapsed under the weight of snow in the winter of 2011 and the Town has selected a design for its reconstruction at the original site. Construction is under way, with completion expected by the end of May or early June. The new pavilion will be similar in function and will accommodate seating for up to 200 people in an open-air environment. Other amenities at Ft. Getty include a boat ramp, dock, boat outhauls, the Kit Wright Nature Trail around the Fox Hill Marsh area, the Wildlife Observation Platform, rocky beaches and several picnic areas. Seasonal fees for camping and daily parking, from May to October, provide a source of revenue to the Town. For a fee residents can purchase a seasonal recreation permit for admittance to the park as well as to the Town Beach. The Town developed the Ft. Getty Master Plan in 1991, it was updated in 2005. On May 19, 2011 the Jamestown Town Council held a public facilitated workshop with 125 participants in attendance and 111 voting. This workshop gauged public opinion on three issues below with the responses following.

- The top 10 most desired "best use(s)" for Ft. Getty Town Park were voted as follows in order of preference:

Passive Recreation/Open Space
Sailing Center
Restrooms - Year Round
Overlooks/Viewing Bench
Wedding/Function Pavilion - Enclosed
Trail System
Tent Camping
Improve Beaches/More Beaches
Marine Education/Recreation Center
Adaptive Reuse of Existing Battery/Historic Feature

- Whether revenue generation should be integral to park operation

Revenue Neutral	65
Revenue Producing	44
Cost to the Town, but Services Provided	2
Total	111

- Whether to keep, eliminate or reduce the size of the RV Park

Eliminate RV Park		63
Reduce size of RV Park		32
Keep RV Park		16
	Total	111

10) Mackerel Cove

Special Use area – Mackerel Cove is a Town Beach maintained and guarded by the Town of Jamestown during the months of June, July and August. The beach is a family beach with a shallow sandbar area approximately 150 yards out from shore. The waves vary in size but on most days they are manageable for all ages. The beach area is approximately one acre and the beach offers swimming and sunbathing. During off-hours many sport-fishermen use the beach. Daily parking fees are charged for non-residents, and Jamestown residents can purchase a recreation permit that allows entrance to Ft. Getty Park as well during summer months. Public restrooms are available.

h. Water Related Recreational Activities and Facilities

The Island's location in Narragansett Bay provides an exceptional environment for water related recreational activities. Popular activities include swimming, boating, and fishing. Waterfront facilities on Conanicut Island are an important part of the Town's recreation and economic resources; therefore, the management and maintenance of these facilities must remain a priority for the community.

The Coastal Resources Management Council (CRMC) sets policies, rules and regulations for the preservation, protection, development, and restoration of the State's coastline. CRMC regulations require waterfront communities to prepare and adopt Harbor Management Ordinances and create commissions to regulate activities within their waters.

In 1990, the Town adopted its first Harbor Management Ordinance consistent with State guidelines. The Harbor Management Commission completed updating the Plan and Ordinance in 2011. The Harbor Management Ordinance regulates uses and activities within the waters of Jamestown. Among the goals of the Ordinance is to "maintain and improve public access to the waters of the Town of Jamestown for the benefit of all user groups, including those without boats who seek to use the Town waters for passive and active recreation." As stated here, it is important for all residents of Jamestown to have access to the waterfront and the opportunity to participate in water related recreational activities.

Public access points range from neighborhood rights-of-way to larger parks with facilities (see Coastal Resources section within Natural and Cultural Resources Chapter ID for more information.) Moorings are allowed in the riparian areas of all public rights-of-way. As pressure for moorings increase 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. Under the Harbor Management Ordinance, the Harbor Management Commission is responsible for waterfront improvements, mooring placement and permits.

Both the East and West Ferry areas of Jamestown have experienced some recent and upcoming major waterfront improvements including repairs to the bulkhead, a new pump out facility, clean up of the beach, addition of a portable public bathroom at the West Ferry, and completion of the steel pier with new curbs and rails, repair of the wood pile pier and installation of a new touch-and-go float at the Town's wood pile pier at East Ferry. Island-wide private residential dockage and mooring facilities have also increased.

All activities taking place within 200 feet of any coastal feature are required to receive an assent from the CRMC prior to commencement. In addition, permits from the U.S. Army Corps of Engineers and the RIDEM's Water Resources Division may be required for some projects.

F. ECONOMIC DEVELOPMENT

1. Jamestown's Economy Since the 1970s

Jamestown historically has had a slow-growing seasonal economy with commercial and agricultural development. To understand Jamestown's economy it is beneficial to return to the 1970s, when the Island saw its last slump. The examination of commerce in the 1970s indicates a moderate to low level of activity. Similar to the present, the majority of local businesses served local needs, with no businesses in Town devoted solely to general merchandise, furniture, apparel or accessories. The greatest proportion of sales and service activity was in retail sales, and primarily consisted of grocery stores, restaurants and gasoline service stations.

In the 1970s, family income and employment figures showed that the Island was primarily a moderate-income, blue-collar community with 20% of the working population being employed in Jamestown. Jamestown's main industry was home construction. The fiscal impact analysis for a typical single-family home in a residential subdivision in 1978 represented a financial loss to the Town, due to the net cost of services required for a single family home. As indicated by the 2010 Community Survey, nearly 22% of the working population is employed in Jamestown. This is similar to the response in 1998 indicating that 24% of residents worked on the Island. Residents therefore are still heavily dependent upon off-island employment for family income.

As a small community, Jamestown appeared to have limited economic self-reliance in the 1970s, and the outlook for new tax-generating business and industry was low. Many communities within Rhode Island, and other states, were actively seeking new economic development, and had more to offer than Jamestown.

2. Jamestown's Economy Today

Jamestown's economy is confined by its island geography, small land mass, limited commercially-zoned property, high land costs, relatively small population and close proximity and easy transportation access to regional shopping areas. At the same time, its easy transportation access offers greater off-island employment opportunities for residents of Jamestown. In both the 1998 and 2010 Planning Commission community surveys, a majority of respondents, 76% and 81%, respectively, indicated that they were satisfied with the goods and services available in Jamestown.

In recent years, the main components of the economy have been businesses catering to residents and visitors to the Island, with those businesses including recreation and leisure, boating, marine services, retail, restaurants, home-based businesses and other services. All Jamestown businesses are "small" according to US Department of Housing and Urban Development standards, where the threshold is 500 employees. Similarly, the State of Rhode Island recognizes 99% of its businesses to be "small" by the same standards. The Rhode Island Economic Development Corporation (RIEDC) lists the largest private industry employment sector in Jamestown as the accommodation and food services

industry, accounting for 18% of private industry employment. Health Care and Social Assistance is the second largest, containing 14% of private-industry employment, followed by Arts, Entertainment and Recreation (12%), Retail Trade (10.5%) and Professional and Technical Services (10%). The Town of Jamestown is the largest single employer on the Island, with 121 municipal employees (including summer employment) and 92.5 full-time-equivalent school department employees (some of whom are part-time, such as bus monitors). The average business in Jamestown employs 4.7 persons.

The summer season boosts Jamestown's economy and benefits many local service and retail businesses. The restaurant and marine trades are two prominent examples. The Bay Voyage Restaurant increases from 25 to 45 employees in the summer, and Conanicut Marine Services increases their year round staff of 19 to 65 during the summer season.

Commercial businesses accounted for 4% of the Town's tax base in 2010, down from just under 5% in 1999. That translates into Jamestown's total commercial tax base for real estate being approximately $71 million. Tangible property adds another $11 million to our tax base. According to Town tax records, the number of businesses has remained fairly stable since 1999 (from 201 to 199). Home-based businesses account for 50% (100 businesses) of all Jamestown business. It was estimated by the Jamestown Chamber of Commerce in 2000 that there were at least 30 home businesses in Town, including builders and carpenters who operate out of the home but do not necessarily work in the home. Anticipating this increase in home-based businesses, the Planning Commission chose to ask residents whether the minimum allowable space for home-based office use (200 square feet) or customary home occupation (600 square feet) should be increased. Although more respondents felt that the space requirement should not be increased (42.7%), another 37.4% were in favor of allowing an increase in the minimum allowed space for such businesses. Another 20% answered "not sure".

Average employment statistics from RIEDC show that employment is down by 2.6%, or 32 employees on the Island. Total wages, on the other hand have increased by 17%, or $1.76 million, between 2002 and 2010. A number of factors have contributed to the development and success of the downtown commercial district over the past two decades. Access to the Island has improved with the completion of the Jamestown-Verrazzano Bridge in 1992 and the John Eldred Parkway (Rt. 138) in 1994, which connected the two bridges with a limited access highway. The Chamber of Commerce, working with volunteers, provided signage to help direct visitors from both exits off Rt. 138 to the village commercial district. The recession that hit the Nation in 2009 was felt locally, as well. Jamestown has seen a turnover of many local businesses over the last decade (see table F-1 for list of local businesses). Our records indicate that 23 businesses no longer operate in Jamestown's business districts and 21 businesses are new over the last decade. Jamestown's unemployment rate was 3.4% in 2000 and was 7.5% in 2009, which is still lower than the State of Rhode Island, whose unemployment rate was 4.2% in 2000 and 11.2% in 2009. Jamestown had the second-lowest unemployment of all cities or towns in the State of Rhode Island in 2009.

Vacancies in commercial buildings have occurred over the last decade, generally in office space. The most significant trend has been a turnover of business space in the village, including Stonecraft Silver to Taste Inc. in the Mall, Schoolhouse Café, to Trish's Tropigrille and now Fish, to name just a few. Only a few buildings have converted from residential to commercial use, with Ronald DiMauro Architects on Howland Avenue being one example.

Clinton Avenue has experienced the most change over the last decade with the construction of the 5,450 square-foot Windridge Properties building at 14 Clinton Ave. and the new 4,500 square foot Environmental Packaging Inc. building at 41 Narragansett Ave. and the redevelopment and expansion of the residential yellow cottage at 4 Clinton Ave. behind the new Jamestown Press location at 45 Narragansett Avenue, all within the Commercial Downtown Zoning district.

The 2007 "Jamestown Vision" Village Charrette, based on comments throughout the workshops, recommended increasing the density of the Four Corners area near the post office and reducing the density from the Town Hall to Howland Avenue in an attempt to encourage redevelopment of the Four Corners area and preserve the "eclectic character" that now exists in the Howland Avenue to Town Hall area. That recommendation met with some resistance at the Planning Commission level during the re-write of the Zoning Ordinance in the years to follow and it was decided to further query residents on the issue through the Community Survey as well as additional workshops. The survey results show some ambivalence and even uncertainty about whether Jamestown has enough or too much commercial area and whether to support the concept of increased density at the Four Corners. What was clear is that 79-to-82% of respondents do not support increasing the height limit to 4 stories in the commercial downtown for any reason, even for affordable housing.

The state and regional economies also affect Jamestown. For example, the proposal in the 1990s to build a loading center container port at Quonset-Davisville heightened the awareness of Jamestowners to how Jamestown can be affected by regional economic initiatives.

The most recent regional issue has been the proposal by Hess Oil and Weaver's Cove Energy to install and operate a floating LNG (Liquefied Natural Gas) terminal on Mt. Hope Bay and re-gasification plant in Fall River, MA. The project, would have allowed LNG supertankers to traverse the waters of Narragansett Bay regularly. This would have had a direct impact on commercial and private interests in Jamestown. Being concerned about this issue, the Planning Commission decided to gauge the public's opinion during the 2010 Community Survey. The survey questioned whether the respondent was in favor of permitting LNG tankers to navigate Narragansett Bay. The majority of respondents, 75.3%, were not in favor where another 15.7% were in favor and 9% were unsure of the issue.

The Town of Jamestown formed a Committee on LNG Threat in 2010 on the heels of the LNG Working Group, an ad-hoc citizen initiative to address LNG concerns

throughout the Bay. The intent of the LNG Threat Committee as stated on the Jamestownri.net website is "to continue our investigation of available options that will prevent Hess/Weaver's Cove Energy from commandeering our precious waters for their own benefit." Various towns' council members, along with other governmental and private interests from around Narragansett and Mt. Hope Bays, banded together in a demonstration against Hess Oil Company's LNG import proposal.

Table F-1.
Business, Municipal Offices and Churches Operating Out Of Jamestown's Commercial Areas

The following tables list all known businesses in the commercial districts of Jamestown. This information was compiled by the Planning Office and is assumed to be accurate as of October 1, 2011.

CD District

Church
Central Baptist Church
St. Mark Church
St. Matthew's Church

Attorney
Morneau and Murphy
Eric Archer Esq.
Christine Trocki, Esq.
Peter Brockmann,Esq.

Real Estate/Insurance
Mansions and Manors
Morgan Battey Realtors Ltd.
Ocean Point Insurance Agency
Island Realty
Lila Delman
Boat Works Yacht Sales

Newspaper
Jamestown Press

Restaurant / Tavern
Peking Garden
Narragansett Cafe
House of Pizza
Chopmist Charlie's
Oyster Bar
Slice of Heaven
Trattoria Simpatico
East Ferry Deli
Spinnaker's Café
Jamestown Fish
Aces Pizza

Grocery Store
McQuade's Market Place

Liquor Store
Grapes and Gourmet

Laundromat
McQuade's Laundromat

Gas Station Convenience / Car Wash
Jamestown Mist

Auto Service
Central Garage

Medical Service
Jamestown Animal Clinic
Consistent Care Corp.
Dr. John Bush- Dentist

Pharmacy
Baker's Pharmacy

Municipal Offices
Jamestown Historic Museum
Jamestown Volunteer Fire Department
Jamestown Emergency Medical Service
Town Hall
Recreation Center
Jamestown Senior Center

Gift Shop/Art
Jamestown Designs
The Conanicut Ship Store
The Purple Door
The Shock Gallery

Hardware
Jamestown Hardware

Builder/Construction Remodeling
Ocean State Builders

Architects/Designers
Ronald F DiMauro
Mary Meagher Designs
S. Barzin Architect

Interior Design
Taste Design Inc.

Apartments
Bayshore Apartments

Heating / Cooling/Electric
Custom Plumbing and Heating Co.
H.V. Holland Inc.
Jack's Electric

Bank
Bank Newport

Pickup Dry Cleaners
Del Nero Dry Cleaning

Salon/Barber/Massage/Spa
Catherine Jamieson Salon
Anita Haircut
Ken Adams's Barber Shop
Margo's Sanctuary

Marine Services
Conanicut Marine Services
Jamestown Newport Ferry Co.

Misc.
The Chemical Company
Environmental Packaging
ASC Scientific
Classic Woodworking
Bridges, Inc.

CL District

Day Care
Jamestown Early Lrng Ctr
Alite Care – Adult

Hair Salons/Spa
Dimitri Studio
Ocean Essence Spa
Salon Balayage
Conanicut Massage Therapy
Jamestown Fitness

Auto Service
Auto Tech Import & Domestic
Quality Car Repair
Art's Automotive
Moody Land Rover

Real Estate
Stearns Farms Real Estate & Insurance

Apartments
Pemberton Apartments
Jamestown Place
Jamestown Village

Telephone Company
Bell Atlantic

Rubbish Company
Island Rubbish

Convenience Store / Gas Station
Cumberland Farms

Sign Maker
Benson Signworks

Heating / Cooling
Island Energy Co.

Builder/ Construction
M.F. Smith Assoc. - Builder

Misc.
Evan Fall Protection

Food
Island Scoop
Village Hearth

Excavation
AS Clark Excavation
Ken Gladding Excavation
C. Gladding Excavation

Municipal/Government Offices
Philomenian Library / Playground
Post Office

Florist / Garden Center
The Secret Garden

Medical Services
Jamestown Family Practice

Pet Store
Island Animal

Landscaping
Atlantic Lawn and Garden

Liquor
Jamestown Wine and Spirits

Well Driller
Well Works

Misc.

Conservation Agency
Jamestown Art Center

CW District

Boatyard Operation
Dutch Harbor Boat Yard, Inc.
Conanicut Marine Services
The Shack

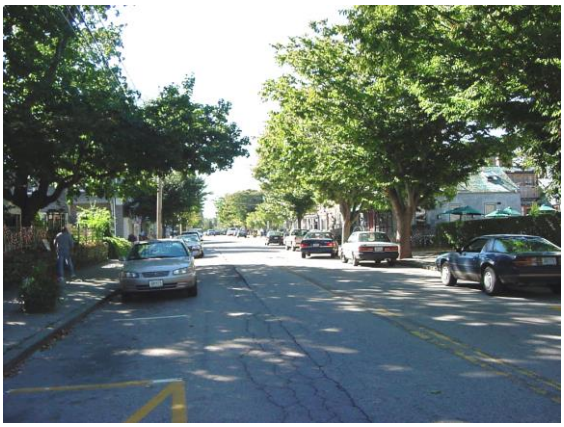
DC District

Bay View Condominiums

3. Commercial Development and Zoning

The Town's commercial area is located in the "downtown" or "village" area of the Island and consists of the Commercial Downtown (CD), Commercial Limited (CL), Commercial Waterfront (CW), and Downtown Condominium (DC) zoning districts. Within the village area, a strong town center is encouraged and the creep of commercialism outside of the village center is discouraged. In the 1990 survey, 87% of the respondents reported that they would not favor an increase in commercial zones.

Narragansett Avenue Pre 1938



Narragansett Avenue 2001

The Commercial Downtown (CD) district encompasses Narragansett Avenue from North Main Road to East Ferry for a total of 23 acres. Total developable acreage includes unimproved land and property that may have a house or business on it, but has the potential to be further subdivided. The CD district has the ability to support five potential units on the 1.4 total undeveloped acres. Additional commercial units are possible through subdivision of larger lots and conversion of residences into commercial uses.

Most types of commercial and residential development are allowed in the CD district. Special Use Permits are required for some commercial activities, industrial non-manufacturing and recreation uses. A minimum lot size for all uses in the CD is 5,000 square feet except for multi-family dwellings which require 20,000 square feet and setbacks are minimal. The CD district is supported by town water and sewer services. The predominant land use in the CD district is commercial buildings, though many buildings accommodate mixed commercial and residential uses. The requirement for mixed uses to obtain a special use permit was amended in 2009 where now mixed use is encouraged as a permitted use. Private individuals own approximately 70% of the property in this district, while the Town and religious institutions own approximately 15% each.

The Commercial Limited (CL) district runs along North Road and Southwest Avenue, from Arnold Avenue at the north to almost High Street at the south. The CL district contains 45 acres. The Commercial Limited district contains the most diverse land use in the community. Minimum lot-size requirements vary from 8,000 square feet to 25,000 square feet. The 2009 Zoning Ordinance update made the minimum lot size the same (8,000 square feet) for all commercial uses and differentiated the lot size only for single family, duplex and multi-family structures. Various commercial activities are permitted in this district and some industrial non-manufacturing and retail activities are allowed by Special Use Permit.

The Commercial Limited (CL) district has the most potential for expansion of commercial use, being only 20% developed for commercial use and 80% residentially used in 2010. The 2010 Community Survey indicated that 57% of the respondents agreed that Jamestown has enough commercial development today in the CL district while another 24% were not sure and 19% did not agree. Similarly, 52% felt that this district leaves enough room for expansion through residential to commercial conversion. Another 31% were not sure and 17% did not agree that expansion was needed. Future public discussion is needed with respect to the future of the CL district.

The Downtown Condominium district is limited to a single 0.80 acre lot and is located at the eastern corner of the Commercial Downtown district, abutting Conanicus Avenue and Knowles Court. The Downtown Condominium district contains the Bay View condominium and is unable to support any additional units.

The Commercial Waterfront (CW) districts are located at both ends of Narragansett

Bay View 1898

Bay View 2001

Avenue and include 2.5 acres with 0.93 total undeveloped acres. The majority of the land in this district is used for waterfront activities and is owned by the Town. Two lots are located in the CW district at “East Ferry” separated by the CD zone.

The Town owns one lot, which provides public access to the waterfront and includes a grassed area, a beach and a public boat ramp. The privately owned lot to the south of Ferry wharf contains a beach, which is used for small boat storage. The riparian area off of this lot contains a marina owned by CMS that was built in 1995 and since expanded, replacing the two ferry slips that were built in the late 1800s.

East Ferry 1898

East Ferry 2001

East Ferry Marina 2001

A small portion of the East Ferry waterfront area is zoned CD. The public lot contains Veterans Memorial Square, two piers and parking while the privately owned lot contains a condominium building containing five retail/ office units. One pier and the riparian area in front of the lot are leased to a commercial marina operator. CMS also leases a second pier, which is sub-leased to commercial fishermen and has three floating docks for public use: two at the head, one inboard.

The West Ferry Commercial Waterfront district consists of five parcels at the west-end of Narragansett Avenue. Three privately owned lots contain the Dutch Harbor Boat Yard. The fourth parcel is owned by the Town and consists of the pier that forms the terminus of Narragansett Avenue. The fifth parcel on the south side of Narragansett Avenue contains a single-family residence. The northern portion of the pier is leased to Dutch Harbor Boat Yard and is used for winter boat storage and summer parking. The southern face of the pier contains outhauls that are leased to a mix of commercial fishermen and private boaters. Dutch Harbor Boatyard controls 100 moorings, and another 156 private/Town moorings are located at Dutch Harbor. Dutch Harbor also contains a transient anchorage area. There are two town-owned floating docks. One provides a pump-out service and dingy storage. The other is a "touch and go" dock for transient boaters with a half-hour maximum tie-up allowed. A pump-out boat operated by Dutch Harbor Boat Yard went into service in the summer of 2001 to service Dutch Island Harbor.

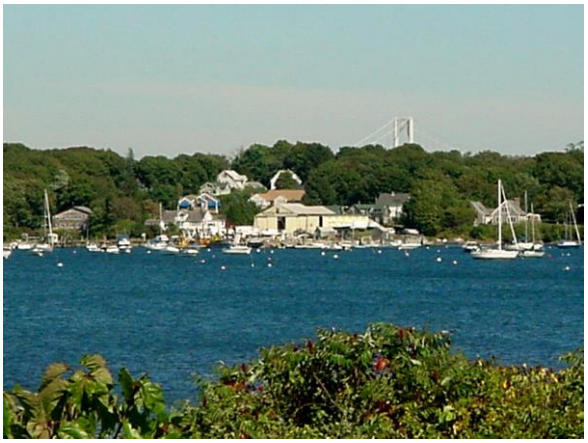
Veterans Memorial Square 2001

West Ferry 1890

West Ferry 1920

Municipal and commercial development has occurred within the R20 district at Taylor Point since the advent of the Newport Bridge Toll Plaza, Turnpike Authority Offices, Bridge Maintenance Building, and the Town's Sewage Treatment Plant. Pressure for commercial development has increased with the construction of the Town Police Station, Highway Garage, expansion of a boat storage facility with seasonal parking, repair shop and related offices, and conversion of an adjacent residence to a golf-cart maintenance and storage facility.

Limited overnight accommodations are available in Jamestown. Three permitted bed and breakfast (B&B) establishments are on the Island. Two time-share condominium associations managed by Wyndham Hotels and Resorts, LLC offer overnight accommodations, one with a restaurant on its premises, and both with swimming pools. Bed and breakfasts are permitted only in commercial districts; an amendment to expand their use into residential zones was rejected in 1996. Only 27% of respondents to the 2010 Community Survey had rented hotel or bed-and-breakfast rooms in Jamestown in the past 5 years and another 53% were satisfied with the number of such rooms in Jamestown. Another 23% were not satisfied with the number of rooms and 24% were not sure. When asked whether bed-and-breakfast houses homes should be allowed in some or all residential areas the response remained the same since 2000 at 41% agreeing. Twenty five percent felt that no residential expansion of B&Bs should occur and another 13% were unsure. In addition to the above-mentioned establishments for overnight accommodations there are privately owned rentals. Local Real Estate Agents and the internet have listings for these accommodations. Currently there is no permitting or licensing process for such rentals. The Planning Commission and Town Council have received correspondence related to complaint of such rentals.



West Ferry Marina and Boat Yard

The Town manages a seasonal campground at Fort Getty Park, with 85 sites for recreational vehicles as well as 25 tent sites. The current Town Council has expressed interest in undertaking some of the much needed improvements to the campground but also is concerned about investing in infrastructure improvement to the campground when the former Ft. Getty Master Plan Committee and the community have indicated that they are interested in other uses at the park. When asked "what would you like to see happen to the RV campground" in the 2010 Community Survey, 42% said they wanted it to remain the same while another 58% said they would like to see it reduced (20.5%) or eliminated (37.3%). When asked whether they supported maintaining Ft. Getty as a generator of revenue, 57% said yes, 32% said no, and 11% were not sure. Although there were many "write-in" responses, the preferred "revenue generating uses" as specifically asked were, in order of most preferred to least preferred:

1) Open Air Pavilion
2) Wind Turbine
3) Community Boating Program
4) Multi-season pavilion
5) Tent Camping
6) RV Camping
7) Boat Storage

Aside from the Taylor Point area, the community largely has succeeded in its stated policy (Policy #1 in Economic Development Action Plan) to direct commercial development into existing commercial zones. Only a few grandfathered businesses remain in the residential zones; for example, the two boatyards in RR80 and the condominium operating as a hotel in R20. Some businesses, such as agriculture and fishing have been permitted in most zones for a long time. More recently aquaculture and marinas have been permitted by Special Use Permit. Customary home occupations, which have always been allowed everywhere, show some signs of increasing in importance to the local economy; Clancy Designs Glassblowing Studio is an example.

In 2009, the Town Council enacted the Jamestown Village Special Development District (JVSDD), which replaced the former Development Plan Review section in the Zoning Ordinance. It was well recognized that the former Development Plan Review process was successful, but not without some aggravation among both the applicants and the Planning Commission. This stemmed primarily from the lack of standards in the Zoning Ordinance for commercial development projects leaving much of the review standards and process up to the members of the Planning Commission. The new JVSDD relies on "form-based" standards, utilizing the SmartCode model ordinance, as opposed to the traditional style of zoning. As the name suggests, form-based coding seeks to regulate the form of the built environment. In contrast, conventional zoning primarily seeks to control land use and density, but is largely silent on matters of form beyond the most basic height and setback limits for individual buildings.

The new JVSDD, as a form-based code, is more prescriptive than the former development plan review process. It builds on the idea that physical form is a community's

most intrinsic and enduring characteristic and focuses on what is desirable rather than what is forbidden. It seeks to codify form in a straightforward way so that planners, applicants and citizens can move easily from a shared physical vision of a place to its built reality. Jamestown is fortunate to have good "bones." It has developed as a traditional grid-street-style village with the densest commercial development at its core surrounded by residential with density decreasing away from the core and residential use predominating at lower and lower densities as you approach the rural outlying areas. It is therefore Jamestown's challenge to preserve this traditional village feel and walkability while allowing the natural progression of development.

4. Summer Tourism and the Waterfront

Tourism boosts the Island's economy in the summer months. The diverse activities that are available to visitors and residents are family-oriented. Community assets significant to the economy include: Taylor Point, East Ferry waterfront, Beavertail State Park, Fort Getty Park, Fort Wetherill State Park, and the municipally owned golf course. These areas offer over 1,000 acres of park and open space for swimming, scuba diving, picnicking, boating, camping, fishing and clamming. Also of interest to visitors are the Jamestown Ferry, Conanicut Battery Historic Park, the Windmill and Watson Farm. The scenic beauty of the waterfront and historic areas in Jamestown are recognized statewide.

The Planning Commission's vision for tourism is to keep it focused so as to have a minimal impact on the residents of Jamestown. The Town should work with the Jamestown Chamber of Commerce to accomplish this goal. Economic Development action items related to this policy (#2 Economic Development) are listed in the Economic Development Action Plan.

Another factor of importance to the economy and commercial stability is the boating industry. Commercial marinas and mooring operators provide 381 seasonal and transient moorings, 116 marina slips, launch services, boat repairs and services, and marine retail. The commercial marinas in Jamestown include Conanicut Marine Services Clark Boat Yard, Dutch Harbor Boat Yard, and Jamestown Boat Yard. CMS is the only boat yard providing rental dock slips, with 100 in their inventory.

The Town of Jamestown issues permits for 1,103 moorings, up significantly from just over 1,000 in 2000. Conanicut Yacht Club and Jamestown Yacht Club operate out of the East Ferry area, with Conanicut Yacht Club owning their own facilities. The Fort Wetherill Boat Owners Association leases marina space from the Town at the Fort Wetherill Basin and provides 40 slips to boat owners.

At first glance, the waterfront commercial district at East Ferry appears to be fully developed. Almost all of the land area in the district is utilized for parking, buildings, and beaches, or for Memorial Square. It must be recognized, however, that the waiting list for moorings at East Ferry is 169 and occupied marina slips during the summer season indicate that there is still pressure for increased utilization of the harbor. That pressure will result in increased demands for shore-side support in the commercial waterfront district.

The Town of Jamestown has experienced significant mooring density increase between 2002 and 2012. This results in an increased demand on landside amenities. The vision for this area in 2000, however, was to remain at status quo. The mix of public access, public viewing, commercial marinas and commercial fishing vessels, which result in the existing working waterfront motif, is an important aspect of Jamestown's island character. The 1998 Community Survey indicated that the primary focus of the East Ferry waterfront should be a "working waterfront encouraging commercial Fishing Boats." There is no data to dispute this finding in 2013 since it was not verified in the 2010 Community Survey.

It is therefore recommended that the currently established number of moorings listed above and slips be maintained by both the Town and the Coastal Resources Management Council and that the Harbor Management Commission manage the harbor to that number. This will allow the Comprehensive Plan and Zoning Ordinances to be established with a finite limit on the ability for the Commercial Waterfront district to support these activities. Any future expansion in the number of commercial moorings and slips should be allowed only if adequate additional landside support, parking, public access, sanitary facilities, etc., are provided as required in the Economic Development Action Plan. Further, the Harbor Management Commission shall advise the Town on providing those amenities needed to support the existing moorings and relieve the strain on the village district.

Like East Ferry, West Ferry has a mix of commercial and private moorings, commercial fishing and private boats on the outhauls and public access to the harbor that provides a working waterfront motif. It is removed from the rest of the commercial district, and therefore less active than East Ferry. However, like East Ferry, West Ferry shows evidence of approaching the capacity of landside amenities. This is most noticeable with the commercial boat storage on the public side of the pier, probably as a result of the limited land area of the Dutch Harbor Boat Yard. Landside amenities should be balanced with harbor demands before further harbor expansion is considered. It is equally important that public and commercial amenities are matched to the mix of public and commercial use of the harbor, especially since the availability of land in the West Ferry Commercial Waterfront District is limited.

It is likely that Dutch Harbor will continue to be used as a layover port for recreational boats departing West Passage of Narragansett Bay while en route to other Southern New England harbors. It is equally likely that Dutch Harbor will be in greater demand as a destination harbor for transient boaters as Jamestown continues to be discovered by the cruising community. Future plans should recognize these demands while preserving the working waterfront and largely residential motif of West Ferry.

Commercial fishing is an active industry off Jamestown's shores. The many types of commercial fishing include otter trawling, rod and reel, fish pots, lobstering and shellfishing. The following is a list of potential economically important species that are commercially harvested off of Jamestown: American eel, Black Sea Bass, Striped Sea Bass, Bluefish, Summer Flounder (Fluke), Winter Flounder (Gray sole), Scup, Tautog, Weakfish (Squeteague), Butterfish, Skate, Squid, Lobster, Oyster, Shellfish, Scallops and Conch (Channel and Knobbed Whelk).

Jamestown saw its first aquaculture operation approved in 1997 by the Coastal Resources Management Council (CRMC); it is still in operation along the west coast of Jamestown. A second operation, similar in size (4 acres) and location, is now going through pre-application review at the CRMC. An organization, called The Jamestown Aquaculture Movement, formed in 2009 in an attempt to promote local aquaculture efforts in conjunction with Roger Williams University. They successfully secured funds to begin oyster spat culturing in Jamestown at the Town's former highway garage facility at Fort Wetherill

G. CIRCULATION

1. History

Jamestown's early roads were built to serve the resident farmers and various ferryboat landings on the Island. For over 300 years, from the 1600s to the opening of the Newport Bridge in 1969, Jamestown residents and travelers relied on ferry service for personal transport and for delivery of goods and services.

Jamestown Bridge from Sheffield Cove

From the late 1600s until 1873, sail-powered ferry boats provided the only access to and from the island. Narragansett Avenue, the Town's main commercial street, was originally known as Ferry Road and ran between the main West Passage and East Passage ferry wharves. The development of businesses and services along this road was in response to its use by residents and travelers.

In the late 1800s, steamboats replaced the sail ferries providing transport from North Kingstown and Newport and spurred the Island's development as a summer resort. Until this time, residents were primarily farmers and mariners. The steamboats brought wealthy vacationers from New York, Philadelphia, and St. Louis. Grand hotels sprang up near the East Ferry landing, from which travelers could make connections to ferries to New York. Steamliners, such as the Fall River line, ran between New York City and Fall River, Massachusetts, from 1847 to 1937.

Military installations were active in Jamestown during every war from the American Revolution to World War II. The military buildup in Jamestown during the First and Second World Wars impacted the Island's transportation system. Beavertail Road, Hamilton Avenue, Walcott Avenue, Fort Wetherill Road, and Fort Getty Road were constructed to provide access and connections to the various military bases. The Jamestown Bridge, which opened in 1940, was also encouraged by the military.

The Jamestown Bridge sparked an increase in population and housing construction on the Island. The opening of the Newport-Pell Bridge in 1969 further stimulated growth. In 1992, the re-construction of the Jamestown-Verrazzano Bridge and the subsequent creation of the John Eldred Parkway (Route 138) to connect the two bridges facilitated road travel from Newport County to Washington County.

2. Vehicular Transportation Patterns

Jamestown residents depend heavily upon private automobiles for off island travel due to the limited amount of commercial, employment, and public transportation opportunities on the Island.

The Town of Jamestown contains over 74 miles of road. The major local and commuter circulation roadway is the John Eldred Highway. Access from the mainland portion of Rhode Island is achieved via the Jamestown-Verrazzano Bridge, which is maintained by the State Department of Transportation (DOT). Jamestown is connected to Aquidneck Island and the east bay area via the Newport-Pell Toll Bridge that is owned and operated by the RI Turnpike and Bridge Authority.

In 2012[3], there were approximately 6,000 vehicles registered on Jamestown (Division of Motor Vehicles), which has a population of 5,405 according to the 2010 census. According to the 2010 Community Survey, 22% of the survey's respondents work in Jamestown. Another 17% work on Aquidneck Island, 9% travel to the Providence area, and 20% traveling elsewhere in the state for employment. Forty percent of the respondents are retired. Commuter parking lots are available to Jamestown residents in North Kingstown in close proximity to the Jamestown Bridge and in East Greenwich at the intersection of Routes 2 and 4.

a. The Effects of the Route 138 Upgrade, John Eldred Parkway

Prior to the opening in 1992 of the Jamestown-Verrazzano Bridge and the John Eldred Highway, residents had a very difficult time traveling to, from, and around the Island, especially during weeknights and during the summer. With the new roadways and connectors in place, traffic now flows at a reasonable rate to and from the Island. Most residents on the Island appreciate the benefits the bridge and Rt. 138 (John Eldred Parkway) connector have provided.

With limited access, certain streets on the Island have experienced changes in roadway function as a result of the Rt. 138 (John Eldred Parkway) upgrade. These include: Hull Street, Helm St, Beacon Avenue, Spirketing Street and Seaside Drive in the Jamestown Shores area. Carr Lane and America Way now serve as cross-island connections between East Shore Road and North Road and have both experienced increased volumes in traffic. The Jamestown Police Department have provided increased patrols in those areas as needed over the years as a response to speeding or other traffic complaints.

[3] RI Division of Motor Vehicles reported 6,147 vehicles as of October 2012.

3. Road Classification Systems

a. Local Classification System

The Town of Jamestown's Subdivision Regulations set the standards for construction of roads in new subdivisions, defining roads as either minor arterial, collector, local or minor streets. Minor arterial streets serve as circulation of traffic into, out of, or around the Town, and carry relatively high volumes of traffic. Collector streets serve as interior residential streets that connect traffic from local or minor streets to arterial streets. Collector streets also service areas of commercial development. Local streets serve as public or private access to residential lots and feed into collector streets. Minor streets provide public or private access solely to residential lots.

Subdivision regulation standards for right-of-way width vary, according to the road classification and project classification. The Planning Commission on a case-by-case basis determines design criteria if waivers to the regulations are requested. Presently, a 30-50-foot right-of-way is required for all streets. Cul-de-sacs are required to have an outside curb minimum radius of 40 feet and a minimum right-of-way radius of 50 feet.

Sidewalks occur solely in the village area and are a requirement for subdivision street development in the R-8 residential zoning districts. The need for pedestrian walkways is determined individually for subdivisions.

b. Major Roads

Major local north/south roads in Jamestown include: North Road from The John Eldred Highway south to Southwest Avenue, Southwest Avenue south to Beavertail Road, and Beavertail Road from Southwest Avenue south to the end. Conanicus Avenue becomes Walcott Avenue at its intersection with High Street and serves as a major local road. East Shore Road is also a major local road and provides north/south access along the East Passage from the Newport Bridge Toll Plaza to the north end of the Island. As mentioned, Beavertail Road runs north/south from Mackerel Cove along the remaining southern portion of the Island and serves as the only collector road for the Beavertail peninsula. The Island is traversed east/west by State Route 138 (John Eldred Parkway), Narragansett Avenue, Hamilton Avenue, Carr Lane and America Way. These roads provide access through, on and off the Island.

c. State Classification System

The State of RI defines state and local roads as arterial, collector or local. The Rhode Island Department of Administration, Division of Planning 1995-2005 Highway Functional Classification System Table can be seen on the following pages. No changes were made to Jamestown functionally classified highways in the 2005-2015 Highway Functional Classification System Report."[4].

The greatest percentages of roads in Jamestown are classified as arterial. Eldred Avenue, or The John Eldred Highway, and East Shore Road are urban principal arterial roads. The Island's urban minor arterial roads include Narragansett Avenue (Southwest Avenue to East Ferry), North Main Road (north to Capstan Street), East Shore Road (Eldred Avenue to Carr Lane) and Conanicus Avenue (north from Narragansett Avenue to the intersection with the Newport Bridge Toll Plaza). Walcott Avenue (south to Blueberry Lane), Hamilton Avenue, and Narragansett Avenue (west to West Ferry) are urban collector streets.

The residential side streets located off Narragansett Avenue and Conanicus Avenue in the downtown area are classified urban local streets. Jamestown's rural major collectors include Beavertail Road, North Main Road (Capstan Street north to Conanicut Point) and East Shore Road (Carr Lane north to Conanicut Point). The remainder of the Island consists of rural minor collectors and rural local roads.

While a majority of the Town's roads may be classified as a distinctive type, most serve mixed or borderline functions. For example, a rural major collector road such as Beavertail Road serves both as a collector road and residential road because residential development is accessed directly off the road.

Map 19 – STATE HIGHWAY FUNCTIONAL CLASSIFICATION and a table of the State's classification of Jamestown roads appear on the following pages.

[4] Rhode Island Statewide Planning. Technical Paper 155; Highway Functional Classification System for the State of Rhode Island 2005-2015; January 2005. http://www.planning.ri.gov/transporation/155/index.htm; (viewed November 2012)

MAP 19

State Highway Functional Classification

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

Functional Classifications

- All Other Roads
- Urban Minor Arterial
- Urban Collector
- Rural Major Collector
- Highways
- Waterbodies

Source:
RIGIS
The Town of Jamestown
RIDOT

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Justin Jobin, Marianne Diffin
Jamestown GIS Dept.
May 2014

Table G-1. State Of Rhode Island
1995 - 2005 Functional Classification Mileage

MUNICIPALITY: 15 JAMESTOWN NEWPORT COUNTY MAP: 19

ROUTE	SEGMENT NAME	FROM	TO	MILES
		MAJOR COLLECTORS (RURAL)		
5151	BEAVERTAIL RD	FORT GETTY RD/URBAN DDY	PARK ENTRANCE	2.6
5152	EAST SHORE RD/HILLSIDE AV	HIGHLAND AV	CARR LANE/URBAN BDY	2.65
5152	HIGHLAND AV	NORTH MAIN RD	EAST SHORE RD	0.55
5152	NORTH MAIN RD	CAPSTAN ST	HIGHLAND AV	1.3
TOTAL				7.1
		CONNECTING LINKS OF RURAL PRINCIPAL ARTERIALS (URBAN)		
138	EAST SHORE RD	ELDRED AV	NEWPORT BRIDGE	1.25
138	ELDRED AV	JAMESTOWN BRIDGE	EAST SHORE RD	1.35
138	NEWPORT BRIDGE	EAST SHORE RD	NEWPORT BR ACCESS RD	2.5
138	RT138 (JAMESTOWN BRIDGE)	NORTH KINGSTOWN TL	ELDRED AV	1.4
TOTAL				6.5
		MINOR ARTERIALS (URBAN)		
1111	CONANICUS RD	NARRAGANSETT AV	RT138	1
1111	EAST SHORE RD	RT138	CARR LANE/URB BDY	0.75
1112	NARRAGANSETT AV	NORTH MAIN RD	CONANICUS RD	0.3
1110	NORTH MAIN RD	NARRAGANSETT AV	CAPSTAN ST/URB BDY	3.4
1110	SOUTHWEST AV	BEAVERTAIL RD/URB BDY	NARRAGANSETT AV	0.5
TOTAL				5.95
		COLLECTORS (URBAN)		
1112	HAMILTON AV	SOUTHWEST AV	WALCOTT AV	0.65
	NARRAGANSETT AV	NORTH MAIN RD	AVENUE D	0.45
	WALCOTT AV	NARRAGANSETT AV	FORT WETHERILL RD	0.95
TOTAL				2.05

Source: Highway Functional Classification System for the State of RI, 1995 - 2005, October 1988.
RI Department of Administration, Division of Planning.

4. Road Maintenance and Improvements

There are approximately 74.47 miles of road on Jamestown. The State of Rhode Island has jurisdiction over 23.1 miles, The Town owns approximately 46.62 miles, and the remaining 4.75 miles are privately owned roads with platted rights of way. Of the 46.62 miles of Town roads, 42.40 miles are paved.

a. State Roads

The Division of Planning and the Department of Administration initiate state road improvements under the Transportation Improvement Program for the State of Rhode Island (TIP). The TIP is prepared with public input and requests by local municipal officials.

The State of Rhode Island maintains state roads, including: The John Eldred Parkway, North Road, East Shore Road, Narragansett Avenue, Southwest Avenue and Beavertail Road. DOT has completed the upgrade of Southwest Avenue, including resurfacing Beavertail Road. Along Southwest Avenue the construction project included drainage repair, curbing and stonewall construction. Mackerel Cove was also reconstructed; the parking lot was overhauled, fencing was added and the beach and dunes were landscaped. Sidewalks were added to the Sheffield Cove side of the road and drainage was installed on Beavertail Road from Battery Lane to the beach.

The Town has used TIP to gain funding for transportation projects in Jamestown. Funding was received in 1997, with $500,000 targeted for streetscape improvements to the eastern most part of Narragansett Avenue. The preliminary design was completed in 1999 and construction is targeted for 2011.

b. Local Roads

Maintenance and upgrade of local municipal roads is the responsibility of the Town's Department of Public Works (DPW). Local municipal roads and are upgraded by the schedule described in the DPW Pavement Management Plan. The Plan lays out a blueprint of conditions of roads and scheduling of maintenance. The Town is responsible for paving local roads.

In January 2009, DPW released a detailed Pavement Management Report highlighting current pavement conditions and budget recommendations for repair and maintenance of Jamestown roads. Of the 42.40 miles of paved Town roads, 45.9%, or 21.23 miles, are in good or excellent condition, 33.5%, or 14.15 miles, are in poor or failed condition, and 17% or 7.05 miles, are in fair condition. Map 20 – PAVEMENT CONDITIONS shows the conditions of Town roads as of 2009. At that time, it was estimated to cost approximately $4 million dollars to bring the condition of all roads to an acceptable level, or between good and excellent condition. The Town Council decided to not bond for these improvements.

MAP 20

Pavement Management Conditions

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

Features

- Highways

Boundaries

- Jamestown
- RI Municipal
- 0-25 (FAILED)
- 26-50 (POOR)
- 51-70 (FAIR)
- 71-89 (GOOD)
- 90-100 (EXCELLENT)
- State & Private Roads

Source:
RIGIS
E-911
Jamestown DPW

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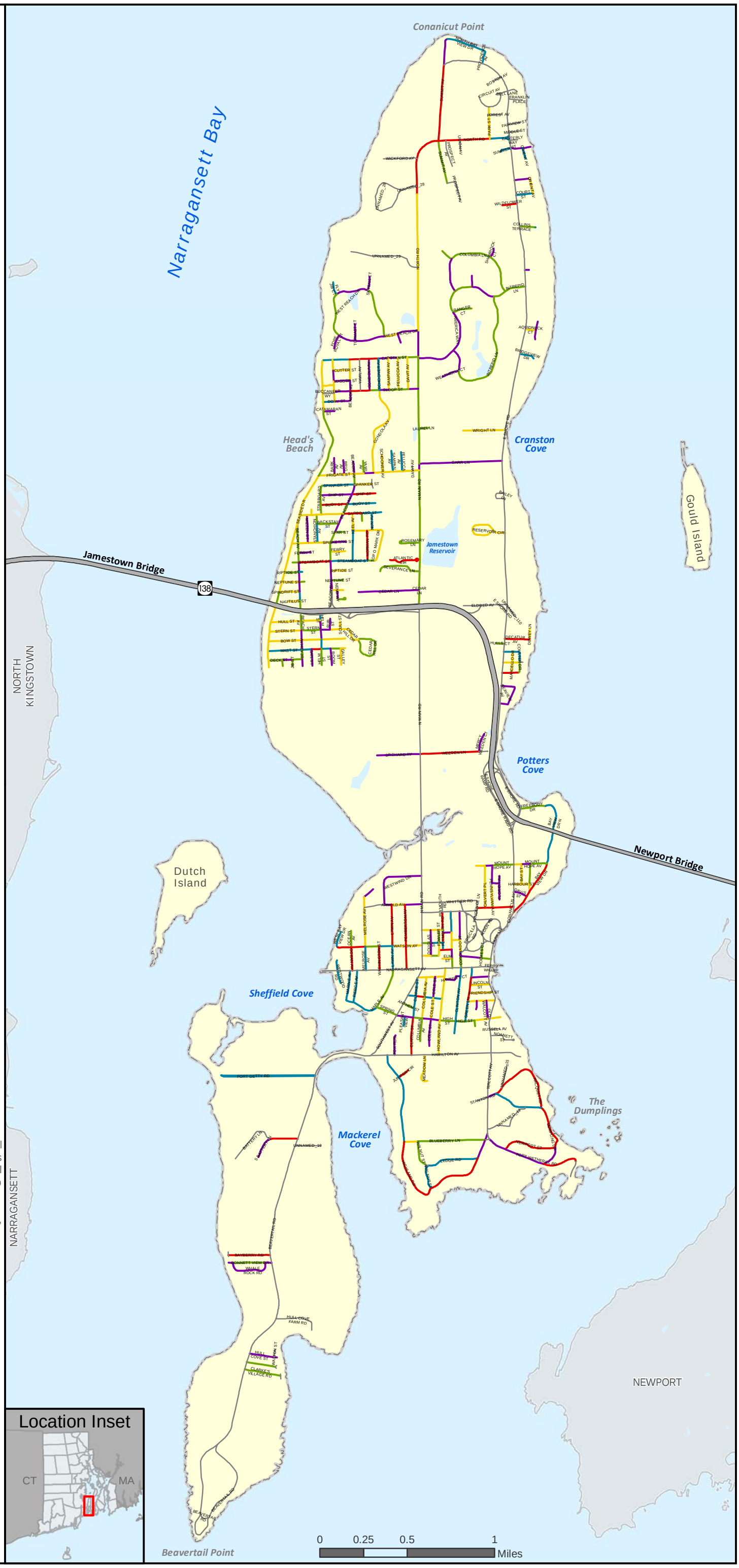
Map Created By
Justin Jobin
Jamestown GIS Dept.



Each year, the DPW prepares a Road and Drainage Improvement Program. Roads are prioritized according to needed improvements. Special consideration is given to problem roads and high usage roads. Coordination of the construction of new subdivision roads and existing road improvements are also a consideration in road improvement planning. Roadway improvements are made in different sections of the Town and in accordance with the annual prescribed budget. Maintenance is performed on private roads used by the general public, although private individuals or organizations usually provide the cost of materials.

Rehabilitation and maintenance of the local roads is achieved by the use of town tax money and existing personnel and equipment. The community has historically utilized this "pay as you go" method. Heavy equipment necessary for maintenance work is owned by the Town and periodically replaced as needed. The Town's Highway Department personnel perform road maintenance of local roads on an as-needed basis. The Town puts out all paving work to contract.

The level of service for roads provided to Islanders will not substantially change without a major reallocation of funds for road improvements. The 2010 budget allocates $250,000 for paving. This is a significant increase over the last ten years due to the funding not keeping up with the necessary road maintenance and acceptable levels of service. Spending on road improvements has increased with the demand for well- or better-maintained roads.

As the population increases in Jamestown, so does the traffic on residential streets. The issue of speeding on residential streets is brought up on a case by case basis to the Town Council as the need arises or if the neighborhood issue heightens. Locally, increased police enforcement and ticketing within targeted areas throughout the community have reduced the incidents of speeding in some areas.

c. Private Roads

Approximately 4.75 miles of private roads are located within the Town. Residents or private associations maintain most private roads. The Town maintains some private roads by contract if they are in areas that are accessible to the general public; and, in some instances, the town maintains private roads due to historical practice or complaints by residents.

Over the past few years, development pressure on long waterfront lots off Beavertail Road, North Road and East Shore Road have brought more requests to subdivide lots on private roads. Although authorized by the Subdivision Regulations with approval by the Planning Commission, private roads have been controversial over the last few years. Town officials have experienced an increase of demands for maintenance and improvements to private streets over the past decade. With the responsibilities for maintenance sometimes unclear on older private streets and old platted streets that have not been developed/dedicated or accepted by the Town (paper streets), the Town has been asked to step into a role of maintaining private streets to one degree or another such as

paving, plowing and grading. The Town should develop a standardized policy on maintenance of private streets.

The Town periodically receives requests to subdivide lots with no "street frontage" provided as required by ordinance with access to be provided by a private driveway. The Town needs to have a discussion on the benefits of private streets and allowing new lots without frontage so that future requests can be handled efficiently.

5. Traffic Signal

Jamestown has one flashing traffic light signal at the intersection of Narragansett Avenue, Southwest Avenue and North Main Road. This flashing light is very effective and allows traffic to move swiftly through the intersection on a rotating basis at the heaviest times in the morning and late afternoon. Additional traffic control is provided by the placement of stop signs at intersections. There is not currently a need for any additional traffic light signals in Jamestown. Prior to any future placement, alternative methods of traffic control should be tested. According to the Jamestown Police Department, the Town does not have any intersections with more than ten accidents per year.

6. Street Lighting

Street lighting in Jamestown is primarily at intersections and is also provided on major streets and neighborhood streets in the downtown and some newer subdivision streets. The Town's Subdivision Regulations do not require the provision of street lights, but if they are provided, all utility lines must be placed underground.

The Town Council has recently been concerned with the cost of street lighting and directed the Department of Public Works in the winter of 2010 to inventory and map the street lights in Jamestown. The inventory revealed that the Town is responsible for 354 street lights that cost in excess of $45,000 per year. The lighting system currently in place along Narragansett Avenue is being redesigned as part of the downtown improvements through a cooperative program with DOT that is funded by the Federal Intermodal Surface Transportation Efficiency Act. With this funding, incandescent lights will be installed to replace the existing pole mounted lights.

7. Parking

The topic of parking has generated lively conversation in Jamestown for over two decades.

The Town Zoning Ordinance sets parking standards for commercial businesses. The Zoning Ordinance parking requirements are based upon the type of use. The Harbor Management Ordinance has parking requirements for marinas and moorings that applies to all new and existing commercial marina operations. Private moorings have no parking requirements.

A comprehensive Parking Study and Plan were completed in 2004. The perception that parking in downtown Jamestown is a significant problem has not been verified by the study and Plan or by inventories of spaces taken at normal and peak usage times. Based on the data, it is the conclusion of the 2004 study that the town has only moderate seasonal parking issues.

This conclusion is supported by the results of the 1998 Community Survey and the 2003 Survey of Parking Users, where it is indicated that the majority of survey respondents (including summer weekend and weekday users) feel that there is not a parking problem in Jamestown. The 1999 Parking Vacancy Survey also supports these survey results.

The 2004 Parking Plan notes that while parking is not a problem in the minds of most parking patrons, parking of all types is least available during the summer months. The Plan also indicates that the category of parking with the largest apparent gap between supply and demand on summer evenings and weekends is parking for more than 2 hours. This need was identified by surveys and also mentioned by a number of Chamber of Commerce members who indicated that Village business employees have an extremely difficult time locating parking for more than 2 hours.

The 2004 Parking Plan addressed these issues. The actions taken by the Town subsequent to the 2004 Plan are addressed under the category as listed in the plan below.

a. Parking In Village For More Than 2 Hours/Overnight Parking

To address this, the Town has striped the spaces on Narragansett Avenue west of Howland Avenue, which provides approximately 85 time-unlimited parking spaces. Signs were added throughout the east ferry and Narragansett Avenue parking areas, identifying this available parking. Parking on the street is prohibited between the hours of 2 a.m. and 6 a.m., effectively prohibiting overnight parking on public roadways.

b. Businesses Parking Requirements

The Town has amended the Zoning Ordinance, to count on-street parking spaces in front of lots towards the businesses parking requirement. This was done in an effort reduce the “hardship,” cited by the Chamber of Commerce, of meeting the Zoning requirements for parking.

c. Additional Parking Spaces

The third recommendation, creating additional parking spaces by purchasing a new lot financed in conjunction with the Chamber of Commerce has yet to be accomplished as has the investigation or development of a parking impact fee. The concept of the impact fee was to implement it on a per space basis for businesses that cannot meet the Zoning Ordinance parking requirements. If adopted, the fee generated should be restricted to expanding parking opportunities in the commercial downtown. The Town Council has supported discussions in

2012 and 2013 to consolidate the Fire Department and Ambulance Barn locations to Narragansett Avenue and the adjacent town owned lot on Grinnell Street. This concept would free up the Ambulance Barn site on Knowles Court for a potential new Town parking lot. This lot should be considered to implement Circulation Policy #4, Action a.

d. Handicap Parking Requirements

The Plan recommended that the town work with the State and local businesses to find a solution to providing dimensionally appropriate handicap spaces on Narragansett Avenue, Conanicus Avenue and private lots. The State has taken a best available resource approach to handicap spaces on Narragansett, allowing the identification of spaces even though they do not meet the dimensional requirements for legal handicap spaces. In addition, the Zoning Ordinance was amended in 2009 to cite that handicap spaces created in private lots should correspond to Federal law requirements and standards of the Americans with Disabilities Act. A total of six Handicap spaces are available off street at the Town Hall, in the Town lot on Narragansett Avenue and at the East Ferry Square lot.

e. Spillover into Residential Neighborhoods

The "spillover into residential neighborhoods" noted in the parking plan has been continually monitored by the Town primarily through police patrols based on complaints by neighborhoods adjacent to the commercial downtown.

f. Employee Parking

In 2003 the Chamber of Commerce indicated that there is a maximum of 189 employees working downtown at any one time on the busiest day of the year. It is assumed that this could, and probably does, significantly impact parking in close proximity to businesses. It was therefore recommended that the Town work with the Chamber of Commerce to encourage employers to seek alternate employee parking in the outlying commercial district, leaving the business front parking spaces for patrons. Many Narragansett Avenue businesses encourage employees to park on western Narragansett Avenue.

8. Traffic Volume and Accidents

The Island's traffic pattern is significantly impacted by the seasonal influx of tourists. Between May and September, a notable increase in traffic volume occurs from tourists traveling to Newport and South County. The Jamestown Police Accident Report states that between July 1, 2000 and June 30, 2010 there have been a total of 1,726 accidents in Jamestown. A review of the State's accident statistics indicates that no particular intersection appears to be of significant danger. The majority of accidents occur on the main arteries, namely, North Road, the John Eldred Parkway, Narragansett Avenue, Conanicus Avenue and the Jamestown - Verrazzano Bridge.

The John Eldred Parkway (Rt. 138 by-pass), Tashtassuc (access road to North Rd.), East Shore Road and North Main Road are Jamestown's most heavily traveled roads as

determined by the automatic traffic volume counts conducted by DOT. Traffic volume increases significantly on these roadways during the summer tourist season.

9. Public Transportation

The Rhode Island Public Transit Authority (RIPTA) provides public transportation to and from Providence, Kingston/Wakefield and the Island and to and from Jamestown through Aquidneck Island to Bristol and, eventually, to Providence. According to the Planning Division of the Rhode Island Public Transit Authority, the total average weekday bus ridership in Jamestown is between 50 and 60 riders.

The RIPTA line in Jamestown begins at the Helm Street off-ramp of Route 138 at the Jamestown-Verrazzano Bridge. Some buses immediately return to Route 138 and continue across the island to the Claiborne Pell Bridge to Newport. The on-island route continues on North Road to Narragansett Avenue and the bus shelter located at the intersection of Narragansett Avenue and Conanicus Avenue. RIPTA buses stop at various locations along this route as needed by riders. The RIDE bus route includes a loop by the senior housing at Pemberton Apartments.

Both the #14 (Newport-URI) and the #64 (Newport-Providence) buses serve Jamestown at different times of day. The last bus from Newport to Jamestown arrives at East Ferry at approximately 3:40 p.m., discouraging people living or working in Jamestown from using public transportation between job and home.

RIPTA provides handicap transportation on a number of runs. Americans with Disabilities receive curb to curb service and pay $ 4.00 per ride. RIDE improves access to transportation for qualifying seniors. Free bus service is also available for the Town's elderly and handicapped residents during off-peak hours and weekends.

Additional service for the blind, handicapped and elderly is provided with paratransit transportation provided through a private contract with the Jamestown Red Cross and the state Department of Elderly Affairs. Individuals eligible for state-funded service include those residents 60 years of age or over and those low income individuals under the age of 60 who receive medical assistance. Transportation is provided to Adult Day Care, medical appointments and the Senior Lunch Program. A donation is requested based upon the length of trip although transportation to the Senior Lunch Program is provided free of charge. New Visions for Newport County, Inc., a non-profit public service agency also provides van transportation for elderly and handicapped residents to medical appointments twice weekly.

10. Alternative Modes of Transportation

Alternatives to vehicular transportation are becoming more popular and important to our society due to growing scarcity of natural resources needed to produce petroleum,

increased awareness of pollution created by automobiles, and associated health benefits. Alternative modes of transportation include biking, walking and marine transportation.

a. Bicycling

Cycling is a popular recreational activity in Jamestown throughout most of the year. Although there are no formal bike paths, bicyclists utilize existing roadways and shoulders. A shoulder of a minimum of four feet is considered standard for a bicycle lane. Most of Jamestown's roadways do not provide this minimum and many do not have any shoulders at all. Cyclists commonly use the travel lane, which creates a safety hazard especially for youths but also for adults.

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Existing bicycle-tolerant roadways include Hamilton Avenue, Howland Avenue, Southwest Avenue and a portion of Beavertail Road from the Town Beach to Battery Lane. These roadways provide connections from the downtown area to the recreational areas of Fort Getty and Fort Wetherill.

The Jamestown-Verrazzano Bridge provides a very narrow, separated pedestrian access on the bridge. Bicyclists are currently allowed to cross the bridge but no accommodations are provided which allow safe crossing. Currently there is no viable approach to the bridge from either side of the bay. The raised walkway that accommodates walkers and bicyclists is approximately 3 feet wide, accommodating only the most experienced of bicyclists. The walkway is between the railing and a roadway guardrail. Because of the height of a bicycle rider, the center of gravity is above the roadway guardrail and may be above the top of the railing. This may present a danger of falling off the walkway to either the left or to the right. The only other option for bicyclists is utilizing the breakdown lane on the main bridge surface.

The Newport Bridge does not allow people to ride or walk bicycles across the Bridge. However, bicycles are allowed on rack equipped RIPTA buses traveling between Jamestown and Newport.

The Town created the North Road Bicycle Path Committee to work with RIDOT to study, design and construct a bicycle path along North Road. The Committee presented a report to the Town Council which was accepted in the winter of 2010. The Committee Chair, the Town Planner, Town Engineer, and Town Administrator met with the RIDOT Director in October 2010. The Director is interested in funding the portion of the path that leads from North Road past the reservoir to East Shore Road. The Committee continues to meet in furthering the goal of safe bicycle travel on North Road.

There is an ongoing effort by the Planning Department in conjunction with the ad-hoc bicycle advocacy group “Rolling Agenda” to increase the safe routes to the Jamestown Schools. In 2007, the Town hired GLA of East Providence with Town and privately raised funds through Rolling Agenda to complete a Land Use Plan for the School Grounds and Neighborhood. The purpose of the Land Use Plan was to help identify needs, costs and resources to develop safe routes to our schools so that more people feel encouraged to walk

and bike rather than drive. The scope of the plan included a professional study of the best use of current land and transportation circulation and development of recommendations for improvements, such as crosswalks, curb cuts, repairs to existing roadways and new walking/bike paths. Also studied were the recreation facilities, ball fields and play grounds on these properties to determine if improvements or new facilities were needed. This comprehensive plan was needed to ensure the Safe Routes to Schools Program, walking/bike path development and recreation facility improvements are integrated and meet community needs. The Town has since secured $450,000 from two grant rounds (2007 and 2009) from the State of Rhode Island Department of Transportation, funded from the National Safe Routes to School Program. The Town is currently attempting to enter into discussion with the Narragansett Indian Tribe regarding potential improvements to the school grounds; a sacred former burial ground for Narragansett Indians.

The Town should continue to pursue implementation of all segments of the Conanicut Island Greenway Trail System, a concept plan approved by the Town Council in 2002 as developed by the Planning Office, the Conanicut Island Land Trust and the Conservation Commission. Where bicycle lanes and bicycle paths are located along roads, concept designs should be developed that increase safety while retaining a road's rural character and maintaining compatibility with neighborhoods. As a plan is developed, funding for design and construction of such bicycle and pedestrian ways should be sought, and bicycle and pedestrian ways should be incorporated into future road construction and upgrades whenever possible.

b. Walking

Pedestrian pathways or greenways exist at several public areas throughout the Island. Three of the longest trail systems are at the Conanicut Island Sanctuary, Conanicut Battery Town Park and Beavertail State Park. The path at Beavertail runs along the eastern edge of the waterfront and is approximately 3,000 linear feet long. The trail at the Conanicut Island Sanctuary is a double loop trail system of approximately one-mile designed to introduce one to the various types of plant species at the area. Grant funding of $50,000 was secured from RIDEM for extension of this trail system to Weeden Lane through the Neale Farm (Windmist) and the Preece Property, acquired by the Town in 2007 and 1995 respectively. The funding was subsequently returned after the State Trail Advisory Committee required an archaeological investigation of the 1000 foot trail extension, estimating that such an investigation would require most of the grant funding. The Conanicut Battery has a trail system that loops from the parking lot, on South Battery Lane to the Battery and around past the World War II Fire Control Stations at the top of the hill. This park is open to the public and maintained by the Town. The Jamestown Historical Society provides oversight of the park through their Battery committee and provides maintenance recommendations to the Town each budget year. Lesser public paths on Jamestown are located on the western shore at Fort Getty and on town property where the Water Treatment Plant is located.

Pedestrian access is also provided at public shoreline access areas located along the Island coast. Public Shoreline access, greenways and pedestrian connections are further discussed in the Conservation and Open Space element of this plan.

In general sidewalks exist only on major streets in downtown Jamestown. Because of the walkable nature of Jamestown's downtown, sidewalks are a priority in the village and should be maintained where they exist and connected where non-existent on major streets and streets that provide main walking routes to the schools.

c. Marine Transportation

Conanicut Island's location in Narragansett Bay allows access by boat by way of the East and West Passages. Boating facilities in Jamestown are located at East and West Ferry, Clark Boat Yard, Conanicut Marine Services, Dutch Harbor Boat Yard and Jamestown Boat Yard. Most of these marinas maintain transient moorings available to visitors.

Accessing Jamestown with public or private marine transportation creates an ideal opportunity to shift some of the focus of travel away from automobiles and reduce the parking burden in the downtown area during the summer season. Public docking is available at East Ferry and West Ferry in Jamestown.

After a 24-year interlude with no ferry following the opening of the Newport Bridge in 1969, passenger ferry service resumed. The Jamestown & Newport Ferry has provided seasonal passenger ferry service to and from Newport since 1993. This resurgence of the Jamestown & Newport Ferry Company has provided a continuance of the oldest Ferry Service in the Country.

H. HOUSING

The Jamestown Planning Commission adopted the Jamestown Affordable Housing Plan on October 6, 2004. On November 22, 2004, the Jamestown Town Council adopted the Jamestown Affordable Housing Plan as an amendment to the Housing Element of the 2002 Jamestown Comprehensive Community Plan. It was amended in August 2005 subsequent to review by the State of Rhode Island and approved on September 2, 2005.

1. Introduction

Affordable housing, or "low or moderate income housing" is defined by the State as "…means any housing whether built or operated by any public agency or any nonprofit organization or by any limited equity housing cooperative or any private developer, that is subsidized by a federal, state, or municipal government subsidy under any program to assist the construction or rehabilitation of housing affordable to low or moderate income households, as defined in the applicable federal or state statute, or local ordinance and that will remain affordable through a land lease and/or deed restriction for ninety-nine (99) years or such other period that is either agreed to by the applicant and town or prescribed by the federal, state, or municipal government subsidy program but that is not less than thirty (30) years from initial occupancy." Generally, the accepted definition of housing affordability is that a household should spend no more than 30% of its income on housing costs, including rent and utilities or a mortgage payment, and be available to persons earning 80% of the median income, or less. The U.S. Department of Housing and Urban Development uses this definition in all of its affordable housing programs. [5]

Since the adoption of the Affordable Housing Plan in 2005 there has been a shift in thinking related to housing affordability both locally, statewide and nationally. The shift has been the desire to foster housing affordability not just for those earning under eighty percent of median income but to those that do not meet that criteria and cannot afford the high priced real estate in Jamestown. Over seventy percent of the respondents of the 2010 community survey strongly agree or agree to maintain Jamestown as a diversified community that provides housing opportunities for all people regardless of age, income, ethnic origin, or ability. An additional seventy percent strongly agreed or agreed to creating a diversity of housing types (such as homeownership, rental, employee preferences, etc. to meet the needs of Jamestown's low and moderate income residents, employees and special populations while maintaining Jamestown's unique mixture of village and rural character.

Affordable housing programs target low-income households. Each year the U.S. Department of Housing and Urban Development (HUD) calculates Area Median Incomes (AMI) by family size for Newport County. The FY 2010 income cutoffs for Jamestown residents to qualify for federal/state subsidized affordable housing are shown in Table H-1.

[5] RIGL 45-53-3(9)

Table H-1. 2012 Jamestown Income Limits for Low/Moderate Income Households Up to 120 Percent Area Median Income

% Area Median Income	Family Size (persons) 1 person	2 person	3 person	4 person	5 person	6 person	7 person	8 person
30% AMI	$15,900	$18,200	$20,450	$22,700	$24,550	$26,350	$28,150	$30,000
50% AMI	$26,500	$30,250	$34,050	$37,800	$40,850	$43,850	$46,900	$49,900
80% AMI	$42,350	$48,400	$54,450	$60,500	$65,350	$70,200	$75,050	$79,900
100% AMI	$52,900	$60,500	$68,050	$75,600	$81,650	$87,700	$93,750	$99,800
120% AMI	$63,500	$72,550	$81,650	$90,700	$97,950	$105,200	$112,450	$119,700

Source: HUD

The affordable housing proposed in this plan is targeted to 1-to-8-person households that earn between $15,900 (30% AMI, 1 person household) and $119,700 (120% AMI 8 person household) a year (2012 HUD Income Limits).

2. Purpose of the Housing Plan

Jamestown is, and has been, concerned about the affordability of its housing. The town formed an affordable housing committee in 1989 in order to ensure that there was appropriate housing available for the residents of Jamestown. Jamestown wrote this plan in response to the state mandate that each community has a minimum of 10% of its housing designated as affordable to low-moderate income residents. The plan details the need for affordable housing in Jamestown, the obstacles to developing affordable housing, the number of units needed to reach the 10% goal and the strategies the town will use to achieve the 10% goal.

3. Who Needs Affordable Housing in Jamestown?

Based upon meetings with public officials, various boards and commissions, the Jamestown Housing Authority, and residents of Jamestown, it has been determined that Jamestown needs affordable housing for young families, for the elderly, and for workers. The Jamestown Affordable Housing Committee indicates that due to rising housing costs young families are essentially shut out of Jamestown's housing market and many people who grew up in Jamestown cannot afford to live on the island as adults. The rising cost of housing in Jamestown threatens the intergenerational family continuity that Jamestowners have identified as important to preserve. Former Town Administrator Maryanne Crawford reported in 2004 that employees, including police, public works personnel, teachers, and municipal office staff, have also been priced off the island. It was also reported during town meetings that a variety of service workers and marine industry workers find it increasingly difficult to live on the island.

The Fire Department is extremely concerned about the future of the volunteer force, including firefighters and emergency personnel, in part because many of the people interested in serving cannot afford to live in Jamestown. The Jamestown Housing Authority finds that Jamestown's elderly residents also have a hard time finding housing they can afford. Retirees on fixed incomes are finding it difficult to maintain and pay taxes on their homes, especially as property values have increased.

The affordable housing crisis is not limited to Jamestown; the whole of Rhode Island is struggling with this issue. Statewide, personal income increased 32% between 2000 and 2009, while the median sales price of a single-family home increased 47%.[6] The rapid escalation of housing prices has made affordable homeownership and rental housing increasingly difficult to find for many Jamestown residents. In 2009, the median sales price for a single-family home in Jamestown was $525,750; in 2010, because of the economy, the price fell to $450,000 – which is still an 84% increase since 2000. At this price, the median priced home is affordable to families earning a minimum of $135,000 per year; $51,518 more than median family income in 2009. Table H-4 gives the rental costs in Jamestown

4. Housing Needs

a. Populations in Need of Affordable Housing

> The rising cost of housing in Jamestown threatens the intergenerational family continuity that Jamestowner's have identified as important to preserve.

Island Families. It is a priority of the Town to provide housing opportunities that allow for the intergenerational continuity of island families. However, with escalating housing prices, people who grew up in Jamestown often cannot afford to live there as adults. Data from the 2000 Comprehensive Housing Affordability Strategy (CHAS) in combination with data from the 2008 American Community Survey Public Use Microdata Survey (PUMS) indicate that, in Newport County, 50% of the renters paid more than 30% of their income towards rent and 32% paid more than 50% of their income towards rent; the ideal standard is 30% or less. It is especially difficult for young families to find starter housing in Jamestown. With single-family home prices so high, rental housing is the only alternative for many families. Average rents in Jamestown are beyond what many working families can afford to pay.

Island Elderly. With fixed incomes and specific housing needs, it can be a challenge to provide appropriate housing for the elderly. Jamestown's elderly population is growing, which places demands on the housing market for smaller homes, condominiums and townhouses, and one level homes, all of which are scarce on the island. The population of residents over 65 years of age has increased by 344, or 35 percent between 1990 and 2010 and has increased 166, or almost 17 percent in the ten year span between 2000 and 2010, during a time that our overall population decreased by 217 persons.

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[6] *The Economic Impact of the Housing Crisis on Business in Rhode Island*, Fleet Bank, RIPEC, and Ninigret Partners, Inc., 2004, p. 2.

The 2000 CHAS data indicate that there are 114 low-income elderly households with housing problems in Jamestown. For many elderly homeowners, staying in their large homes is no longer an option, for financial and/or maintenance reasons. Skyrocketing property values have created property-tax burdens elderly homeowners cannot afford. These residents could downsize, but there is not enough appropriate housing available. There are no assisted-living facilities in Jamestown. The Jamestown Housing Authority has a 2-to-5 year wait for its 47 subsidized elderly-housing units.

Special Needs. Special needs housing incorporates a wide range of populations, including persons with physical or mental disabilities, battered women and their families, people recovering from addictions, and people with specialized health needs. Housing with supportive-services models have been developed to meet the needs of these populations and have continued to meet the ongoing needs of this population.

The Homeless. In 2008, the RI Emergency Shelter Program provided shelter services to 5 persons who listed Jamestown as their last place of residence. This is higher than the 2000 and 2001 data, when 4 and 2 persons, respectively, listed Jamestown as their last place of residence.

Island Workforce. Jamestown's working class can no longer find affordable housing on the island. These workers contribute to the community and add to the diversity of the island. Four groups are particularly in need of affordable housing:

Town Employees: Many Town employees, including public works personnel, police, teachers, and town office staff, cannot afford housing in Jamestown, and many live off-island. The next generation of Town employees will likely not live on the island. The problem extends from entry-level positions to management. Police and public works salaries start in the $40,000 range, which is not even one third of the $135,000 needed to purchase a home in Jamestown at current prices. In the near future, almost all Town department heads will not live on the island. The Town Administration feels it is important for Town employees to live in town, as it creates a stronger sense of community identity and pride.

The inability of Town employees to live in town poses a special problem for Jamestown because of its unique island situation. The island is only accessible by car via the Jamestown and Newport Bridges. If one or both of these bridges are closed due to bad weather or an accident, there is no way for essential personnel to get to the island. In the case of an emergency, critical services could not be performed.

Volunteer firefighters and emergency personnel: The future of Jamestown's volunteer firefighters and emergency personnel is an important issue in town. As Jamestown's older volunteers are retiring, there are fewer young volunteers available to replace them, in large part because many young people cannot afford to live in Jamestown. Without volunteers, these programs cannot exist. The volunteer firefighters and emergency personnel offer budgetary savings to Jamestown taxpayers in the 1.5 - 3 million dollar/year range.

Marine Industry Workers: Jamestown has a large number of marine industry workers, employed in boat building, fishing, and marine maintenance. Although these workers are employed in Jamestown, more often than not they cannot afford to live in the community.

Service Industry Workers: Generally, service workers in Jamestown cannot afford to live in the community they serve. Without these grocery store checkers, wait staff, and shop clerks Jamestown's economy would suffer.

5. Housing Stock

a. Inventory

In 2010, Jamestown had 2,998 housing units, a 10.0% increase since 1990. Historically the Town issues approximately 22 building permits per year, virtually all of which are for single-family dwellings Table A-2 for a chronology of building permit activity in Jamestown for the last 10 years). According to the US Census, the average household size is getting smaller. Thirty-one percent of households have persons age 65 or older, up 5% since 2000, indicating an aging of Jamestown and an increased demand for elderly housing.

At the time of the 2010 Census, 639 housing units (21.3%) were vacant. As shown in Table H-2, Jamestown's owner-occupied rate is significantly higher than Newport County and the State, indicating there is relatively less rental housing in Jamestown. There is a discrepancy between the 2010 Census figure for seasonal housing which is 15.6 percent (469) and the Jamestown Tax Assessor records that show that 27% (810) of the homeowner taxpayers have a permanent address not in Jamestown. For the purposes of the housing development schedule, these numbers have been averaged, using a seasonal housing count of 639 (21.3%).

Table H-2. Housing Stock

	Jamestown			Newport County			State		
	2000	2010	%	2000	2010	%	2000	2010	%
Total Housing Units	2,428	2,998	23.5%	39,561	41,796	5.6%	439,837	463,388	5.4%
			increase			increase			increase
Vacant Units	410	639	21.3%	4,333	6,885	16.5%	31,413	49,788	10.7%
Occupied Units	2,359	2,359	78.7%	35,228	34,911	83.5%	408,424	413,600	89.3%
Seasonal	341	469							
Renter-Occupied Units	497	513	21.7%	13,540	12,887	36.9%	163,274	162,648	39.3%
Owner-Occupied Units	1,862	1,846	78.3%	21,688	22,024	63.1%	245,150	250,952	60.7%

Source: U.S. Census Bureau, 2000 Census, 2010 Census,

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Jamestown Tax Assessor records indicate the vast majority of housing units in Jamestown are in single unit detached structures (i.e., a typical single-family home). Most rental housing is found in small houses, rather than in large apartment buildings. Jamestown's housing stock is relatively young with 50% of the housing units having been

built after 1970. Jamestown does not have a problem with housing stock investment and upkeep. The good condition of its housing stock is partially to blame for the high housing costs.

b. Lead-based Paint Issues

According to the 2000-2005 State Consolidated Plan, an estimated 53.4% of all occupied units in Jamestown contain lead-based paint. In 2011 the Rhode Island KIDS COUNT fact book listed no Jamestown children with lead poisoning entering kindergarten in the fall of 2012, whereas in 1998 7% of Jamestown children had elevated levels of lead in their blood. Although current data was not presented in the 2010-2015 Consolidated Plan, the more recent data above is encouraging and speaks to the public education surrounding lead based paint in the last decade. Any rehabilitation project involving pre-1978 buildings must include test for lead-based paint and abatement where necessary.

c. Cost of Housing

Housing costs have been escalating rapidly in Jamestown and throughout Rhode Island. From 2002 to 2004, Rhode Island had the fastest appreciating home prices in the country.[7] In April 2010, The Urban Land Institute (ULI) Terwilliger Center for Workforce Housing released a study that, for the first time, calculated the combined costs of housing and transportation for families living in Rhode Island, most of eastern Massachusetts, and parts of southern New Hampshire. According to the study's findings, the combined costs of housing and transportation for a mortgaged household in Rhode Island account for 58% of the median household income in the Ocean State. According to the study, this qualifies many Rhode Island communities as extremely cost-burdened.

Jamestown housing values have skyrocketed. In 2000 there were 11 properties in Jamestown valued at more than $1 million. After the Town's revaluation in 2003, 344 properties now have an assessed value of more than $1 million. This represents 12.4% of the Town's total housing stock.

The median sales price of a single-family home in Jamestown in 2010 was $450,000. This represents an 84% increase since 2000, or an average increase of approximately 8.5% per year. By comparison, median household income in Jamestown increased 7% between 2000 and 2009, or an average of less than 1% per year. Thus, increases in for-sale housing prices have far outstripped increases in income, making it more difficult for residents to afford a home in Jamestown. Jamestown's price increases have not been as consistent as the State's, but still show a significant upward trend. Table H-3 details the increases in the median sale prices of homes in Jamestown and throughout the state between 1997 and June 2004.

According to Jamestown residents, the shortage of affordable rental housing on the island has become a bigger problem in recent years. Due to Jamestown's small rental stock, rental cost data is not available for all years. The available data shows average rents in

[7] Office of Federal Housing Enterprise Oversight's *Housing Price Index Report*, March 1, 2004.

Jamestown are significantly higher than the state average and appear to have increased more rapidly than elsewhere in the State. In 2001, the average rent for 2- and 3-bedroom apartments in Jamestown was over $1,000. It is likely that rent increases have outpaced increases in median income, making it more difficult to afford rental housing. Table H-4 details the results of the Rhode Island Housing rent surveys.

Table H-3. Median Sales Price, Single Family Homes

	Jamestown		State	
	Median Price	Annual % Change	Median Price	Annual % Change
2000	$245,000		$135,976	
2001	$289,500	18.2%	$156,000	14.7%
2002	$356,574	23.2%	$188,150	20.6%
2003	$385,500	8.1%	$230,000	22.2%
2004	$474,500	23.1%	$264,700	15.1%
2005	$556,000	17.2%	$282,900	6.9%
2006	$547,000	-1.6%	$282,500	-0.1%
2007	$740,750	35.4%	$275,000	-2.7%
2008	$525,000	-29.1%	$234,900	-14.6%
2009	$525,750	0.1%	$199,900	-14.9%
2010	$450,000	-14.4%	$210,000	5.1%
% Change 2000-2010		84.0%		54.0%
source: riliving.com				

Table H-4. Average Cost of Rental Housing

	Jamestown	State
	2BR	2BR
2006	$1,639	$1,172
2007	N/A	$1,142
2008	$1,512	$1,232
2012	$1,324	$1,150
% Change 2006-2012	-19.2%	-1.9%

Source: Rhode Island Housing Rent Surveys.

2012 Fair Market Rental Rates for Jamestown 1 BR = $710 2 BR = $910 3 BR = $1,087

Source: HUD.

6. Existing Affordable Housing Stock

Previous to the changes to the Low/Moderate Housing Act in 2004, only affordable units developed with a state or federal government subsidy containing long-term affordability restrictions counts towards the 10% goal. According to Rhode Island Housing's most recent chart (July 2012), 106 units (4.19%) of housing in Jamestown are considered low- or moderate-income. As of 2012, based on the blended Census/Jamestown Tax Assessor seasonal figures, Jamestown needs an additional 191 low-to-moderate income units to reach the 10% goal. Table H-5 presents a list of all Jamestown housing that currently count towards the 10% goal:

Table H-5. Low and Moderate Income Units 2012

Name	Address	# Units	Occupancy	Tenure	Funding Source
Pemberton Place	45 Pemberton Ave	12	Elderly	Rental	HUD 202
Pemberton Apartments	45 Pemberton Ave	35	Elderly	Rental	PH
Jamestown Village	21 Pemberton Ave	19	Elderly	Rental	LIHTC
Bayside Terrace	169 Conanicus Ave	20	Family	Rental	HUD Sect 8
CCHC Land Trust*	Scattered	9	Family	Owner	HOME
Group Homes	Scattered	11	Special Needs	Rental	Group Homes
	Total Low-Mod Units	**106**			
	% Low-Mod	**4.19%**			

Summary	# Units	% of Total	Summary	# Units	
Family	29	24%	Rental	97	92%
Elderly	66	65%	Homeownership	9	8%
Special Needs	11	11%	TOTAL	106	100%
TOTAL	106	100%			

PH=Public Housing, RIH=Rhode Island Housing, LIHTC=Low Income Housing Tax Credits

7. Comprehensive Housing-Affordability Strategy Data

There are several ways to measure housing needs. No one method is all encompassing, so several alternate measures of need are presented in this section. Together they paint a detailed picture of those in need of housing assistance in Jamestown.

The Department of Housing and Urban Development publishes detailed data on cost- burdened households through its Comprehensive Housing Affordability Strategy (CHAS) data book. CHAS data counts the number of households experiencing housing problems in a community. Housing problems are defined as having a cost burden (spending more than 30% of income on housing), or living in substandard housing.[8] According to the most recent 2000 CHAS data, 612 Jamestown households (25.7%) experienced housing problems. More than 96% of those experiencing housing problems in Jamestown face only cost burdens, indicating that substandard housing is not a major problem. Residents with housing affordability issues can rely on the CDBG Home Repair program and Lead Abatement Program, run through CCHC of Newport County for the Town of Jamestown.

The data is broken down by household type (family, elderly or other), tenure (renter or owner) and income level (by percent of Area Median Income). This allows for a rather detailed look at who is experiencing housing problems. The analysis here is restricted to Jamestown's low-income population, defined as those earning less than 80% of the Area Median Income. Table H-6 details the CHAS data breakdown for Jamestown, Newport County, and the state.

Analysis of CHAS data reveals the following:

- 357 of Jamestown's low-income households (49.8%) experienced housing problems; similarly, 53% of the state's low-income households experienced housing problems.
- Even though there are more low-income elderly households than low-income family households, a greater percentage of low-income families experience housing problems.
- In Jamestown and throughout the state, low-income homeowners are more likely to experience housing problems than low-income renters. In Jamestown, 252 low-income homeowners experienced housing problems, compared to 105 low-income renters.
- In Jamestown and throughout the state, the lower the income, the more likely it is that a household experiences housing problems.
- The affordable units proposed by this plan reflect the need demonstrated in the CHAS data.

[8] Substandard conditions are defined as living in overcrowded quarters (more than 1.01 persons per room) and/or living in a housing unit without complete kitchen and/or plumbing facilities.

Table H-6. Jamestown, Newport County, and Rhode Island CHAS Data

	Jamestown			Newport County			Rhode Island		
Low Income Households with Housing Problems, by Population									
	% with problems	**# with problems**	**% of Total**	**% with problems**	**# with problems**	**% of Total**	**% with problems**	**# with problems**	**% of Total**
Elderly	38.1%	114	31.9%	51.8%	2,552	33.7%	46.0%	32,058	31.4%
Small Family	67.3%	134	37.5%	53.9%	2,264	29.9%	56.6%	34,494	33.7%
Large Family	54.6%	30	8.4%	53.6%	413	5.5%	67.6%	10,017	9.8%
Other	48.2%	79	22.1%	59.0%	2,336	30.9%	54.0%	25,663	25.1%
Total		357	100.0%		7,564	100.0%		102,232	100.0%
Low Income Households with Housing Problems, by Tenure									
	% with problems	**# with problems**	**% of Total**	**% with problems**	**# with problems**	**% of Total**	**% with problems**	**# with problems**	**% of Total**
Renters	41.2%	105	29.4%	51.1%	4,057	53.6%	51.3%	59,242	57.9%
Owners	54.6%	252	70.6%	44.2%	3,058	40.4%	55.4%	42,990	42.1%
Total		357	100.0%		7,566	100.0%		102,232	100.0%
Low Income Households with Housing Problems, by Income									
	% with problems	**# with problems**	**% of Total**	**% with problems**	**# with problems**	**% of Total**	**% with problems**	**# with problems**	**% of Total**
< 30% AMI	68.0%	149	41.7%	67.9%	2,804	37.1%	70.5%	47,009	46.0%
30-50% AMI	35.1%	54	15.1%	59.6%	2,153	28.5%	57.5%	28,946	28.3%
50-80% AMI	44.8%	154	43.2%	42.7%	2,611	34.5%	34.6%	26,277	25.7%
Total		357	100.0%		7,568	100.0%		102,232	100.0%

Low-income defined as earning less than 80% of Area Median Income
** Small Family = 2-4 persons, Large Family = 5+ persons*
Source: 2000 CHAS Data Book

a. Affordability Gap and Cost Burden

The affordability gap is the difference between what a household can afford to pay, and what it costs to afford the average home. Table H-7 details the affordability gap in Jamestown for both homeownership and rental properties. Please note that the most available data was used.

Table H-7. Affordability Gap in Jamestown

$450,000	Median Sales Price, Single Family Home, 2010
$135,000	Annual Income Needed to Afford
$81,667	Median family Income 2007-2011 ACS 5 year estimates
$53,333	GAP

Sources: Multiple Listing Service, Rhode Island Housing Rent Survey, Census 2010

Income needed to afford assumes spending 30% of income on housing.

For homeownership, assumes 5% downpayment, includes property taxes, insurance and PMI

The affordability gap poses a dilemma for Jamestown residents: spend more than 30% of income on housing, or move someplace else in search of lower-cost housing. Many households have no choice but to spend more than 30% of income on housing, incurring a cost burden.

b. Conclusion

Regardless of how need is determined, Jamestown has clearly identified a lack of availability of housing that is priced at a level local families and workers can afford. Furthermore, the number of households in need of affordable housing in Jamestown is greater than the 10% goal set by the State. Public input suggests that the highest priorities for fostering housing development should be young working families (especially Town employees and volunteer firefighters) and the elderly.

8. Barriers to Affordable Housing Development

There are a number of barriers to affordable housing development in Jamestown. Some are unique to the island, while others exist in cities and towns across the country. An understanding of these barriers and the development process is necessary if the Town hopes to encourage the development of affordable housing.

a. Infrastructure

The greatest barrier to affordable-housing development in Jamestown is the lack of infrastructure. Examples of the infrastructure hurdles include the following

- Jamestown has a bifurcated water system: the village has access to public water, while outlying areas rely on private wells.

- Beyond the village, residents rely on private wells and On-Site Waste Treatment Systems (OWTS), which have installation and maintenance costs. The lot sizes are based on the carrying capacity of the land to support a well and septic system. Increasing density in these areas would impact that delicate balance.

- Jamestown has poor soils for septic absorption and the lowest quantity of groundwater in Rhode Island

These factors restrict sustainable densities outside the village to single-family homes on 1- acre lots, which makes it difficult to develop affordable housing.

Jamestown also lacks any significant public transportation. At lower income levels, affordable housing residents often do not own a car. Public transportation enables residents to commute to work and provides access to shopping, religious institutions, and government services.

b. Zoning

Jamestown's Zoning Ordinance establishes five (5) residential zoning districts, ranging from RR-200 to R-8. Residential land accounts for approximately 41% of the total land use in Jamestown. Residential development is also allowed in all commercial districts.

In most cases, Jamestown's zoning is based on environmental factors such as soils, water and the ability of land to support wells and individual sewage disposal systems. In these instances, increasing density for affordable housing must be done carefully with public health, safety and welfare being considered.

Table H-8 is a zoning summary table.

Table H-8. Jamestown Zoning Summary

Name	Uses	Approval Process	Minimum Lot Size (s.f.)	Description
Residential Zones				
RR-200	Single-family	P	200,000	Protects water supply reservoir while allowing low density residential
	Two-family	N	N/A	
	Multi-family	N	N/A	
RR-80	Single-family	P	80,000	Allows residential that does not compromise rural character or natural resources
	Two-family	N	N/A	
	Multi-family	S	200,000	
R-40	Single-family	P	40,000	Limits density of neighborhoods with ISDS to protect groundwater
	Two-family	N	N/A	
	Multi-family	S	200,000	
R-20	Single-family	P	20,000	Intended for areas surrounding downtown village with public water and/or sewer
	Two-family	S	40,000	
	Multi-family	S	200,000	
R-8	Single-family	P	8,000	Maintains integrity of densely developed downtown village, govern infill development
	Two-family	P	15,000	
	Multi-family	S	25,000	
Commercial Zones				
CL	Single-family	P	8,000	Transitional area between commercial and residential
	Two-family	P	8,000	
	Multi-family	S	25,000	
CD	Single-family	P	5,0000	Downtown central business district; ground floor retail with housing above
	Two-family	P	5,000	
	Multi-family	S	20,000	
CW	Single-family	P	0	Waterfront zone, restricts uses to water-dependent uses
	Two-family	N	N/A	
	Multi-family	S	8,000	

P = Permitted Use by Right S = Special Use Permit Required from Zoning Board N = Not Permitted

c. Cost of Housing and Land

The cost of housing and land is a major impediment to affordable housing development. It is especially a problem in Jamestown, where prices are generally higher than surrounding areas. Non-profit affordable housing developers have a difficult time finding a building or lot on which they can afford to develop affordable housing.

Raw land is expensive, with lots selling for between $200,000 and $400,000 and above in 2013. It is nearly impossible to buy a vacant lot, build a home and make it affordable to families at 80% of median income, even with subsidy funding.

d. Availability of Developable Land

Even if cost were not a factor, the limited amount of developable land in Jamestown is an impediment to development.

Of Jamestown's 6,034 acres, 875 acres remain as developable. Over 1,700 acres are permanently protected, which preserves rural character, protects natural resources, and provides recreational opportunities. Much of the remaining land is undevelopable or has already been developed, especially in the village area. This makes it a challenge to find suitable locations for affordable housing.

1) Buildout Analysis

In 2010 the Town performed a buildout analysis to serve as a base for long-range planning. but in general this study found:

- There are 875 vacant, developable acres remaining in Jamestown.
- If fully developed, this land could accommodate an additional 733 new units.
- With an average of 22.5 new housing starts per year over the last decade, Jamestown would be built-out by 2045. Although the average new housing starts per year has lessened from the previous decade, it is not expected to increase due to the lack of available land for development.

More detailed information on the Town's buildout analysis can be found in Section II B. of this plan.

2) Native American Burial Grounds

- Jamestown is home to the largest Native American burial ground in New England.

- Federal housing funding programs prohibit development on land with Native American remains.

- The location or potential for so many burials substantially limits potential locations for affordable housing developments.

e. Community Opposition

When affordable housing is proposed, fears of increased crime, neighborhood decline, and decreased property values often come up. In Jamestown, many residents have expressed concern about affordable housing affecting the character of the community. The term NIMBY – Not In My Back Yard – has been coined to describe community opposition to affordable housing (among other types of projects). Many people agree with the concept of affordable housing, but are strongly opposed when affordable housing is proposed in their neighborhood. Across the country, several resident groups have sued cities and towns to prevent affordable housing from being developed.

f. Conclusion

Jamestown's island nature presents a number of constraints that make it challenging to develop affordable housing. There is a limited amount of land on the island, and much of it is protected for environmental or open-space reasons. Infrastructure, especially for water, is very limited. Housing and land prices are among the highest in the State. Zoning and community opposition are additional barriers. These obstacles may be daunting, but most can be overcome through flexible land-use policies, public education, and creativity (See Action Plan).

9. Affordable Housing Assets and Resources

Successful development of appropriate affordable housing in Jamestown depends on identifying and effectively utilizing available resources, supporting and encouraging affordable housing developers, and engaging public support for affordable housing development. Jamestown possesses or has access to a number of assets and resources that can facilitate affordable housing development.

a. Accessory Dwelling Units

Accessory family-dwelling units are allowed under the Jamestown Zoning Ordinance in the Village Special Development District as "affordable housing." However, there are also a number of existing, non-conforming accessory dwelling units that are not being used by the owners' families. These units, although not a part of the 101 units counting towards the 10% goal set by the State, have the potential to provide affordable housing for a number of Jamestowners.

b. Jamestown Affordable Housing Committee

The Jamestown Affordable Housing Committee has been a pro-active voice for affordable housing in Jamestown since 1989. The Committee is advisory to the Town Council and its goal is to create housing opportunities that maintain economic diversity and allow intergenerational families to continue to live on the island. The committee is composed of Jamestowners with a variety of backgrounds, including real estate and banking. It assists the Town in the development of the Housing Element of the Comprehensive Plan and provides guidance for the Community Development Block Grant (CDBG) program.

c. Jamestown Housing Authority

The Jamestown Housing Authority (JHA) has many assets and can be a strong partner in the Town's efforts to increase housing affordability. JHA manages 47 units of elderly housing in Jamestown. In 2001 JHA formed a non-profit 501c3 subsidiary, Conanicut Housing Corporation (CHC), to foster their ability to develop affordable housing.

d. Church Community Housing Corporation

Church Community Housing Corporation (CCHC), the major non-profit developer in Jamestown, is an excellent resource. CCHC is the oldest community-based housing developer in Rhode Island, and has been developing affordable housing throughout Newport County since 1969. CCHC has extensive experience with HUD 202 and 811 projects, as well as Low Income Housing Tax Credits (LIHTC) projects.

In Jamestown, CCHC:

- Developed and operates 20 units of affordable family rental housing at Bayside Terrace and is in the process of rehabilitating some of those units in 2011 through CDBG funds

- Developed 6 family homeownership units in their land trust program

- Administers the down payment assistance program funded through Jamestown's CDBG allocation

- Offers First-time Homebuyer Education classes in which graduates are eligible for down payment assistance and closing costs assistance. As of March 2012, through its Regional Revolving Loan Fund for Jamestown Down payment Assistance Program and rehabilitation programs, CCHC has made over 90 home repair loans totaling $760,900 and nine homeowner assistance loans totaling $33,354 to low and moderate income residents of Jamestown.

e. Other Non-Profit Housing Developers

In addition to CCHC, there are several other CDCs which develop affordable housing operating throughout Rhode Island. Besides CDCs, other non-profit organizations provide affordable housing. Examples include mental health agencies like Bridges, Inc., which services the developmentally disabled, community action agencies like East Bay Community Action Program and Newport County Community Mental Health center, as well as special population organizations like United Cerebral Palsy Rhode Island and Aids Care Ocean State and Habitat for Humanity.

f. Town Programs

The Town provides assistance to homeowners through its CDBG Home Repair and Revolving Loan programs, which are administered by CCHC. These programs provide low-interest loans for home repairs and improvements, including code-violation corrections, heating, plumbing, electrical and septic system improvements. Ninety Jamestown households have been assisted through these loan programs.

The Town also offers tax-exemptions for elderly homeowners. The amount of the exemption varies according to income, based on the Federal Poverty Guideline. Homeowners must be age 65 or over, and must have owned the property for at least 5 years.

g. Cluster Land Development Projects

Jamestown requires cluster land-development projects for any subdivision of five or more lots in the R-40, RR-80, and RR-200 zones. Cluster development is intended to preserve open space, maintain rural character, and reduce sprawl. At least 50% of the total land area must be set aside as open space. Minimum lot size ranges from 5,000 – 20,000 s.f., depending on the underlying zone. Density bonuses are allowed as long as 25% of the units are built to be "affordable;" the number of units allowed is determined by the underlying zone. Cluster development is an asset to affordable housing development because it allows homes to be built closer together on smaller lots, reducing construction and land costs.

h. Comprehensive Permitting (R.I.G.L 45-53)

State-enabled "comprehensive permitting" is a valuable tool which provides flexibility. It allows the Town to change the use of a property or its development density without changing the zone. The Town can offer other incentives, such as relief from parking or setback requirements, in exchange for affordable housing development. Even if a developer is not seeking relief, comprehensive permitting offers an expedited review process that can save a developer time and money in reduced holding costs, interest, and taxes. This cost saving can be passed down to the home's sales price.

i. Conclusion

Jamestown possesses or has access to a number of assets and resources for affordable housing development. These include the Jamestown Affordable Housing Committee, Jamestown Housing Authority, and Church Community Housing. The Town provides some programs for affordable housing, and there are a number of state and federal affordable housing production programs. The Comprehensive Permit process provides the flexibility to approve appropriate affordable housing proposals. These assets and resources provide a base for the Town to achieve its affordable housing goals.

10. Housing Development Plan

a. Reaching the 10 Percent Goal

According to Rhode Island Housing's July 2012 calculations, 106 (4.19%) of Jamestown's 2,529 year round housing units (total housing units minus seasonal, 2010) are low-moderate income. Today, Jamestown needs 130 additional low-moderate units to reach its 10% goal of 236 low-moderate units; however, to keep affordable-housing creation consistent with Jamestown's pace, growth, and community character, the Town can create 25-32 units every five years and reach the 10% by 2045. This reflects the normal growth in building permits (approximately 22.5 new housing starts per year), which will add to the base over time.

b. Connection with Housing Needs

It is essential that there be a connection between the type and amount of affordable housing proposed by this plan and Jamestown's affordable housing needs and what the CHAS data states.

- The *Analysis of Housing Needs* section suggests Jamestown should prioritize affordable housing for island families, workforce, and elderly.

- Accordingly, the Affordable Housing Development Schedule proposes 115 affordable units for families, 30 of which would have a preference for Town employees and emergency personnel (such as volunteer firefighters), 65 affordable units for the elderly, and 11 units for special needs and at-risk populations.

- The development schedule details the creation of 25-to-32 units every five years until the Town reaches the 10% goal in 2045.

1) Feasibility

Given limited resources, it is not possible to meet the needs of every household that experiences housing problems. The development schedule that follows is based on building continuing on the same time schedule that it has for the last decade and assumes

that 10% of the housing developed is "affordable." Affordable housing development has been a challenge over the last decade due not only to the economy, but to Native American artifact presence on the island, high land prices, availability of raw land and the gap between development costs and financing available. Except for the economy, it is anticipated that the remaining challenges will continue to occur if not worsen. We still remain positive in Jamestown that the development plan proposed in this section is achievable.

2) Implementation

The Town Planning Department is responsible for the implementation of this plan. The Town Planning Commission and Town Council are responsible for changing the appropriate ordinances as recommended in the body of the plan, and approving affordable housing development identified in this report. The Affordable Housing Committee in conjunction with the Planning Office will review the Town's progress towards achieving the goals of the plan every year and will report to the State Housing Office and the Town Council on the status of the plan's implementation. In order for this plan to succeed as a framework for affordable housing development in Jamestown, it is essential that the Town continue their working relationship with CCHC.

Table H-9. Affordable Housing Development Schedule

Progress Toward the 10% Goal Over Time

	2010	2015	2020	2025	2030	2035	2040	2045	Total
Total Housing Units*	2998	3110	3223	3335	3448	3560	3673	3731 (buildout)	
Year Round Housing Units**	2359	2447	2536	2624	2713	2801	2891	2936	
10% Goal	236	244	253	262	271	280	289	294	
Affordable Housing Units (2010 + new proposed by Plan)	103 2011 fig.	131	159	187	214	241	268	294	
% Affordability	4.36	5.35	6.27	7.13	7.89	8.60	9.30	10.12	
If Jamestown were to meet the 10% goal in the year listed, the number of additional affordable units needed would be:	133	113	94	75	57	39	21	0	
Type of Housing									
Family Housing (ownership or rental)		17	17	17	16	16	16	16	**115**
Housing for the Elderly (ownership and rental)		9	9	9	9	9	10	10	**65**
Housing for Individuals and Special Needs Populations				5			6		**11**
Total New Affordable Units		**26**	**26**	**31**	**25**	**25**	**32**	**26**	**191**
Total New Affordable Units per Year		**5-6**	**5-6**	**6-7**	**3-4**	**3-4**	**6-7**	**5**	

*Increase in housing units based on average of 22.5 new housing starts per year over last 10 years.

**Year round housing units are based on a blend of seasonal housing units in 2010 Census (469 in 2010 Census). Town of Jamestown estimates 73% year round units, or 810 units (more than Census) based on Tax Assessor records where tax payers permanent address is out of state. These numbers were averaged for a seasonal unit count of 639 (21.3%).

11. Affordable Housing Goals

Through meetings with the towns Affordable Housing Committee, the Town of Jamestown has developed the following affordable housing goals. These goals are the base on which the policies and actions detailed later in this document in the Action Plan were developed. Jamestown's affordable housing goals are as follows:

a. Create a Diversity of Housing Types

Create a diversity of housing types (such as home-ownership, rental, employee preference, etc.) to meet the needs of Jamestown's low-to-moderate income residents, employees, and special populations while maintaining Jamestown's unique mixture of village and rural character. This goal applies to dwelling units built or converted for the purpose of attaining the state mandated 10 percent "affordable housing" as well as units that will serve the diverse population of Jamestown. Such units might include smaller homes, townhouse or condominium development and accessory family dwelling units. Children raised in Jamestown, town employees, and emergency personnel find it increasingly difficult to find affordable housing on the island. Jamestowners have identified the fact that emergency personnel and town employees live off island as an issue of particular concern.

b. Achieve Ten Percent Goal

As discussed in the Housing Development Plan, Feasibility Section, Jamestown has unique constraints that may hinder or even prohibit Jamestown from reaching our affordable housing goal. It is still a major goal of Jamestown that we continue to work towards attaining the 10% goal set by the state.

c. Ensure the Long-Term Affordability of Jamestown's Housing Stock

In addition to developing new affordable housing, it is important for the Town to preserve and maintain its existing housing stock. The Town will use deed restrictions or CCHC's Land Trust to ensure long-term affordability. The Town can also take advantage of CCHC's Land Trust. The land trust holds properties for affordable housing, leasing the land for a nominal fee and setting resale restrictions on the houses. The combination of resale restrictions and retaining ownership of the land guarantees long-term affordability. The Town will also continue the existing home repair and maintenance programs. Existing housing is an important source of affordable housing. Given land and construction prices, it is much more cost effective to maintain existing housing than to build new housing. Efforts will be made to improve substandard properties throughout the town. The Town will continue and expand its successful CDBG home repair/maintenance grant and loan programs.

12. Affordable Housing Policies

The Town of Jamestown plans to achieve the goals described above through five comprehensive policies below.

These five policy areas are designed to be realistic, practical, and consistent with the Town's affordable housing goals. Finally, this plan concludes with an Action Table which serves as the implementation tool for the plan. The Action Table includes the responsible parties, cost, funding source, and timeframe for the development of affordable housing in Jamestown. The actions below are also listed in the Housing section of the Goals/Policies/Implementation Action Plan. The 2005 Plan, as updated here, provided a detailed explanation, which is important for continuity but is not appropriate in the Action Plan.

Policy 1. Strengthen Partnerships and Build Community Support: Recommended Actions

The town of Jamestown seeks to strengthen partnerships and build community support for affordable housing. To implement the town's Affordable Housing Plan, it will be critical for the Jamestown Affordable Housing Committee to reach out to the groups that have a major role to play in helping the Town achieve its affordable housing goals.

a) Expand the duties of the Jamestown Affordable Housing Committee.

The Jamestown Affordable Housing Committee is a major asset to the Town, and has done much to further affordable housing. The Committee should take on the following tasks:

<u>Raise awareness of Jamestown's affordable housing needs through public education</u>: An educational program should be developed that more accurately describes the population in need of affordable housing, namely working families, children of current residents, and the elderly. This would help dispel the negative connotations commonly associated with affordable housing and combat NIMBYism (Not In My Back Yard). The Town could provide residents with information about affordable homeownership and rental opportunities and could encourage public discussion of these issues with Town officials and local affordable-housing developers.

<u>Monitor the implementation of the Affordable Housing Plan</u>: The Committee would monitor the implementation of the Affordable Housing Plan, and report annually to the Town Council on the Plan's progress. The Town Council would be responsible for ensuring the Plan is implemented.

<u>Identify locations for future affordable housing development</u>: A major role of the Committee should be to identify sites for affordable housing on an ongoing basis, through advertising, networking and/or soliciting proposals. This provides a mechanism for replenishing the list of locations included in the plan, and will make the plan a dynamic

document. The Planning Department will evaluate the locations recommended by the Committee to determine their suitability for affordable housing development.

Endorse appropriate affordable housing proposals: The Committee should begin a program of endorsing affordable housing proposals that meet the criteria set by the Town and this plan. An endorsement from the Committee would show community support for affordable housing, and could expedite the approval process. Endorsements would be a source of prestige and developers would actively seek them out. This would encourage affordable housing proposals that are in line with the Town's objectives and priorities.

Strengthen partnerships and working relationships for affordable housing: The Committee should assist in fostering and maintaining strong, supportive relationships between Town government, the Jamestown Housing Authority, non-profit developers such as CCHC, and for-profit affordable housing developers. The Committee should help these groups share resources and information.

b) Work with CCHC and other non-profit developers to develop affordable housing in Jamestown.

The Town can assist non-profit developers by identifying sites suitable for affordable housing, providing funding through the Affordable Housing Trust Fund, and providing support at development-review hearings.

c) Encourage the Jamestown Housing Authority to become a more active affordable housing provider.

The Jamestown Housing Authority (JHA) can play a larger role in providing affordable housing in Jamestown. The Town should encourage JHA and its non-profit subsidiary, Conanicut Housing Corporation, to develop affordable housing. The Town should also encourage JHA to make improvements to its existing properties.

d) Actively pursue partnerships with land conservation associations in order to further the preservation of open space and the development of affordable housing.

The Town must pursue partnerships between organizations such as CCHC and The Nature Conservancy in order to simultaneously achieve the goal of open space preservation and the goal of affordable housing development.

e) Conduct a needs survey to further identify Jamestown's need for affordable housing.

The Affordable Housing Committee should work with Roger Williams University Community Partnership Program to conduct a survey of all town workers to determine the actual need for worker housing.

Policy 2. Revise the Zoning Ordinance to Promote Affordable Housing: Recommended Actions

Changes to the Town Zoning Ordinance will make it easier to develop affordable housing in Jamestown.

a) Through a Zoning Ordinance Amendment, Create a Transfer of Development Rights (TDR) Ordinance/Special Development District (SDD) for Affordable Housing Development on Oversized Lots in the Village for the purpose of creating affordable housing.

The Town created a Special Development District for Affordable Housing Development in 2009 that allows subdivision of new lots or construction of duplexes on oversized lots in the village. The Town recognizes that the increased density necessary to make affordable housing work in Jamestown due to the high land costs is most appropriate in the areas of the Village currently served by public water and sewer. This is due to the environmental constraints causing development limitations in the non-public service areas of Town. The Barriers Section discusses infrastructure issues.

Another option is the creation of a Transfer of Development Rights Ordinance that would preserve lots in environmentally fragile areas of the island and transfer the development rights to the Village District for the purpose of creating affordable housing. Either TDR or SDD would provide the increased density necessary to create affordable housing. There is some concern that the SDD approach, by increasing the overall buildout population of the island, will potentially exceed the environmental carrying capacity of the island.

TDR would transfer density from lots with environmental constraints (High groundwater table and shallow impervious layer overlay district) that would serve the Town better if not developed, to lots serviced by public water and sewer. TDR has benefits over SDD because it serves two purposes: protecting environmentally sensitive lots from development and creating Affordable Housing. The question that needs to be answered when amending the Zoning Ordinance is whether the cost associated with transferring density still allows for affordable units or whether a simple density increase, as provided for in an SDD, is the most effective way to provide affordable housing.

The Jamestown Planning Department estimates by site-specific mapping available in the Planning Department that there are approximately 500 lots in the R-8 and R-20 districts, which could support the construction of a duplex (attached to existing home) or single-family home, where, if developed, could be done without significantly impacting the character of the neighborhood.

The Zoning was amended in the R-8 and R-20 districts to allow lots of at least 6,000 s.f. in the R-8 district and at least 13,000 s.f. in the R-20 district, supporting additional single family homes. This is an increase over existing, allowed density, where subdivision is not currently permitted but would be allowed only for affordable housing.

Homeownership units will be put in CCHC's Land Trust program using a ground lease to ensure long term affordability or a similar model such as the RI Community Housing Land Trust program. Rental units will require a deed restriction and should be administered by, and will be overseen by, a State agency qualified to administer such a program.

Based on the input from public meetings held on the zoning amendment it is estimated that 22% of the property owners eligible in the special development district may create affordable housing units. This would yield at least 110 new affordable housing units for the town in the next 35 years. This strategy would result in the addition of approximately 2 homes per street in the village area. This increase in density is already anticipated in the buildout analysis for this strategy.

b) Mandate Inclusionary Zoning in all new rental, condominium, and subdivision developments.

The Town developed an Inclusionary provision within Article 17 of the Zoning Ordinance in 2009. Inclusionary zoning has been proven nationally as an effective tool for incorporating affordable housing in new developments. The inclusionary zoning ordinance requires 20% of the units in all residential developments of four or more units to be affordable. The Town will explore a variety of incentives such as density bonuses or tax breaks as compensation for the affordable unit requirement. In cases where including affordable housing units is not feasible, the developers will make an off-site exaction, such as building the affordable units elsewhere, donating land to a housing land trust, or paying an in-lieu-of fee to the Town's Affordable Housing Trust Fund. If subdivisions are created solely for the purpose of creating affordable housing as suggested in action item 2.1, then no additional inclusionary units would be necessary.

It is estimated that this could yield 10 new permanently affordable housing units for the Town. This is based upon the past subdivision record for Jamestown as well as the development of rental units and condominiums. Approximately 2-to-4 units of the average 22.5 new housing starts per year are on recently subdivided lots.

c) Reduce the Minimum Lot Size Required for Affordable Multi-Family Housing Development in the RR-80, R-40, and R-20 zones.

Currently, the required minimum lot-size for multi-family housing is 200,000sf, making it virtually impossible to develop multi-family housing on Jamestown. Through this zoning amendment, the minimum lot size required for affordable multi-family developments would be 2 times the requirement for a single family development. Please note that the reduction in lot size requirements would only be granted for an affordable multi-family development. The Town will consider mixed income developments where a majority of units will be low/moderate income units. This type of development will be permitted by special use permit.

- In R-20, an affordable multi-family development would require a lot size of 40,000 s.f.

- In R-40, an affordable multi-family development would require a lot size of 80,000 s.f.

- In RR-80, an affordable multi-family development would require a lot size of 160,000 s.f.

These reductions in lot-size requirements will allow for the development of multi-family housing at densities ranging from 3-to-12 units per acre. The Planning Department estimates by looking at the Tax Assessors Records and the Town Plat Maps that there are 25 parcels in these zones that could be developed using the affordable multi-family ordinance. Assuming the average of 8 per lot, the Planning Department further estimates that these parcels could yield approximately 25 new affordable housing units for the Town if 12% were developed in this fashion.

d) Adopt an Accessory Dwelling Unit Ordinance as part of the Zoning Ordinance.

The Town wrote an Accessory Dwelling Unit Ordinance in 2009 regulating new accessory dwelling units that are developed for affordable housing. In order to ensure affordability, the accessory units will be deed-restricted as affordable units.

An agency authorized by Rhode Island Housing will be responsible for monitoring the rental of these deed-restricted units. As an incentive for property owners to deed-restrict their accessory dwelling units, the Town may limit the taxes on an accessory dwelling unit to 8% of the income obtained from the property. This is not a subsidy but an incentive to create affordable units. A municipal subsidy will be allowing accessory dwelling units where currently they are not allowed by ordinance. This is considered a density bonus and a local subsidy.

Since 2009 no units have been created with this incentive. It will stay on the books but we are not assuming any units will be created with this method. In addition, the Town is discussing accessory Family dwelling units where related individuals can create separate living quarters either within or external to the main house. This will serve as affordable living units that do not qualify towards the state mandated 10%.

e) Consider Zoning Ordinance Provisions that encourage a diversity of housing types that are affordable

The State and Jamestown have become concerned not with just affordable housing that meets the State mandated 10% but also with general housing needs; meaning supporting affordability in general by considering all housing types.

Policy 3. Identify Potential Locations for Affordable Housing Development: Recommended Actions

Affordable housing units can be developed through the rehabilitation of existing houses, the adaptive reuse of existing buildings, and through new construction. The Town will utilize the existing density in the village area. The subsidy attached to these units

could be any and/or all State/Federal subsidies shown in Action Item 4.4 or any local subsidy such as Housing Trust funding or a density increase.

a) Target Appropriate Parcels for Infill Development of Affordable Housing.

Infill development utilizes existing infrastructure and incorporates affordable housing into mixed-use, mixed-income neighborhoods. It preserves open space and curtails sprawl.

b) Target Appropriate Buildings for Adaptive Re-use into Affordable Housing.

Adaptive re-use of underutilized buildings has become a popular community development strategy. Adaptive re-use can accommodate a mix of uses, as well as mixed incomes.

c) Target appropriate parcels outside the village area for development as affordable housing.

In addition to infill development and adaptive reuse, the Town will identify parcels suitable for construction of affordable housing outside the village area that would require private wells and Individual Sewage Disposal Systems. The subsidy for these units will be local (increased density). Alternative ISDS will be investigated to preserve groundwater quality, and water-saving devices will be placed in all residences to reduce impacts to groundwater quantity.

d) Encourage CCHC to renovate Bayside Terrace.

Bayside Terrace is in need of renovation and CCHC is just completing a redevelopment of the front property. The front 8 units have been renovated, leaving an additional 12 units for renovation. Include this site for additional scattered site development units if needed in the future.

e) Identify and obtain sites where donated homes can be moved.

In recent years, people have bought homes in Jamestown with the intention of tearing down the existing structure and building a new house from scratch. Rather than demolishing the existing house, some have offered to donate it for affordable housing, as long as it can be moved to another site. The Town has not been able to find sites for these donated homes.

The Town should identify sites suitable for donated homes. This is a unique and cost-effective way of providing affordable housing, especially if land is specifically set aside for this purpose. In 2004 alone, members of the Jamestown Affordable Housing Committee were approached over four times by property owners wishing to donate a home rather than tearing it down.

f) Seek out existing homes for purchase and add to existing permanently affordable housing stock.

The Town and affordable housing developers should seek out existing homes for purchase to add permanently affordable housing stock. Utilizing existing homes is desirable because it is an opportunity to create affordable housing without increasing housing density on the island. In addition, it may help to rehabilitate the existing housing stock. Conversion of homes to duplex units may be necessary to meet affordability requirements.

The Town Planning Department estimates that 15 affordable units could be purchased for affordable housing on Jamestown. This is an estimate based upon the number of housing units on the island and the existing track record of the Town in providing affordable housing units within the existing housing stock. Church Community has purchased 8 housing units in the last 10 years.

g) Encourage Jamestown Housing Authority to expand senior housing on their existing site on Pemberton Avenue

It has been determined that this action is not feasible due to native American burials and so this item has been completed.

Policy 4. Identify Existing and New Resources for Affordable Housing Development: Recommended Actions

Now and in the future, Jamestown must be able to identify and utilize the resources available to facilitate the development of affordable housing.

a) Establish a Local Affordable Housing Trust Fund as a Source of Funds for Affordable Housing Development.

A local Affordable Housing Trust Fund would receive and manage funds for affordable housing development and preservation in Jamestown. Currently only local-budget funding is allocated yearly for affordable housing development in Jamestown. A more comprehensive Affordable Housing Trust Fund would address this need.

Potential sources to contribute to an Affordable Housing Trust Fund include:

- The Town's portion of the State Real Estate Conveyance Tax
- Real Estate Transfer Tax, should approval be received by State and Town.
- Town budget appropriations. The Town currently funds affordable housing development
- Proceeds from the sale of Town-owned land (i.e. Battery Lane)
- Off-site exactions / in-lieu fees from new rental, condominium, and cluster developments
- Private contributions and charitable donations
- Private foundations
- Land donations

The Trust Fund could be used for the following:

- Gap financing for rental and homeownership developments
- Subsidies for the development of family homeownership units in new developments via inclusionary zoning or at infill sites
- Purchase of land or property
- Construction of a house on donated property
- Feasibility studies and predevelopment costs borne by the town

The Town will apply to Rhode Island Housing for money to set up the Affordable Housing Trust Fund.

b) Establish an employer-assisted housing program.

The Town will establish an employer assisted housing program for municipal employees who desire to live in Jamestown. The use of a variety of models for the development of municipal assisted housing can be used to achieve this goal:

- Donation of Town owned land to the Land Trust for development of home-ownership units,
- Subsidize the development of both rental and home-ownership units through the Affordable Housing Trust Fund and/or municipal budget appropriations,
- Seek out collaborations with developers to create housing set aside for town workers, and
- Adaptive reuse of municipal buildings for affordable municipal housing wherever possible.

c) Create a Financial Incentives Program to bring non-conforming rentals into compliance as affordable housing.

The records of the Jamestown Tax Assessor indicate that there are approximately 50 known, non-conforming duplex/accessory dwelling unit rentals. These units should be explored as a means to provide permanently affordable housing through financial incentives. There should be financial incentives in conjunction with Zoning enforcement to insure that 25 units are created.

d) Utilize Existing Federal and State Funding Sources for Affordable Housing Development.

For- and non-profit developers should make the best possible use of the affordable housing development resources table H-13. These programs are described in further detail in Appendix B.

e) Monitor the State Real Estate Transfer Tax allocation to Jamestown for use in the Affordable Housing Trust Fund.

The State has been reluctant over the last decade to allow Town's taxing authority for funding local initiatives such as affordable housing. As an alternative the State has increased the local allocation from this fund. This fund should be considered as a method to increase the local Affordable Housing Trust Fund.

Policy 5. Implement Programs Which Ensure the Long Term Affordability of Jamestown's Housing

Without oversight the potential exists for affordable housing to be lost over the passage of time.

a) Use Church Community Housing Corporation's Land Trust to preserve affordable units over the long term.

Use of the CCHC land trust program will allow Jamestown to ensure that new affordable homeownership units are not lost with the passage of time.

How Will the CCHC Land Trust work in Jamestown?

A family wishes to provide a housing opportunity to a family as well as make some money so that both families can afford to own homes and live in Jamestown. Their existing home is located on a 9,500s.f. lot within the SDD district. They subdivide their lot and sell the vacant new lot to the land trust for development of an affordable house to an individual or family that meets HUD's income affordability guidelines. The land trust builds a house at an affordable price and sells the improvements (house only) to the qualified buyer. The new owner signs a 99 year lease with the land trust and pays a nominal monthly lease fee to the land trust. Resale of the house is restricted to a price that will be affordable to another income-qualified family.

b) Create a monitoring program for deed-restricted affordable rental units.

The Town will create a program in which the Jamestown Housing Authority or other entity will annually monitor the rental of deed restricted affordable units to appropriate income-qualified families. This program will ensure that housing units with long term affordability deed restrictions on them are not lost over time.

c) Explore Other Affordability Mechanisms where appropriate.

The Town of Jamestown recognizes that other mechanisms may exist other than the Land Trust program and deed restrictions to create permanently affordable housing. For this reason, the Town will carefully explore other options which may benefit the Jamestown affordable housing stock.

Table H-10. Locations Summary Chart

Related Action Item	Location	Current Zoning	Recommended Zoning	Total Units	Affordable Units
3.c.	Prospect Ave., adjacent to transfer station	RR-80	RR-80 Comp. Permit	6	6
2.a.	Infill through Village - Single Family - Duplex	R-8, R-20, CL	SDD/TDR District	500	110
2.c.	Scattered site multi-family affordable housing	CL, R-8, 20, R-40, RR-80	Zoning Amendment for Affordable Housing	200	25
2.b.	Inclusionary Units	Varied	No Change	100	10
3.f.	Existing Housing Stock conversion to Affordable Housing	Varied	No Change	25	15
2.d.	Accessory Dwelling Units	Varied	No change	25	25
			Total Affordable Units Identified	**191**	
			Total Affordable Units Required	**191**	

Table H-11.
Number of LMI Units to be Produced by Development Strategy and Time

Strategy (action items)	Year 1-5	Year 6-10	Year 11-15	Year 16-20	Year 21- 25	Year 26- 30	Year 31-35	Projected Totals*
Special Dev. District	15	15	15	16	16	18	15	110
Inclusionary Zoning	3	3	3			1		10
Scattered Site Multi-family			6	3	4	7	5	25
Identified Sites	2	2	2					6
Existing Housing Stock Conv.	3	2	2	2	2	2	2	15
Accessory Dwelling Units	3	4	3	4	3	4	4	25
Total	**26**	**26**	**31**	**25**	**25**	**32**	**26**	**191**
*using number of units required to meet 10% goal								

Table H-12.
Number of LMI Units to be Produced by Household and Tenure Type

Development Strategy	Totals by Strategy	Elderly		Family		Special Needs	
		Rental	HO	Rental	HO	Rental	HO
TDR/Special Development District	110	25	25	30	30		
Inclusionary Zoning	10				10		
Scattered Site Multi-family	25			20		5	
Identified Sites	6					6	
Existing Housing Stock Conversion	15				15		
Accessory Dwelling Units	25	15		10			
Total low-mod units added	**191**						
Totals by household type & rental or ownership		40	25	60	55	11	
Totals by Household type		65		115		11	

Table H-13. Affordable Housing Development Resources

Source	Program Name	Source	Program Name	Source	Program Name
HUD	Section 202 (Elderly)	RIH	Low-Interest Mortgages	FHLB	Affordable Housing Program
	Section 811 (Special Needs)		Home Repair Loans	Fed	Low Income Housing Tax Credits
	Continuum of Care (Homeless)		Next Step (transitional housing)	Fed	Federal Historic Preservation Tax Credits
	Emergency Shelter Grants (Homeless)		Pre-development loans	State	Rhode Island State Historic Preservation Residential Tax Credit
	Housing Opportunities for Persons with AIDS (HOPWA)		Preservation (Section 8 apartments)	State	Neighborhood Opportunities Program (NOP)
	HOME Investment Partnerships Program (HOME)		Rental Housing Production Program		Family Housing Program Supportive Housing Program Building Better Communities
	Community Development Block Grant (CDBG)		Targeted Loans		
	Section 108 (Loan Guarantees)		Technical Assistance		
			Thresholds (Mental Illness)		
RIH = Rhode Island Housing, FHLB = Federal Home Loan Bank (Boston)					
HUD = U.S. Dept. of Housing and Urban Development					

Table H-14. Housing Unit Building Permits

Housing Unit Building Permits for:					
JAMESTOWN TOWN, RI					
	1999	2000	2001	2002	2003
Total Units	29	24	23	24	37
Units in Single-Family Structures	27	24	23	24	27
Units in All Multi-Family Structures	2	0	0	0	10
Units in 2-unit Multi-Family Structures	2	0	0	0	0
Units in 3- and 4-unit Multi-Family Structures	0	0	0	0	0
Units in 5+ Unit Multi-Family Structures	0	0	0	0	10
	2004	2005	2006	2007	2008
Total Units	22	23	21	22	18
Units in Single-Family Structures	22	23	21	22	18
Units in All Multi-Family Structures	0	0	0	0	0
Units in 2-unit Multi-Family Structures	0	0	0	0	0
Units in 3- and 4-unit Multi-Family Structures	0	0	0	0	0
Units in 5+ Unit Multi-Family Structures	0	0	0	0	0
	2009	2010	2011		
Total Units	17	19	22		
Units in Single-Family Structures	17	19	22		
Units in All Multi-Family Structures	0	0	0		
Units in 2-unit Multi-Family Structures	0	0	0		
Units in 3- and 4-unit Multi-Family Structures	0	0	0		
Units in 5+ Unit Multi-Family Structures	0	0	0		

I. PUBLIC SERVICES AND FACILITIES

1. Introduction

For a comparatively small community in both land area and population, Jamestown provides a high quality of public services to its residents. Jamestown is able to provide these services at a tax rate that has been consistently among the lowest in the State as a result of our highly valued real estate. A report on community financial condition was prepared by the State in January 2010. The report measures the fiscal stress and financial condition of Rhode Island cities and towns, and provides an analysis of local tax burdens. Compared to other RI cities and towns, Jamestown ranked 4th lowest in effective tax rate and 3rd highest in both per-capita property value and median family income. The report also provided relative rankings of fiscal strength and stability based on measures of financial position, financial flexibility and tax capacity. After applying those metrics, Jamestown ranked 2nd highest in comparison to the 38 other RI cities and towns.

The level and quality of public services and facilities also depends on the commitment of the community. Jamestown has historically made use of existing buildings, Town-owned land, and volunteer service to keep the cost of public services and facilities to a minimum. The Community maintains a low rate and continues to be somewhat thrifty with its spending but also realizes when repair is no longer an option and new facilities are needed. The community has consistently approved bonds for facility improvements, including the construction of a new Town Hall, a new Water Treatment Facility, a new Highway Garage, a renovated Police Station and a renovated Sewage Treatment Facility. The majority of the funding for the significant improvements to the Town's public facilities (see Map 21 - MUNICIPAL FACILITIES AND AREAS OF INTEREST) was available due to expiring debt service for several municipal bonds. By coordinating the facility repair and replacement schedule with the bond retirement schedule, the Town has maintained a steady level of debt and a low tax base.

As you will see in this section, significant improvements have been made to the Town's public facilities, all while maintaining a low tax base (see Map 21 - MUNICIPAL FACILITIES AND AREAS OF INTEREST). The majority of the funding was available due to expiring debt service for several municipal bonds.

2. Fiscal Analysis

The total budget for Jamestown for the fiscal year 2010/2011 is $18.3 million. Of this amount, the general government's share is $6.8 million (37% of total budget), as opposed to 40% in 2000 and 47% in 1990. The School Department's 2010/2011 budget is $11.5 million (63% of the total budget), versus 60% in 2000 and 53% in 1990 (refer to Table I-1. Fiscal Analysis).

In fiscal year 2010/2011, 36.5% of the general government budget is allocated to public safety, versus 31% in 2000 and 22% in 1990. Public safety includes the Police Department, Fire Department, Emergency Medical Services, and Office of the Building Official. Another 24% is allocated to Public Works, as opposed to 26% in 2000 and 24% in

1990. Public Works includes Administration, Engineering, Highway Department, Snow and Waste Removal, and Public Buildings. The reduction of Public Works' budget share from 2000 to 2010 is remarkable given the number of public capital projects that have been completed over the last 10 years, along with the addition of the Town Engineer and a part time Wastewater Specialist in that time period. Essentially, the Public Works budget has remained a consistent percentage of the budget over a 20 year period. Approximately 17% of the general government budget is allocated to insurance and retirement. This portion of the budget has remained constant, despite the rise in insurance costs and a larger number of retired employees. This is partly due to the Town employees contributing more each year for health insurance co-pays as well as the Town joining the Governmental Health Group of Rhode Island (GHRI), a health care collaborative that utilizes the HMO (Health Maintenance Organization) insurance.

MAP 21

Municipal Facilities
&
Areas of Interest

TOWN OF
JAMESTOWN
RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

- Municipal Buildings
- Highways
- Roads
- Streams
- Water
- Wetlands
- Municipal Parcels

Source:
RIGIS
The Town of Jamestown

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

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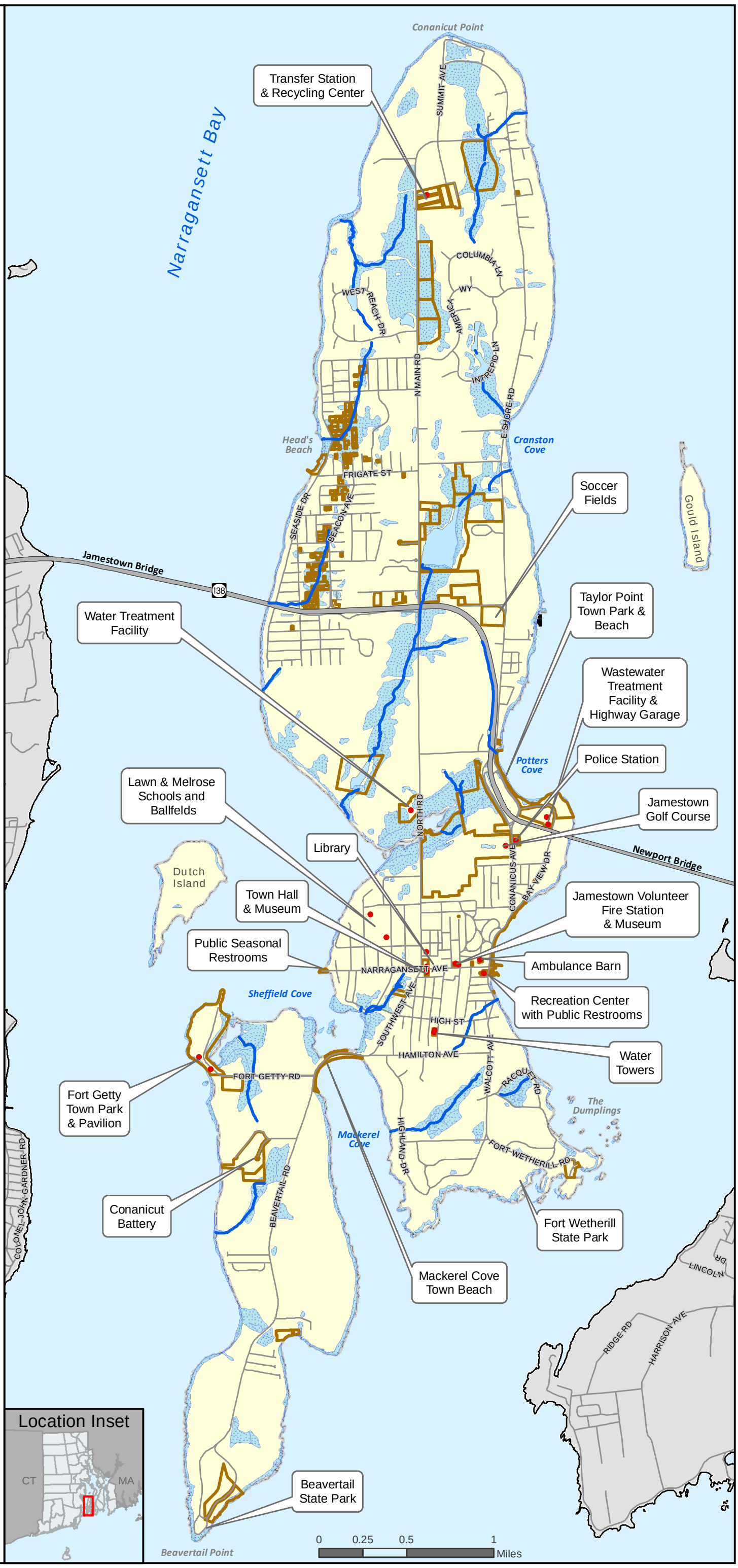


Justin Jobin, Erin McKinley
Jamestown GIS Dept.
May 2014

Table I-1. Fiscal Analysis

	Year	Percentage
General Government	2010/2011	37%
	1999/2000	40%
School Department	2010/2011	63%
	1999/2000	60%
Public Safety (Percentage from General Government)	2010/2011	36.5%
	1999/2000	31%
Public Works (Percentage from General Government)	2010/2011	24%
	1999/2000	26%
Insurance and Retirement	2010/2011	17%
	1999/2000	17%
Percentage of Budget from Taxes	2010/2011	96.5%
	1999/2000	93%
Tax Rate	2010/2011	$9.11/$1,000
	1999/2000	$15.63/$1,000

An analysis of local revenue generation other than taxes reveals that 10.4%, versus 12.3% in 2000 of the revenue needed to operate the Town of Jamestown (including schools) is received from local department revenues. Department revenues include fees for land transfers, document recording, licenses, and applications; camping and boating fees from Fort Getty; inspection fees; parking fees from Mackerel Cove Beach; transfer station fees; school revenues; RI Turnpike and Bridge Authority payments in lieu of taxes; fines; interest on late payments; and investment income.

A small percentage of revenue is received from State revenues. State revenues include State aid to Education and Special Education, General State Aid, and the State Meal Tax. State aid fluctuates, sometimes significantly, over time. For example State aid to Education has decreased from 12.9% of total revenue other than taxes in 1999/2000 to 8.2% of total revenue other than taxes in 2010/2011.

The greatest percentage of revenue is received from real estate and personal property taxes. Property taxes include commercial equipment and vehicles. Fully 96.5% of the budget is received from taxes, versus 82% in 1999/2000. The present 2010/2011 tax rate is $9.11per $1,000, versus $16.25 per $1,000 in 2000. Property taxation is based upon real estate evaluation. The last full evaluation was completed on December 31, 2003. An interim evaluation program, a statistical update of property values, was conducted as of December 31, 2009; only homes sold within the last three years were inspected. The evaluations are effective for the 2010/2011 tax year. A full revaluation will be conducted in 2012.

3. Town Government

The Town is currently operating under a Home Rule Charter adopted by the Town in 1974 and amended in 2008. The Charter establishes a Town Council and Town Administrator form of Government. The Town Council consists of five members who are elected from the Town at large and serve two-year terms. The Charter also defines the roles and responsibilities of various boards, commissions, and department heads.

4. Community Services and Facilities

a. Administrative/Departmental Services

Most administrative departments are located in the new Town Hall on Narragansett Avenue: Clerk, Finance, Tax Collector, Tax Assessor, Building and Zoning, Planning, Public Works, Harbor and Town Administrator. The consolidation of the old Town Hall, Town Offices, and Planning Offices has unified the administrative offices and allowed efficient networking of computers and other technologies. The new Town Hall has a large meeting hall and a multi-purpose meeting room with ancillary meeting space located in the Town Administrator's Office, the Planning/Public Works Suite, and the Clerk's Vault. With this new meeting space, there is rarely a need for Town Boards and Commissions to meet in the Library meeting room as was customary after the old Town Hall was deemed too small in 2000 for most meetings (because of fire code capacity standards).

1) Town Hall

William Burgin Architects Incorporated conducted a Space Needs Feasibility Study in October of 1999, looking at the current Town Hall site as well as all other Town-owned lots in the downtown area. The Town Hall site and Town Offices site on Southwest Avenue were determined to be appropriate sites for the new consolidated Town Hall. 51.4% of the respondents of the 1998 Community Survey preferred the current Town Hall location to the Town Offices site, which gained only 34.1% of the vote. The Buildings and Facilities Committee completed a Town Hall Consolidation Study in April 2005 that had the following recommendation:

That the current Town Hall site, 93 Narragansett Avenue be redeveloped as the site for a new Town Hall facility. It is the committee's opinion that a two (2) story structure with the primary public entrance on Narragansett Avenue is the appropriate solution on the right site. The New Town Hall will consolidate operations occurring in three separate buildings and bring together over 24 Town employees to one location. The Town should work to develop a site that provides:

1. Civic Identity within the Village District
2. 10,000 Square Feet of New Building space
3. Adequate staff (24-28) Parking Spaces
4. Visitor (8-12) Parking Spaces
5. Public outdoor gathering space

Some of these goals will require creative partnerships with the abutting property owners to address parking needs, and the re-structuring of West Street. In moving forward with such comprehensive plans, it is this Committee's opinion that the overall value to the community must be considered before cost.

The Town Hall began construction in the fall of 2006 and was occupied in October 2007. After five years of occupancy, there seem to be no issues remaining with the physical structure or occupancy of the building. The most visited offices of the Town Clerk and Finance are located on the first floor; the Harbor Clerk, Town Planner, Building Inspector, Tax Assessor, Public Works, Information Technology, and Administrator are located on the second floor. The Clerk's Vault, built oversized for expansion purposes, appears to have significant room for future storage. The Historical Society Vault in the basement, paid for by the society, provides much needed storage for that organization; the vault is occupied many days of the week and the society's volunteers are tremendous stewards of the Town's historical archives.

New Town Hall – 2007, photo by Warren Jagger

2) Recreation Center

The Recreation Center is located in the East Ferry area at 41 Conanicus Avenue. The building was built by the Federal Government in 1941-42 and functioned as a United Services Organization center during the Second World War. The building and its contents were purchased by the Town in 1947 for $30,000.

The Recreation Department office, equipment storage room, game room, shower room, public restrooms, gymnasium, and platform stage are all located in this building. The Teen Center opened on February 15, 2008 in space in the northern portion of the lobby formerly occupied by Harbor Office, which is now in the Town Hall.

Although called the "Rec Center," this building actually serves as a community center for Jamestown. Hundreds of people use the facility weekly. Activities that take place here include volleyball, basketball, junior open recreation, community theater practice and productions, musical productions, dances, community art show, crafts show, and large meetings. The Substance Abuse Prevention Task Force holds functions here; it serves as headquarters for road and bicycle races and is a polling place during elections. Unfortunately, the recreation center is not large enough to meet the capacity of the various programs that are offered to residents. The Buildings and Facilities Committee is currently working on this issue. Activities such as morning and evening yoga, Zumba, and Pilates are offered at the golf course's country club building.

The Recreation Center building is 4,218 square feet. Approximately 550 square feet is office space and the remainder comprises the Teen Center, restrooms, lobby, and the gymnasium. The building is easily accessible from Conanicus Avenue and Union Street. A handicapped accessible ramp is available at the Union Street entrance.

The building is presently in fair condition and renovations are needed. The Recreation Department has a capital facility plan that is funded yearly based on priority needs. A phased improvement program has begun.

Window replacements were completed in February 2001. Serious erosion of the bank in front of the building adjacent to the steps led to a comprehensive plan by local architect Tom Todd to redesign the area. The Friends of the Jamestown Community Center, in conjunction with the Quononoquott Garden Club, raised money to supplement Town funding to implement the plan. The project was completed in 2001.

The shingles on the south side of the roof and south side of the building were replaced in 2008. Two interior and two exterior handicapped accessible restrooms and handicap ramps were constructed; the restrooms were opened in 2010.

Improvements to the heating system are planned next. Although the Rec. Center currently operates with three separate oil heating systems, there are still sections of the building that do not have heat, such as the lobby.

b. Educational Services and Facilities

The Town of Jamestown provides educational services on the Island for pre-school through grade 8. For grades 9 through 12, students are transported to the North Kingstown High School where the Town contracts for educational services.

The school facilities consist of two schools, the Lawn Avenue School and the Melrose Avenue School. The Melrose Avenue School was constructed in 1991 and serves pre-school through grade 4. The Lawn Avenue School serves Grades 5 through 8.

Past enrollment figures within the school system are shown in Table I-2 Elementary and High School Enrollment. These figures indicate that elementary school enrollment has decreased by 81 students and high school enrollment has increased by over 20 percent in the past decade. The decreasing elementary school enrollment is expected to level off based on state population projections allowing the size of the existing school buildings to remain adequate during the 20 year planning term of this plan.

Melrose Avenue School

The total school-operating budget for FY 2011 makes up 58% of the Town budget. State and Federal aid have decreased as compared to 2000. The newly established State funding formula will result in declining aid over the next ten years. Currently Jamestown high school students attend North Kingstown High School. The tuition for these students in FY 2010 was approximately 19% of the school budget, and tuition for out-placed special education students was approximately 4%. Information regarding current district per-pupil costs can be found at www.ride.ri.gov.

Lawn Avenue School

Currently there are 151 Jamestown students attending one of 30 different private schools. The school is required to provide textbooks for science, math, foreign language, history/social studies and language arts for students who attend private schools within the state, as well as transportation for students who attend private school within a region designated by the state.

The number of school employees through the past decade can be seen on the EMPLOYEES JAMESTOWN SCHOOL DEPARTMENT chart below.

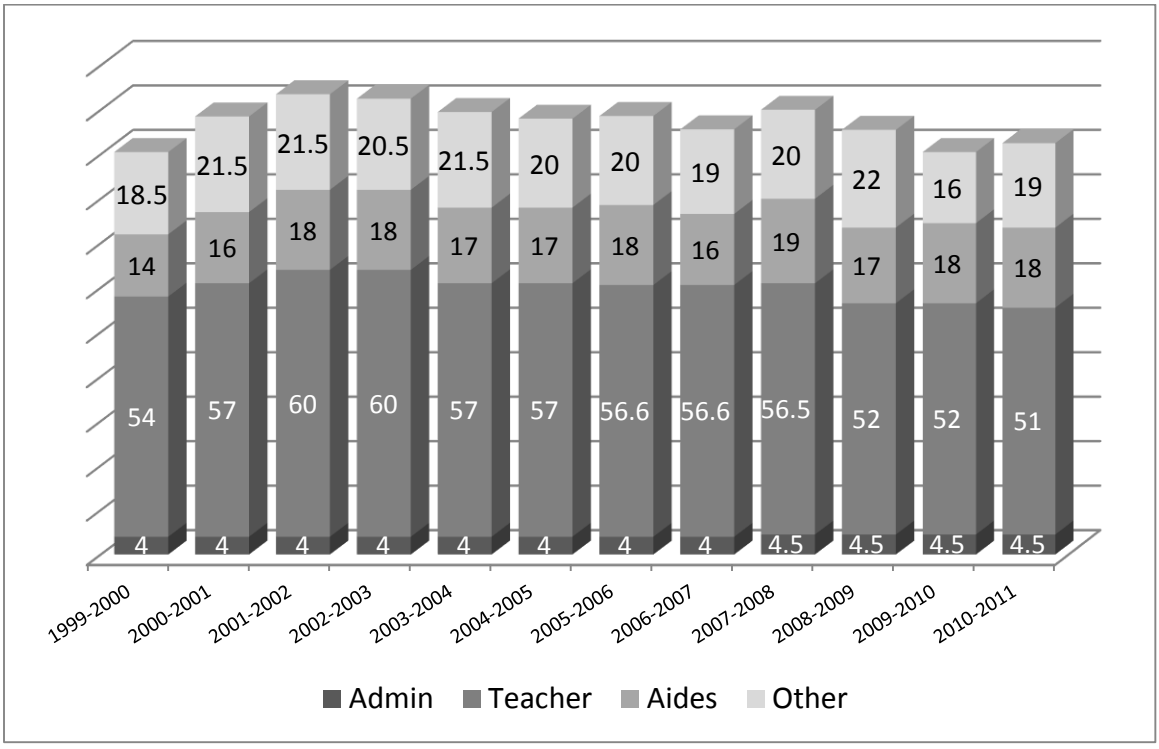
The performance of Jamestown students on NECAP testing is well above state averages and has steadily improved over the last few years. This information can be found at www.ride.ri.gov.

Table I-2. Public Elementary and High School Enrollment, and Births Jamestown, RI

Year	Elementary	High School	Births
2010-2011	487	224	
2009-2010	487	249	24
2008-2009	477	236	26
2007-2008	495	246	39
2006-2007	501	257	36
2005-2006	522	252	42
2004-2005	523	226	47
2003-2004	545	207	45
2002-2003	568	201	39
2001-2002	589	179	16
2000-2001	645	178	35
1999-2000	668	188	32
1998-1999	669	191	43
1997-1998	668	210	34
1996-1887	657	182	33
1995-1996	636	184	46
1994-1995	633	179	48
1993-1994	576	181	62
1992-1993	563	166	55

Source: Jamestown School Department, 2011 and RI Dept. of Health

Table I-3. Employees – Jamestown School Department



*Includes part and full time employees
**Other = Custodians, Admin.Assts., Technology, Bus Monitors, Cook's Assts.

Employees Jamestown School Department									
Year Range	Admin	Teacher	Admin Asst	Custodians	Aides	Technology	Bus Monitors	Cooks Asst	Total
1999-2000	4	54	3.5	5	14	1	7	2	90.5
2000-2001	4	57	3.5	5	16	2	9	2	98.5
2001-2002	4	60	3.5	5	18	2	9	2	103.5
2002-2003	4	60	3.5	5	18	2	8	2	102.5
2003-2004	4	57	3.5	5	17	2	9	2	99.5
2004-2005	4	57	4	5	17	1	8	2	98
2005-2006	4	56.6	4	5	18	1	8	2	98.6
2006-2007	4	56.6	4	5	16	1	7	2	95.6
2007-2008	4.5	56.5	4	5	19	1	8	2	100
2008-2009	4.5	52	5	5	17	1	9	2	95.5
2009-2010	4.5	52	5	5	18	1	5	0	90.5
2010-2011	4.5	51	5	5	18	2	7	0	92.5
Admin:	Superintendent, Principals, Director of Pupil Services, Business Manager, Director of Buildings								

c. Library Services

The Town has an excellent library available to its residents. The Philomenian Library is located on North Road near the center of Town. The facility is approximately 10,500 square feet, with large windows and comfortable seating, and is in excellent condition.

The original library was constructed in 1971. With the assistance of the Department of State Library Services, Jamestown residents completed a $1.4 million dollar renovation and building addition in October of 1993, so that the Library now has a public meeting room, quiet study rooms, a separate children's area and a circulation area. Foundation monies and private donations provided half of the funds for the building and furnishings. No local tax money was levied, but the Town of Jamestown provides support to maintain, insure, clean, heat, light, and staff the building.

The Philomenian Library meets and reflects the needs of the community by providing all ages with relevant and appropriate library materials and services. The Library seeks to educate, inform, entertain and enlighten through both traditional and new technologies and also provides a center for meeting and learning.

The Library now has three full-time professional librarians, seven part-time library assistants and the hours of operation have increased. Volunteer assistants provide at least the full-time equivalent of 1 ½ workers. The Library is open 52 hours per week, with an additional four hours on 36 Sundays in the fall, winter and spring. The Library is governed by a seven-person Board of Trustees, appointed by the Town Council.

The Friends of the Jamestown Library sponsor and coordinate a film and music series. They support both children's and adults' program and speakers. Their fundraising provides almost all the program funding for the library.

In January of 1993, the Jamestown Philomenian Library began circulation through the Internet with what is now the Ocean State Libraries. A theft detection system was obtained with Champlin Foundation grants in 1996. The library's computer network, also funded by the Champlin Foundations, now supports 30 computers, and sophisticated access to the Web and other information products.

In the area of direct service, the library has two book discussion groups, indexes the Jamestown Press, and maintains a local-history vertical file and local-history collection. It has a web page, an electronic newsletter, and a Facebook account. It provides on-line

databases including downloadable audio-files, e-mail notification of the New York Times best seller lists, and remote access to the Encyclopedia Britannica on line. Most recently, it added a download station for audio books in the library.

The library has also introduced the public to the OSL on-line catalogs and system-wide holds, on-line databases and electronic newsletters, all while maintaining the tradition of personal service.

d. Public Works Services and Facilities

The Public Works Department includes administration and engineering, the geographic information system, wastewater management, the highway division, the transfer station and recycling programs, water treatment, and sewer treatment.

1) Administration and Engineering

The Town's Director of Public Works is responsible for the administration of all public works services and personnel. The Town hired a full time Engineer in 2004. That position was eliminated in 2011 and is now performed by the Public Works Director, who is responsible for the Highway Department and for engineering services as they pertain to public facilities. The Wastewater Management Specialist position was created in 2002 and the Geographic Information System position was created in 2006. They exist in 2012 as one position. The Engineer and Wastewater Management Specialist also work with the Planning Commission in the administration of the specifications of the Subdivision Regulations and the Zoning Ordinance Section 314 – High Groundwater and Impervious Layer Overlay District. Having a professional engineer (P.E) on staff has been extremely cost effective with the Engineer advancing and designing and/or managing many necessary capital projects, such as the construction of the new second water tower, the new Water Treatment Facility, the new Highway Garage, the new Town Hall, new public restrooms, the new water line along Narragansett Avenue, and renovations/additions to the Police Station and the Wastewater Treatment Facility.

2) Highway Department

The Highway Division is located at the new Town Garage at Taylor Point. This facility was occupied in 2008.

Following recommendations from two Town Council-appointed Highway Barn committees and years of community discussion regarding the location of the much needed new Highway Garage Facility, the Public Works department and administration began discussions with the RI Turnpike and Bridge Authority (RITBA) regarding using a portion of their property adjacent to the Newport Bridge and existing unutilized Town property at the Sewage Treatment Facility. After lead testing and remediation of the RITBA property from former bridge blasting and painting, the Town Highway Garage was constructed along with a new, covered salt barn. The new Highway Garage provides the Town Highway Department and its employees ample indoor storage space with three heated bays, as well as a sign shop,

male and female locker rooms, a meeting room, a lunch room, and office space for the superintendent.

Public Works Highway Garage

The new Highway Garage replaced the Fort Wetherill facility, which is still used for storage of Town vehicles and equipment. The Fort Wetherill building, a former submarine mine storehouse built during World War II, is constructed of reinforced concrete and encompasses 9,744 square feet. In the 1970s, the property was declared excess by the Federal government and, in 1974, the Town received title to it for public health use. The building is in poor condition; the type of construction would make major alterations difficult and expensive; and the single access garage doors limit large vehicle storage.

The Town is in the process of studying re-use alternatives for the building and grounds. The Town Council has taken the position that the property is a community asset and should not be sold. It is in the best interest of the community to retain ownership of the building and land; a long term lease may be a desirable way to provide for redevelopment of the building without losing public ownership of the property.

Former Highway Garage – Ft. Wetherill

3) Trash Removal

The Town's Transfer Station is located off of North Road at the North End of the Island on the site of the former municipal landfill. The facility was constructed in 1985 and is in good condition. Town residents utilize the Transfer Station for trash disposal. A yearly fee is charged to all residents who utilize the transfer station through a car sticker system. Trash is compacted into a trailer and hauled directly to eventual disposal at the State Landfill in Johnston. In fiscal year 2009/2010, $113,300 in revenue was generated from 1,008 households. This includes 996 transfer station stickers purchased at $100; 113 households purchased a second ticket at $10 and 12 households purchased a half price sticker in the last quarter of the fiscal year. In FY 2011/2012, the Town sold 1007 transfer station stickers and 116 "second stickers" to residents already having one sticker, assumedly for a second car.

Composting is available to all residents for disposal of leaves, clippings, and grass. After this refuse is composted, it is available to residents free of charge for grass and garden fertilizer.

The Town also operates a mandatory household recycling program. This program is mandated by the State and includes the recycling of glass, plastic, aluminum, paper products, and newspapers. The recycling program requires weekly curbside pick-up of the designated recyclable materials. The average rate of recycling for Rhode Island towns in 2009 was 23%. In 2010 Jamestown recycled 27% of its residential waste stream.

Rhode Island General Law 23-19-13(3) requires all municipalities contracting with the Rhode Island Resource Recovery Corporation to prepare "a plan that includes a description of the process by which thirty-five percent (35%) of its solid waste will be recycled and fifty percent (50%) of its solid waste will be diverted beginning July 1, 2012". The Town Council formed a Committee in 2010 for the purpose of studying methods to increase community recycling in Jamestown. The Committee met 19 times over the last year and is in the process of preparing a final report to the Town Council. Potential recommendations discussed at the Committee level to increase recycling include an educational program, Transfer Station improvements, and a financial incentive program. The Committee coordinated its work with the island's recycling hauler, and studied the operations of the Town Transfer Station.

e. Public Water Supply and Treatment

The Town Council sits as the Board of Water and Sewer Commissioners. This Board is the governing body of the Town's water supply. The Board creates and administers public water policies through the Public Works Director, who is the head of the Water Department. The Public Works Department and Water Division personnel are responsible for the full implementation and operation of the public water supply. Because the Town does not sell water outside of the municipality, it is not regulated by the Public Utilities Commission.

The Town's public water system dates back to the 1890s, when it was run as a private company. In 1969, the Town purchased the system, which consists of two reservoirs, two bedrock wells, a water treatment facility, and approximately 20.5 miles of water distribution lines. Jamestown has also been purchasing water from North Kingstown since 1993 on an emergency basis through the pipeline laid by the National Guard and Jamestown Public Works across the old Jamestown Bridge that same year. When the old bridge was demolished in 2006, the Town purchased, with the assistance of RIDOT, three hose reels with 8000 linear feet of six inch piping that can be deployed on the walking area of the new bridge.

f. Jamestown Water Treatment Facility

Approximately 99% of the water supply from the reservoirs is surface water runoff and about 1% is spring-fed. The North Reservoir is located in the northeast quadrant of the intersection between North Road and the John Eldred Parkway. It has a watershed of approximately 192 acres and a water body area of 28 acres. The net useable storage from this reservoir is 60 million gallons. The South Reservoir is located just north of the Great Creek on the western side of North Road. This reservoir has a watershed of 448 acres and a water body area of 7.3 acres. Its useable capacity is approximately 8 million gallons. The two reservoirs are connected and deliver water to the treatment facility through a 10-inch PVC

main. According to the 2001 Fay Spofford & Thorndike Report, the total maximum safe daily yield is 283,000 gallons for the North Reservoir and 83,000 gallons for the South Reservoir. The Water Supply Management Plan prepared by Pare Engineering in 2001 provides more detailed information on water supply. A number of bedrock wells were drilled in the late 1990s and two currently supply water to the Town's water supply system.

Jamestown Water Treatment Facility

The Jamestown Public Water Supply system has a pre-treatment facility at South Pond. This facility was designed to provide chemical treatment for disinfection, taste, and odor control, color reduction, pH adjustment, and flow monitoring. This facility has the capability to treat up to 500,000 gallons per day with the existing chemical feed pumps.

In 1991, the Town constructed a new water treatment and filtration plant with automated controls. The water treatment process includes upflow clarafloculator filtration, pH adjustments, disinfection, and corrosion control. This plant can treat approximately 500,000 gallons per day at peak times

The Town presently has 1,496 customers (approximately 53% of total Town units) on the public water supply (see Map 22 – PUBLIC WATER AND SEWER SERVICE AREA) including the following water users: 1 hotel with 32 rooms (Bay Voyage), 3 large multi-family complexes consisting of a total of 85 units, 1 senior housing complex with 46 units located behind the Portuguese American Club, 67 commercial properties, and Municipal Buildings

The remaining customers are generally single-family homes. Linear footage of water distribution lines is 20.5 miles and consists mostly of 6-inch and 8-inch pipe (refer to Map 22 - PUBLIC WATER AND SEWER SERVICE AREA). The Town also has approximately 100 fire hydrants that are serviced by the Public Works Department.

Average per capita water consumption is 55 gallons/day/person for single-family units, compared to surrounding towns, which average 75 gallons/day/person. In 2001, the Town estimated two-family water consumption at 31 gallons/day/person and 33 gallons/day/person for multi-family residential users. Commercial use is approximately 250 gallons/day per connection. Current average daily usage is approximately 390,000 gallons per day (which includes 150 gallons/day of inflow and infiltration); high seasonal usage is over 400,000 gallons/day, versus 350,000 gallons in 1990. Obtaining water from North Kingstown will continue to be on an "emergency" basis and may be dependent on their supply capacity.

The Town has two, one-million-gallon capacity steel standpipes for storage of water. The first was constructed in 1974, was refurbished in 1998, and stores approximately 950,000

MAP 22

Public Water and Sewer Service Area

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

Features

- Highways
- Roads

Boundaries

- Jamestown
- RI Municipal
- Streams
- Other States
- Sewer Pump Stations
- Rural Water District
- Urban Water and Sewer District

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

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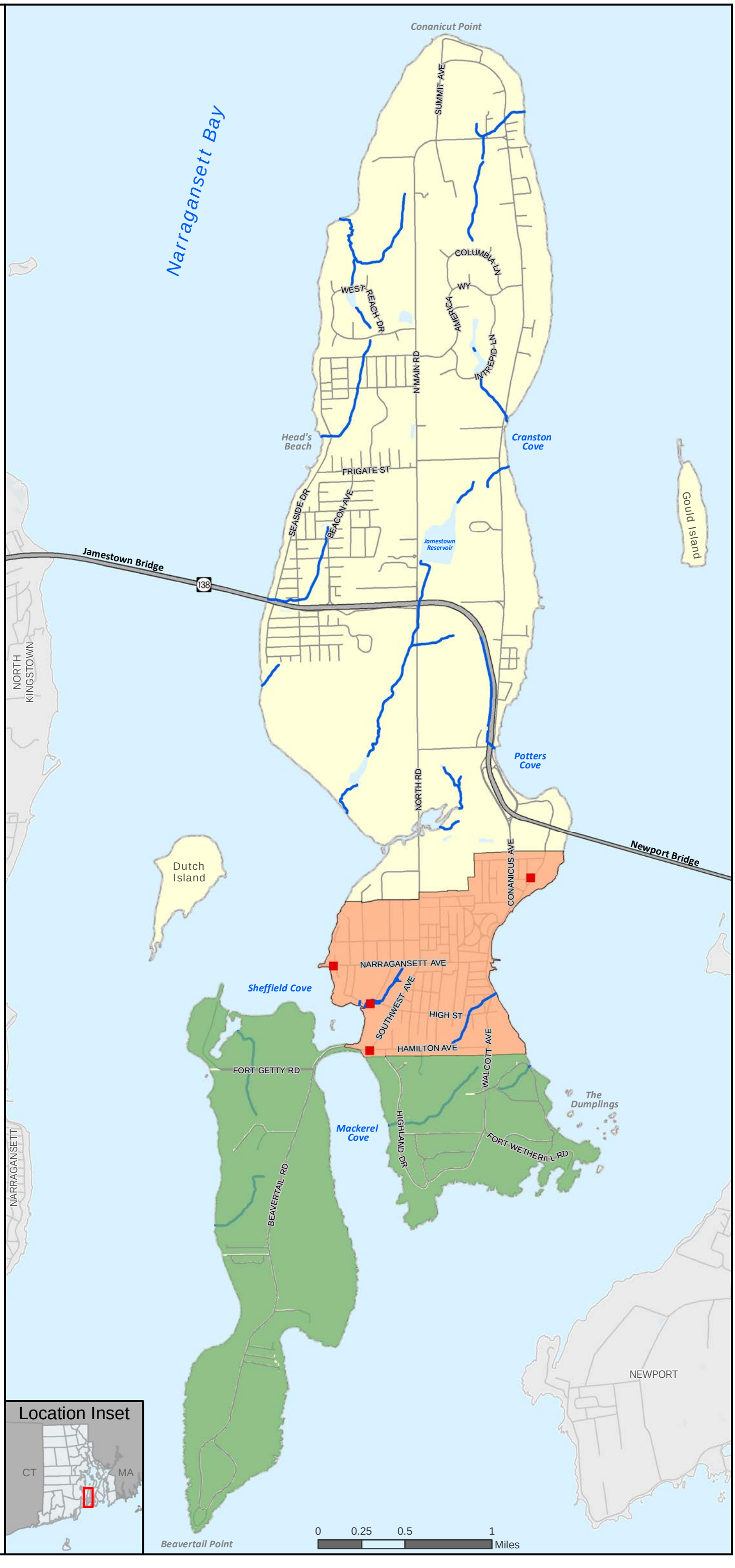


Justin Jobin
Jamestown GIS Dept.
May 2014

gallons. The second was built in 2007. They are located next to each other at the highest point in the system, Howland Avenue, and distribute water through a gravity supply.

The main service area for the public water supply is the village area. The urban district is the area that has historically served as the commercial and residential focus for the Island. Public services and facilities have traditionally been located in the village area. Water service is also supplied to the rural water district. The current policy of the Town in the rural water district is to provide public water only to existing lots and not subdivided lots. Water service connections in this area are subject to the approval of the Town's Board of Water and Sewer Commissioners, and must be consistent with the Comprehensive Community Plan. The Town has taken the following measures to protect the Town's water supply:

1) Water/Sewer Regulations

An Urban and Rural Water and Sewer District was established that is regulated by the Board of Water and Sewer Commissioners.

2) Active Land Acquisition Program

Over the past 20 years, the Town has permanently protected 85% of the total land in the watershed through outright purchase, purchase of development rights, or conservation easements.

3) Zoning Ordinance

The existing ordinance requires a 5-acre minimum lot size (RR-200) in the public water supply watershed. A development plan review by the Planning Commission is also required for all construction in the watershed (Town of Jamestown, Zoning Ordinance, Article 8). Land uses that have potential negative impacts on water quality from the RR-200 zoning district are prohibited.

4) Land Management

An active mowing and land management program has been established to protect and maintain the watershed.

5) Water Supply System Management

The 2006 Water Supply System Management Plan (WSSMP, Executive Summary provided in Appendix A), first adopted in 1999 and most recently updated in 2006 was originally drafted as required under RIGL 46-15.3, as amended and titled "The Water Supply System Management Planning Act". Under this legislation, the Town of Jamestown – as a water purveyor supplying over 50 million gallons of water per year, is responsible for the preparation and adoption of a WSSMP. This Plan contains a detailed description of the water system including an Emergency Management Section related to the vulnerability of the water system. The Town has implemented the recommendations

and procedures outlined in the WSSMP through its Rules and Regulations of the Board of Water and Sewer Commissioners, most recently amended May 18, 2009. These regulations set out processes and rules applications, transfers and expansions of water service conservation and the district. They also set out measures necessary to implement conservation measures necessary in the case of emergency water shortage including drought. In addition drought management is addressed separately and outside of Emergency Management within the WSSMP per the requirements of State Guide Plan Element 721 – Rhode Island Water 2030. This plan is consistent with State Guide Plan Element 721 and the Water Supply goals, policies and implementation actions listed at the end of this Comprehensive Plan are consistent with all of the above referenced plans.

The Town has an Emergency Response Plan within the WSSMP which describes how to address a variety of potential emergency situations including hurricane, drought, earthquake, hazardous material spill, plane crash and vandalism. The conservation measures outlined in the Jamestown Board of Water and Sewer Regulations are the controlling regulations that will address these types of emergencies.

The Town enforces water conservation practices in several ways. The Town has an established metering policy by which all water for the Town of Jamestown is metered for both commercial and domestic users. Water usage in public buildings is also metered. A base rate is established for the initial 5,000 gallons of usage, and the rate increases in increments as consumption increases.

The Board of Water and Sewer Commissioners Rules and Regulations requires limitations on use based on water levels of the primary drinking water reservoir. In addition the Board's regulations require water saving devices, including low-flow toilets and low-water-use washing machines. Retrofitting to water saving fixtures that lower the amount of water needed for dishwashers, showerheads and toilets is mandatory. Rebates were given by the Town as a way to encourage water-saving varieties of toilets. The last phase of the Town program requires upgrading to water saving washing machines by 2014.

The State building code encourages water conservation, and all new construction in Town must meet the 1.6 gallon low-flush toilet requirement of the RI Building Code.

To further encourage conservation, the Town had an active environmental education program over the last decade that included water conservation practices and Town-wide distribution of water conservation kits. The Town mandates mandatory water conservation based upon the level of the North Reservoir. Advertisements in the Jamestown Press, bulk mailings, and stuffers have been utilized to advise consumers of water conservation practices.

Since the Town's purchase of the Water Department in 1969, there has been an aggressive replacement program for all inadequate and substandard water lines. The Town has a computer program that recognizes aberrations in water usage and subsequent checks are made for leaks. Additionally, the Town has an active program of looping water lines and also requires developers to replace inadequate or substandard water lines at their cost.

The Town has systematically replaced existing meters with remote reading meters. Jamestown's Water Department owns all the meters.

g. Wastewater Treatment Plant

The Jamestown Wastewater Treatment Facility (WWTF) is located on a 7-acre parcel at Taylor Point in the central area of Jamestown. The WWTF was constructed in 1978 of masonry block with a wood truss roof and is in excellent condition. In 1998 a study was conducted to determine what upgrades are necessary to rehabilitate the 20-year-old equipment. The Town passed two bond referendums to fully retrofit of plant's operational components. The upgrade was completed in 2009. Customers of the system will pay for the entire upgrade.

WWTF Office and Control Building

The WWTF receives sewage from the existing sanitary sewers that previous to 1978 discharged into Narragansett Bay. This facility greatly improved environmental quality and alleviated potential health problems in the Town. The facility provides secondary treatment of sewage from approximately 1,212 households located in the Urban Sewer District, versus 925 houses in 1990 and 980 in 2000.

The WWTF has supplied treated effluent to the golf course for irrigation since mid-1990, and today the course is lush and green throughout the hottest months. Jamestown officials and the golf course operators worked closely with the RI Department of Environmental Management, the RI Department of Health, and members of the community to ensure that the new watering practices addressed health and environmental concerns. The WWTF is located one mile from the golf course, and in summer months can divert almost all of its discharge to the golf course, where the water is treated with the sun's rays in a pond to further purify the water before being distributed by the irrigation system.

The Town Council sitting as the Board of Water and Sewer Commissioners is responsible for setting policy as it relates to the Town's sewage treatment. Current regulations of the Board only allow those households with frontage along existing sewer lines to connect to the system. In addition, the Town often requires upgrades to existing lines as a condition of connection approval.

Because of their age, one major problem with the existing sewer lines is the infiltration of groundwater into the lines. The infiltration reduces the system's treatment capacity. During heavy rainstorms, up to 1million gallons per day infiltrates the sewer lines. Additionally, the connection of gutter drains and sump pumps to the sewer lines causes a reduction in the

treatment capacity of the system. The infiltration has been aggressively reduced by door to door searches during the upgrading of water meters and by smoke testing.

h. Municipal Golf Course

The Town owns a golf course located in the center Island area of Jamestown. The golf course is situated on land approximately 70 acres in size. The 9-hole facility, which includes a clubhouse, is currently leased and operated privately. The clubhouse building also has a second floor which is utilized by the Recreation Department for limited programs.

In 1986, the Town purchased the golf course and building in an effort to prevent future development of this site and to maintain the property as a golf course. Since the Town's purchase, a Conservation Easement preventing future development of the property was sold to the RI Department of Environmental Management. The Town now uses effluent water from its Wastewater Treatment Facility for irrigation of the golf course, as discussed above.

i. Senior Services

The new Senior Center was funded with the help of the Senior Citizen Study Commission's finding plans. State grants and donations from non-profit foundations were also aggressively utilized. The Senior Center completed renovation of the Grange on West Street in 1997.

In 1995, the Senior Center received funds in the amount of $50,000 for renovations from the Community Development Block Grant (CDBG). In 1996, the Senior Center asked again for funding and was denied. Ongoing improvements have been made on a volunteer basis and through additional CDBG funding. Improvements since 1995 have included handicap accessibility including an elevator, replacing the roof, windows, insulation and re-siding the majority of building, landscaping, and a new computer system. The inside and outside of the building were painted in 2008 through CDBG funding. The building currently needs a new roof.

j. Public Safety

1) Police Station

It is the mission of the Jamestown Police Department to protect and to provide for the public safety of the general public and to enforce the laws of the State of Rhode Island and the ordinances of the Town of Jamestown. The Police Department's mission is also to create a proactive partnership with the residents of the Town of Jamestown that best serves the needs of the community and to attain a high quality of life for all. The department seeks to work with Jamestown's citizens to solve the problems facing our community.

Jamestown Police Station

The total public safety budget, which includes the police, the fire department and Emergency Medical Services, has increased from 22% in 1990 to 31% in the 1999/2000 and 36.5% in the 2010/2011 budget. The increases funded many changes and improvements. A new Police Station was built across from the municipal golf course on Conanicus Avenue in 1991 and expanded in 2010. The expanded building houses a radio room, office space, three cells, confidential office area, locker rooms, photo lab, upgraded surveillance cameras and computer network, and filing and storage space.

The Department has 13 sworn police officers. Among them there are two sergeants, one lieutenant, and one detective. In addition to the chief, there are eight patrolmen, four civilian dispatchers, and one administrative assistant/secretary. The fleet consists of two unmarked cars, a four-wheel drive vehicle and five patrol cars.

There are several programs the Police Department provides to the public. Among them are the Bureau of Investigation Unit, an active DARE program, a Community Policing Unit, a Citizens Police Academy, Neighborhood Watches, and Police Bike Patrols.

2) Animal Control

The goal of this department is to provide for the efficient delivery of services for the enforcement of local animal control ordinances. With the expansion of the Jamestown Police Department facilities, the Town will relocate the holding facility from 44 Southwest Avenue to the grounds of the Police Station. The Town currently has an agreement with the Town of North Kingstown to respond to animal complaints that require a licensed, trained Animal Control Officer. In addition, the Town will develop partnerships with neighboring communities to offer additional animal care and management services as needed.

3) Fire and Rescue

Fire Protection in Jamestown is provided to its residents through a volunteer fire department. In a normal year, the Fire Department averages approximately 400 calls, 90% of which are alarms for fires, false alarms, carbon monoxide, car accidents, water rescues, cliff rescues and similar incidents; the remaining 10% are community services such as pumping basements, installing fire alarms and cabling and installing Holiday lights in the Village. This system has been extremely successful and provides substantial cost-savings to the community.

Jamestown Fire Department

The Town's Fire Station is located on Narragansett Avenue in the center of the downtown. This building houses the fire and rescue equipment, a dispatch room, and a large meeting area on the second floor. There is adequate parking on site and the building is easily accessible from Narragansett Avenue.

The Fire Department budget is included in the total public safety budget, and the increase in this line item is partially due to the incentive payments to Fire Department volunteers for consistent participation in the department's work and training programs as well as for part-time stipends for the Chief and Fire Marshall.

The Department has three pumpers, a ladder truck, a rescue vehicle, two tankers with a capacity of 2,500 gallons each, a portable air/cascade trailer, a bucket truck, and a rescue boat. Much of the equipment is new. In the past 10 years, the Department has purchased a pumper (Engine 1), two new tankers (Tanker 1 and 2), a ladder truck, a pick-up truck and a new bucket truck. In addition, the department has invested in many new radios, a new base station radio at the police station, and a new SCBA air compressor/cascade system. Tanker 15 is now used by the Public Works Department for watering and special projects where water is needed such as paving.

Due to the high water pressure necessary to fight fires, the engines are not able to draw from more than one hydrant within the public water supply system area at the same time. If there were more than one fire at a time, there would not be enough pressure from the hydrants to fight both fires at once. Therefore, the tanker trucks, which hold their own water, are vital to the effectiveness of the department. The Town has been diligent in replacement of water mains and hydrants in the village, which has helped to increase water pressure and flow in those areas.

The department also has diverse teams trained in rappelling rescues, underwater diving, hazardous materials, and oil spill mitigation and decontamination (DEM).

There is no immediate need for construction of a new station, but the Town has recognized increased pressure for fire protection in the North End as the population continues

to grow. A site should be selected for a fire substation building that is accessible to North Main Road. A site adjacent to, but not within, the Jamestown Shores neighborhood is recommended.

The most difficult problem facing the Department is maintaining a full-time volunteer staff. There are not enough able bodies available during the day because 80% of residents work or go to school off-Island. In an effort to utilize new and innovative strategies to promote volunteerism in the Department, a financial incentive program was developed, and has been amended as recently as 2009, to encourage but not "pay" for the participation and dedication of volunteer members. It provides tax relief as well as a stipend for consistent participation in runs and training sessions. Today they have a successful 130 person volunteer Department. The Department is very fortunate to have dedicated volunteers with varied skills and talents such as electronics repair, fire alarm expertise, and truck maintenance. In coming years, when several of the department's long-time volunteers retire, the Town will be faced with the inevitable increase in budgetary demands from the department due to the training these future volunteers will require.

4) Emergency Medical Services

Jamestown Fire Department Emergency Medical Services (EMS), an organization of volunteers operating under the Fire Department, provides emergency medical services to the Town's residents. The Fire Department and the Emergency Medical Services were separate organizations until 2011, when the two merged. The volunteers of EMS provide Basic Life support (BLS) service, as opposed to Advanced Life Support which allows administration of certain drugs and additional advanced care.

Jamestown Fire Dept.
Emergency Medical Services Building

The EMS facility is located at 11 Knowles Court and provides space for the emergency medical vehicles and an office. This 500-square-foot building is in good condition and has been upgraded by the volunteers over the last 10 years. The Town and Fire Department should investigate the benefits related to consolidating the two operations at one location at the Fire Department. The building at 11 Knowles Court can then be utilized for other public needs such as parking.

5) Emergency Management

The Jamestown Emergency Management Agency was formed in 1980 to develop policies for responding to Town-wide emergencies. The volunteer agency wrote the Town's

Emergency Operations Plan, which has been amended multiple times since then. This plan describes the Town's response to all manmade and natural disasters. Copies of the plan are distributed to all personnel who are listed in the organizational chart.

The Town Council appoints the Director of Emergency Management, who has been the Chief of Police since 2005. Responsibilities of other Town personnel who will be on duty to respond to a disaster are clearly delineated in the plan. In the event of an emergency or impending disaster, local officials will gather at the Police Station to mobilize resources and report on operations. All emergency responders are required to be certified through the Incident Command System (ICS). The level of certification depends on the duties of the position. Town personnel involved in emergency management are the Public Works Department including the highway department, the Fire Department, Emergency Medical Services, the Police Department, the Town Administrator and the Finance Director.

The Emergency Management Agency has also developed the Emergency Preparedness Plan for Hurricane Defense. This plan, amended most recently in 2005, describes the necessary precautions and actions to be taken in the event of a hurricane.

Jamestown has installed emergency generators in the Melrose Avenue School, the Lawn Avenue School, and the Fire Station. Since the Town received a Rhode Island Emergency Management Agency grant for a generator there, the Melrose Avenue School has been the primary emergency shelter. The Fire Station serves as a secondary shelter and the Lawn Avenue School will serve as an emergency shelter for animals, if the need arises.

The Town's plan to deal with hazardous spills uses a chain-of-command similar to that detailed in the Emergency Operations Plan. The list of personnel duties is maintained at the Town Hall.

First response to spills of hazardous materials is handled by the Fire Department. The Fire Department keeps a listing of hazardous materials being stored or used on the Island. On-site they maintain two complete spill containment kits. Each kit contains booms, absorbent pads, other containment materials, and protective suits for personnel.

To better serve residents in the event of a disaster or emergency, Town officials regularly attend State-sponsored workshops on emergency management. This policy has raised the community's awareness about potential emergencies and should be continued in the future.

The Town has prepared a draft Hazard Mitigation Plan which has received final comments from FEMA. The Town will work with a consultant in 2013-14 to finalize the Plan in 2014. The Town Planning Office is spearheading this effort with the Director of Emergency Management. The Plan will be coordinated with the State Emergency Management Agency and FEMA.

k. Social Services

The residents of Jamestown have a number of social services available through local, regional, and State agencies. Because of its small population, the Town utilizes services of regional and county agencies. The Town has appointed a Welfare Director, who is an important link between the community and these agencies. The use of regional and county services generally works well in Jamestown, and it is recommended that the Town continue to utilize this type of arrangement.

1) New Visions of Newport County

This agency provides Jamestown residents with a wide range of social services. The services include a Substance Abuse Prevention program for individuals and their families, energy crisis assistance, home weatherization, community health programs, career and employment development programs, and social services information. Jamestown is represented on the Board of Directors of this agency and provides some funding to New Visions.

2) Church Community Housing Corporation (CCHC)

CCHC provides Jamestown's low- and moderate-income residents with housing assistance, including home repair programs, down payment assistance, and referrals.

3) Visiting Nurse Services of Washington County and Jamestown

This agency provides pre-natal and parenting assistance as well as counseling to Jamestown residents.

4) Bridges, Incorporated

Bridges, Incorporated is a non-profit agency that provides residential supports for people with developmental disabilities in the Town of Jamestown. This agency operates group homes and assists people who live in their own homes or apartments. The people who receive services from Bridges, Incorporated have become integral parts of the Jamestown community.

5) Women's Resource Center of Bristol and Newport County

This organization provides confidential services for victims of abuse. The Town has provided financial assistance for this organization through Community Development Block Grant funding for the last decade.

6) Juvenile Hearing Board

The purpose of this board is to hear all cases referred by the juvenile division of the police department, the state police and the state department of environmental management, with respect to persons under the age of 18 who are charged with violating the criminal laws of the State or the Town. The board hears all cases referred to it by the juvenile division and recommends sanctions (other than incarceration) including, but not limited to, fines (up to a maximum of $100) and community service, and may direct restitution for any injuries and/or damages, where appropriate, resulting from the commission of such offenses.

I. Energy

The Town of Jamestown government as well as Jamestown residents have become increasingly aware of national, regional and local energy and resource issues. In 2010 a 6.5 million dollar bond was approved by a narrow margin by Jamestown voters to construct a wind turbine. This came after a group of residents presented the Town Council with a "white paper" on the feasibility of a municipal wind turbine in Jamestown followed by the Town Council forming a Wind Energy Committee to further study the feasibility of wind energy in Jamestown. In September 2012, the Town Council, after careful consideration, determined the municipal scale wind turbine to be financially unfeasible, primarily due to the significant interconnection cost.

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

In 2011 the Town completed an energy audit with the assistance of and in coordination with the Washington County Regional Planning Council (WCRPC). This study was paid for by federal ARRA funds. Based on this study, the Town has implemented several energy saving actions including energy saving light bulb replacement in public buildings, upgrades to the heating and HVAC systems of the Recreation Center and Police Station respectively and additional insulation in the Town Hall is planned. In addition, the Town has supported the WCRPC with its Streetlight Reform Project since WCRPC found that although streetlights are a significant expense to municipalities, the streetlights could not be improved, nor could costs be reduced, under current rules and regulations. The WCRPC is now working to implement a radical redesign of the streetlight system in Washington County, and Rhode

Island which began with developing the Municipal Streetlights Investment Act which was signed into law on July 15, 2013

The Planning Commission has on its 2014 action plan to discuss a sustainability plan for Jamestown. This plan should ensure a comprehensive and sensible approach to community sustainability with clearly identified goals that ensure that cultural, environmental, social and economic development occurs within a strong framework of sustainability objectives. The book "The Natural Step for Communities" by Sarah James and Torbjorn Lahti suggests that every element of our comprehensive plan should consider sustainability and are impacted by sustainability. Development of strong sustainability objectives will set the stage for planning and decision making processes for every aspect of the Town's functions, services, planning and regulatory activities. This includes housing, transportation, public facilities, historic preservation, recreation, natural resources, economic development, land use and regulation.

II. JAMESTOWN'S VISION – APPROACHING 2025

A. THE 2010 COMMUNITY SURVEY SUMMARY

The State of Rhode Island enacted the Comprehensive Planning and Land Use Regulation Act in 1988. This Act modernized the 1920's era statutes, which were sorely out of date and under implemented. The 1988 Act mandated the preparation of Comprehensive Community Plans in each City and Town in Rhode Island.

A vital component in the comprehensive planning process is citizen participation. Having successfully implemented a citizen survey in 1978, 1990 and 1998, the Jamestown Planning Commission decided to distribute another community citizen survey in July 2010. The surveys have been instrumental in developing the goals, policies and implementation strategies for the Comprehensive Community Plan over the years by asking targeted questions related to all aspects of life on Jamestown.

The survey was delivered to all households (approximately 2,800) in Jamestown as an insert in the Jamestown Press. In addition, residents were encouraged to go on-line and fill out the survey or ask for additional paper surveys from the Planning Office. Five hundred twenty-three Jamestowner's responded to the survey. Very few on-line surveys were completed. Based on the survey return figures, the return rate is almost 19%.

This summary will provide a synopsis of the 2010 survey as well as provide some comparison between the 1998 and the 2010 surveys. The entire survey and responses can be found at www.jamestownri.net/planning.

1. Survey Profile

Almost 87% of the respondents were year-round residents, and the median age of the respondents was between 61 and 80 whereas the median age of Jamestown is slightly younger at 51.7 years of age. Almost half (46%) live in the village and East Shore Road, followed by 23% from the Shores and 18% from the North End.

Almost 78% of responders have lived in Jamestown for more than 11 years and 95% own their own home. 21.6% work in Jamestown, 17.2% work on Aquidneck Island, 16.6% work in northern Rhode Island including Providence, 12.3% work in Southern Rhode Island, and 8.9% work in southeastern Massachusetts or Boston. 16.8% responded "other" and the remainder were retired. The median household income of respondents is between $90,000 and $149,999.

44% responded to the 1998 survey and 70% felt that their views have changed very little since that time.

2. Data Summary

Jamestowners overwhelmingly agree (91%) that the main goal for Jamestown is to "maintain the Island's rural character" and most feel that the "natural environment" (96%), the small town character (99%) and access to the bay (98%) are the most desirable qualities of living in Jamestown. Other very desirable equalities include "the people" (92%), "recreation and leisure activities" (96%), and Jamestown's location in the state (95%).

In 2010 respondents seem less critically concerned about water issues in Jamestown. In 2010, 44% feel the Town has a water quantity problem in comparison to 92% in 1998 and 20% feel that the Town has a water quality problem in comparison to 56% in 1998. Forty-nine percent of respondents felt the Town should expend funds for continued research on alternative freshwater resources for Jamestown such as desalination, cisterns, or treated wastewater plus another 63% felt the Town should spend public funds to determine the island's groundwater "safe yield" or its total available groundwater capacity without depleting the groundwater beyond its ability to be replenished naturally by rainfall.

Only 24% thought the Town should expand the municipal water to areas of the Island that now depend on private wells. An average number of respondents (58%) want automatic irrigation systems to be banned island-wide and most respondents (42%) agree that water restrictions should be instituted for all residents, not just those on the public water supply system (35% disagree and 23% are not sure).

A large number of respondents, 96%, value scenic views to the bay and feel that Jamestown should take a proactive stance on maintaining historic scenic views to the bay (85%) through public property vegetation management (93%); up from 70% in 1998. Regulation of private property to encourage maintenance or reintroduction of historic scenic vistas was positively received (66%) as opposed to mandating such maintenance or reintroduction of historic scenic vistas (37% yes, 43% no and 20% not sure). Public street trees were valued on all major roads but preservation of "heritage" trees on private property was only warmly received (52% yes, 28% no and 20% not sure).

Responses were slightly more in favor of creating historic districts on the Island (41%) than not (34%). Those that did support creating districts wanted them (in order of dominance): Downtown, Shoreby Hill, Dumplings, Beavertail, Dutch Island and Conanicut Park.

Land preservation continues to be supported by the populace although down from 77% in 1998. Today, a slight majority felt that additional open space/recreation land should be purchased on Jamestown (61%) mostly for protection of natural resources (349) and drinking water protection (346), through public private partnerships (330), development impact fees paid prior to building (181), and municipal bonds (168) where they were allowed to select more than one choice.

Survey respondents strongly valued local Jamestown agriculture as a food source (76%) and although they also supported it as a means of providing additional open space

(85%), 78% felt that it was important to maintain protected farmland as working farms. Slightly more agree (42%) than disagree (39%) that "farm stands" should be regulated in terms of size, hours of operation, location, signage and parking.

The survey respondents feel that Jamestown has adequate active recreation (65%), passive recreation (71%) and facilities for boating (64%). Of the 19% of respondents who felt that Jamestown does not have adequate boating facilities, most would prefer boat ramps (82), landside facilities (68), boating instruction (39) and boat rental (40). There was only moderate satisfaction with existing recreational fishing access (55% yes and 20% no) and recreational fishing facilities (44% yes and 32% no). The majority of respondents (79%) are in favor of preserving historic landscapes and buildings (74%).

Since 1998 more respondents are satisfied with the goods and services in Town, 83% in comparison to 76% in 1998.

The majority (71%) has not used overnight rental rooms in Jamestown in the last 5 years and therefore was satisfied (53%) with the number of rental rooms available (no 23%). Bed and Breakfast houses in some residential areas were supported by 41% while 26% preferred that they be prohibited.

The future of Ft. Getty has been the topic of discussion for several years now in Jamestown. Although more respondents (60%) than not (32%) feel that Ft. Getty should produce revenue, only 42% want the RV campground to remain the same as opposed to 37% who believe that it should be eliminated. Another 21% would like the RV campground reduced in size. When asked what revenue producing uses they support, they supported, in order of preference an open air pavilion, a wind turbine, a community boating program, a multi-season pavilion, tent camping, RV camping and boat storage.

Slightly over half of the respondents (51%) agreed that Jamestown has enough commercial development today to accommodate future needs and that the Commercial Limited district leaves room for commercial expansion. Responses about supporting increased density at the intersection of North Road/Southwest Avenue and Narragansett Avenue were tied between agree, disagree and not sure. The respondents did not support increasing height limits downtown whether for affordable housing or not.

A strong percentage (68%) agreed that LNG tankers should not navigate Narragansett Bay.

Over half (52.5%) felt that Jamestown only has a parking problem in the summer and 41.6% feel the Town should therefore develop another municipal lot. An equal number of respondents (25%) felt that it should be either a pay-for-park lot or free to all.

A large number (81%) of those questioned are in favor of a tree planting/replacement program along major roads in Jamestown. Specifically, Narragansett Avenue and Southwest Avenue were targeted for such a program in addition to other major roads.

Many (69%) want a system of bike routes developed in Jamestown that are along major roads but separated by a grassed area (36%). Except for Carr Lane (51% - not wide enough, 39% - just right) and Narragansett Avenue (52% - not wide enough, 42% - just right), most respondents were satisfied with the road widths of major roads in Jamestown.

Ninety-six percent of respondents did not use public transportation regularly and only 16% (78 people) would use it more if there were increased frequency or stops.

More respondents did not want to see duplex homes in their neighborhood (49%) to foster affordable housing than did (40%) nor did they support multi-family homes (77%). Almost half (42%) would support duplex or multi-family homes if they were regulated to fit into the neighborhood scale and character. Over 300 respondents supported varying incentives to increase affordable housing.

A large percentage (81%) of respondents felt well educated about recycling requirements in Jamestown.

Over half (54%) supported residential scale wind generators in their neighborhood with 28% objecting.

There was a large uncertainty (50%) about high school students going to a high school other than North Kingstown. This is most likely due to the fact that only 12% of the respondents had school age children in contrast to 18% according to the 2010 Census and only 33 had high school age children.

3. Conclusion

Respondents agreed with all the goals of the current Comprehensive Community Plan. This information as well as the above information will be useful to the Planning Commission in forming or reiterating overall goals and policies for the updated Comprehensive Plan. The information, however, will not be used as an all-inclusive indicator of public preferences for land use decisions and policy formulation. Public workshops and hearings will complement the survey. These additional meetings will serve as a verifier of the survey and will allow information to be discussed in more detail.

B. BUILDOUT

In the summer of 2010, the Town of Jamestown conducted a buildout analysis. A buildout analysis is a method of determining the maximum potential future population under current rules and regulations of a community and environmental conditions. After the maximum population is calculated, the community can plan long-range goals and policies to protect natural resources and provide services and facilities.

1. Assumptions and Considerations

Jamestown's buildout analysis was conducted with the following assumptions and considerations:

- Current zoning regulations are intact.
- Average household size is 2.29 persons per household for 2000 through 2010 (based on 2010 U.S. Census Bureau Data).
- An average of 15% of the land will be used for roads and infrastructure in subdivided residential area (this percentage was average for Jamestown subdivisions).
- Wetland property protected under the Wetlands Protection Act, enforced by regulations administered by the Rhode Island Department of Environmental Management (RIDEM), will not be built upon.
- Extensions and connections into the Town's sewer or water system are consistent with current 2010 regulations of the Board of Water and Sewer Commissioners.
- New residential development will be single family homes and accessory dwelling units where specified.
- All dwelling units are year round, not seasonal, and units and have an assessed value of over $10,000.

2. Definitions

The following definitions may be useful in interpreting the Buildout Analysis:

Developable Land. All land that is currently vacant, not protected from development through deed restrictions, easements, or open space zoning and does not contain natural characteristics which would prohibit development (the presence of wetlands or constraints due to soil type).

Developable Sub-Dividable Properties. Properties that have structures worth more than $10,000 and have land in excess of two-times that required by zoning for the minimum lot size.

Temporarily Protected Lots. Properties that are temporarily protected by the Farm, Forest and Open Space Program (RI Law 44-27).

Deed Restriction Limiting Density. Properties that may or may not be developed but will never be developed to their full potential due to a deed restriction limiting density.

Vacant. All land that does not have any structures valued over $10,000 and includes but is not limited to undeveloped residential and commercial lands, water bodies, agricultural land, recreation land, and open space lands.

Potential Affordable Housing. The Jamestown Comprehensive Plan, Affordable Housing Plan (2005) recommends and the Jamestown Zoning Ordinance (as amended October 2009) allows for development of affordable housing units that may not otherwise be permitted by the underlying Zoning District. These include single family house lots and dwelling units that are accessory to the primary use of the single family home.

Persons Per Household (PPH). Equals the total 2010 population of Jamestown divided by the total occupied housing units (statistics from the 2010 US Census Bureau).

The tables that follow show results of the Buildout Analysis, including projected future population for each Town plat, projected number of units for each plat, and total potential connections to the Town's water and sewer services. A buildout analysis reflects the greatest potential growth under current regulatory framework (zoning and subdivision regulations). Other factors such as environmental and economic conditions influence land development and will ultimately influence the rate of population growth.

BUILDOUT ANALYSIS TABLES

Table II. B-1. Potential New Units

Developable (Vacant Lots)	422
Developable Sub-dividable Properties	106
Temporarily Protected Lots (Farm, Forest, & Open Space)	120
Potential Affordable Housing • 25 Accessory Dwelling Units • 60 Single Family Homes	85
TOTAL UNITS	**733**

Table II. B-2. Potential New Population

2000 Census Population	5,622
2010 Census Population	5,405
Potential New Population (Based on 2.29 pph)	1,679
PERCENTAGE INCREASE	**32%**
TOTAL BUILDOUT POPULATION	**7,084***

* this number has decreased from 8,318 from the 2002 Comprehensive Community Plan

Table II. B-3. Municipal Sewer System District Buildout

	TOTAL NEW UNITS
Developable (61 Vacant Lots)	72 Units
Developable Sub-Dividable Properties (28 Lots)	66 Units
Potential Affordable Housing • 25 Accessory Dwelling Units • 60 Single Family Homes	85 Units
TOTAL UNITS	**223 Potential New Units**

Current Connections	1,213
Potential New Connections	223
TOTAL CONNECTIONS	**1,436**

Current Usage in Gallons per Day (GPD):

Average Daily Usage	172 GPD / UNIT
Average Daily Inflow and Infiltration	150 GPD / UNIT
TOTAL AVERAGE DAILY FLOW	**390,000 GPD**

Table II. B-4. Capacity of Wastewater Treatment Facility

Due to the conditions of existing sewer pipes, groundwater infiltration, and other means of stormwater infiltration, an additional 200,000 to 1.3 million gallons of water may enter the facility depending on the season. This reduces the maximum capacity of the sewage treatment plant as outlined in the following table:

Estimated Hydraulic Capacity of Sewer System (accounts for inflow and infiltration)	2,267 Connections
Ideal Capacity of Sewer System (Assumes no inflow and infiltration)	4,244 Connections
Number of Connections at Buildout	1,436 Connections

Although the number of connections is reduced due to inflow and infiltration, the estimated hydraulic capacity of the sewer system, 2,267 connections, is still significantly greater than the maximum number of 1,436 sewer connections at buildout.

The table below illustrates the capacity by permitted flow rate in millions of gallons per day (MGD). As shown, the estimated average daily flow at buildout, 0.46 MGD, is less than the 0.73 MGD monthly average as allowed under The Town's RIPDES Permit.

Wastewater Treatment Facility Capacity	1.9 MGD
Maximum Daily Flow Limit	2.1 MGD
RIPDES Permit Capacity	0.73 MGD on monthly average
Average Flow Daily Flow for 2010	**0.39 MGD**
Estimated Average Daily Flow at Buildout	**0.46 MGD**

Table II. B-5. Municipal Water System Buildout

	TOTAL NEW UNITS
Developable (85 Vacant Lots)	100 Units
Developable Sub-Dividable Properties (40 Lots)	88 Units
Affordable Housing • 25 Accessory Dwelling Units • 60 Single Family Homes	85 Units
TOTAL UNITS	**273 Potential New Units**

Current Connections	1,463
Potential New Connections	273
TOTAL CONNECTIONS	**1,736**

Table II. B-6. Usage in Gallons per Day

Average Daily Usage	248,000 GPD
Water Treatment Facility Capacity	500,000 GPD
Average Daily Usage at Buildout	294,273 GPD
North Pond Capacity*	283,000 GPD

Capacity of Water Treatment Facility: Although North Pond capacity can be increased to 403,000 GPD by supplementing from wells and by pumping of water from South Pond Reservoir to North Pond Reservoir, there is no guarantee that these supplies will be available during times of need.

Table II. B-7. Buildout Analysis By Plat

PLAT	EXISTING UNITS	NUMBER OF POTENTIAL UNITS	POTENTIAL POPULATION INCREASE (2.29 pph)
1	106	123	282
2	176	23	53
3	271	46	105
4	98	35	80
5	201	44	101
6	18	6	14
7	97	11	25
8	555	121	277
9	559	85	195
10	89	30	69
11	30	20	46
12	111	70	160
13	11	5	11
14	98	37	85
15	183	37	85
16	118	40	92
TOTAL	**2721**	**733**	**1679**

Table II. B-8. Buildout Analysis By Zone

ZONE	NUMBER OF POTENTIAL UNITS	POTENTIAL POPULATION INCREASE (2.29 pph)
R-8	39	89
R-20	53	121
R-40	266	609
RR-80	312	714
RR-200	39	89
CL	19	44
CD	5	11
TOTAL	**733**	**1679**

MAP 23

Assessor's Plat Map Index

TOWN OF JAMESTOWN RHODE ISLAND

Comprehensive Plan, 2014

Map Legend

Features

Highways

Roads

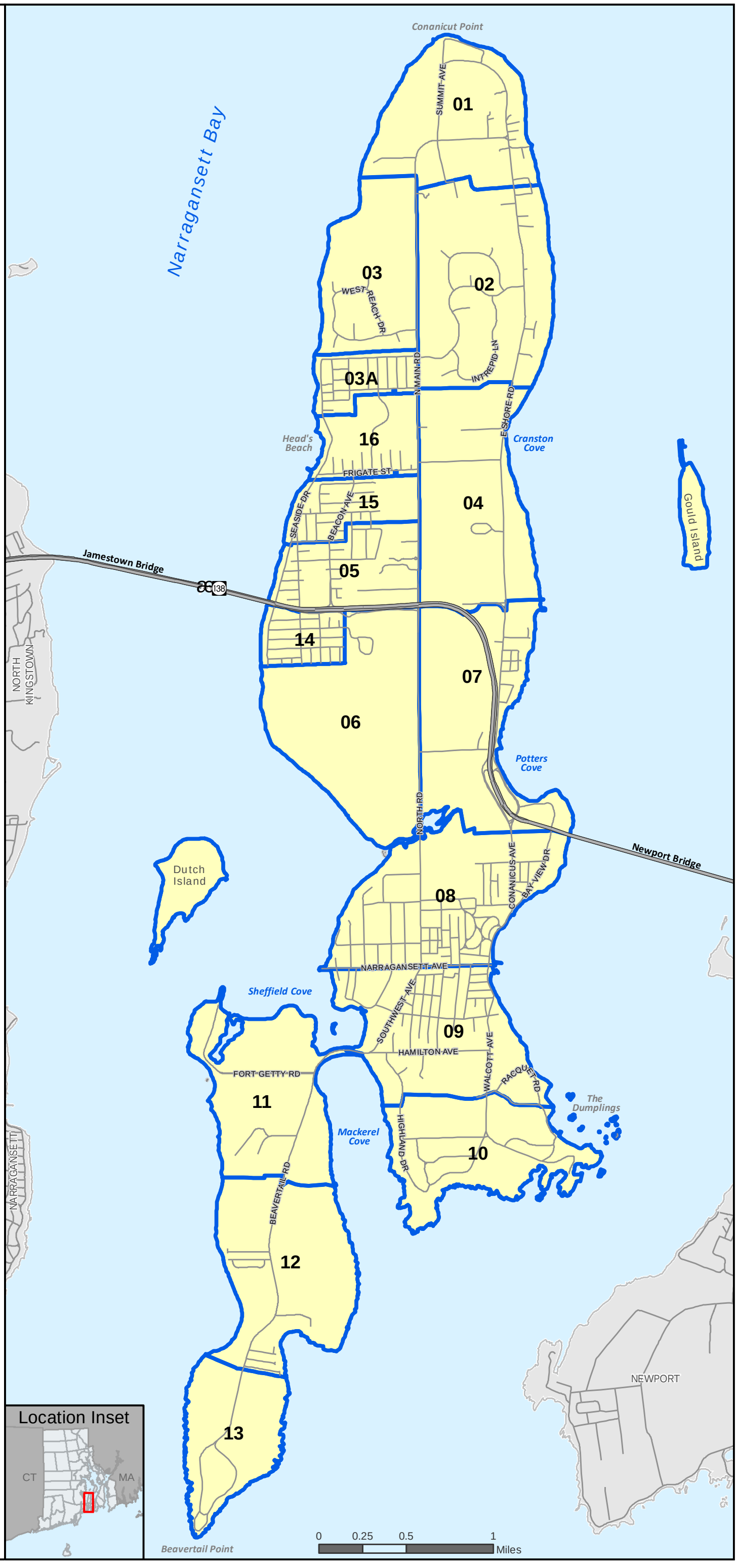
Boundaries

Plat Index

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

N

Justin Jobin, Erin McKinley
Jamestown GIS Dept.
May 2014



3. Findings of Buildout Analysis

According to the buildout analysis, if current building activity is maintained at the present rate of approximately 22.5 new housing starts per year, the Town could be fully developed in 35 years or about the year 2045. This number could drastically change if the rate of building were to increase or decrease significantly. The average number of new homes built in the 1980s was 48 and it was 46 in the 1970s. Total buildout would increase the population to 7,084 persons, an increase of 32% over the current estimated population.

Areas, which would experience the highest rate of growth, are the northern end of Jamestown and Beavertail peninsula as well as the center island south of the John Eldred Parkway. These areas have the least current development and are predominately open space, woodlands, farmland and wetland areas. These areas are also very scenic and ecologically sensitive. Current zoning regulations require a minimum lot size of 80,000 square feet for development on the majority of the North End, 200,000 square feet minimum lot size in the center island area and 40,000 square feet minimum lot size in Jamestown Shores. Public water service is available to lots that have frontage along Beavertail Road. A large portion of land both in the North End and Beavertail is temporarily protected under the Farm, Forest and Open Space Program.

Many attempts have been made to protect our scenic and ecologically sensitive areas. Of the 606 acres of farmland, 588 acres are permanently protected. Not including active recreation or farmland, there are 1,175 acres of permanently protected land in Jamestown.

Another projected area of high growth is the Jamestown Shores neighborhood, which could increase approximately 23%. An increase of this magnitude in the Jamestown Shores neighborhood under current conditions will result in the potential for groundwater pollution from numerous ISDS in close proximity to private wells. During drought conditions, there is a risk of wells running dry and salt-water intrusion. To avoid these potentially hazardous situations, local regulation and control over development is necessary.

The buildout analysis predicts that the Dumplings area could increase up to 33% over its current population. Large lot zoning of 80,000 square feet minimum lot requirement protects the Dumplings area, and public water service is available to lots with frontage along a portion of Highland Avenue, Walcott Avenue, Fort Wetherill Road and Racquet Road.

The Village area is likely to experience the least amount of future growth because of the limited amount of developable land available. A maximum population increase of 18% may be realized in this area.

The buildout analysis is a useful tool in future planning for public services and facilities. The growth potential in the water and sewer districts is extremely important because of the limited capacity of these systems. The buildout analysis shows that, if all

land were to be developed, the water use of these units would continue to exceed the capacity of the Town's public water supply. This indicates an immediate need for a strict water conservation policy and for continued investigation of ways to increase the public water supply system.

The current condition of the Town's sewer lines allows for vast amounts of groundwater to infiltrate into the sewer pipes and into the treatment facility. The infiltration reduces the amount of wastewater that can be treated by the facility. If leaky pipes are replaced and all gutter drains and sump pumps are removed from the system, the sewer treatment facility could process waste from approximately 4,244 homes. With the estimated inflow and infiltration currently being treated by the treatment facility, the estimated hydraulic capacity of the sewer system is 2,267 connections.

It should be remembered, however, that in houses with wells and septic systems a significant amount of water extracted from the ground for use is returned to the groundwater system. Therefore, it is not recommended to extend sewers into high-density areas, which rely upon private wells, unless public water service is available.

The buildout analysis should be utilized for long-range future planning for schools, police and fire protection, recreational facilities, road construction, other public services and facilities, open space protection and potential growth controls. The buildout of the community is not the goal but rather a measure of the maximum future demand on resources and services. The community must recognize and examine the impact of future development on these resources. Proposed changes in Town Ordinances and policy should consider the effect of a 32% population increase on community resources. The community should develop innovative controls to accommodate or limit the rate of population increase without further taxing our natural resources, residents and present conditions in Jamestown.

C. GOALS/POLICIES/IMPLEMENTATION ACTION PLAN

Land Use

In addition to the goal, policy's and implementation strategies listed below, specific goals, policies and implementation strategies related to FUTURE LAND USE are depicted with an ☼ and are included in this Action Plan in all of the following plan elements: Natural and Cultural Resources, Conservation and Open Space, Recreation, Economic Development, Circulation, Housing and Public Services and Facilities. The corresponding FUTURE LAND USE Map on Page 35 reflects the land use recommendations in this document and may be used in the formulation of a new zoning map and ordinance for the Town of Jamestown.

Jamestown's overarching goal is "**To Protect Jamestown's Rural Character**." The meaning and intent of this goal is further described in the PREAMBLE of this document.

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
Land Use	*Policy #1: Maintain and Update Jamestown's Land Use Regulations to be consistent with the Comprehensive Community Plan.*	a. Amend the Zoning Ordinance to be consistent with the Comprehensive Plan within 18 months of State approval.	»»»»»	Planning Commission	Town Planner	New Action
		b. Amend the Subdivision Regulations to be consistent with the Comprehensive Plan within 2 years of State approval.	»»»»»	Planning Commission	Town Planner	New Action

Natural and Cultural Resources Action Plan

WATER RESOURCES

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

Coastal Resources:

Policy #1: Encourage acquisition of unique, fragile and scenic coastal areas.
☼ **Policy #2:** Encourage land management that provides opportunities for public waterfront access.
Policy #3: Protect water quality in salt marshes and coastal waters of Jamestown.
Policy #4: Proactively plan for natural hazard vulnerability.

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

	Policy	Action	Time Frame in Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	STATUS
Coastal Resources (con't.)	Policy #1 (con't) *Encourage acquisition of unique, fragile and scenic coastal areas*	d. Annually recommend funding to the Town Council at the Financial Town Meeting for acquisition and protection of specific shoreline properties.	»»»»»»»»»»»»»» Ongoing	Town Administrator	Conservation Commission, Town Planner	Not necessary on annual basis. Pursue as opportunities arise.
	Policy # 2: ☼ *Encourage land management that provides opportunities for public waterfront access.*	a. Implement recom-mendations and periodically review the Parking Committee's "Report on Public Shore-line Access and Right-of-Ways in Jamestown"	»»»»»»»»»»»»»» Ongoing	Parking Committee	Rec. Dept., Cons. Comm., Harbor Comm., Planning Comm., Tax Assessor, 1999 Shoreline Access Plan	Report has been useful in R.O.W. management. Will update as necessary.
		b. Maintain a current R.O.W. inventory.	»»»»»»»»»»»»»» Ongoing	Planning Department	CRMC, 1999 Shoreline Access Report	Ongoing
		c. Actively seek outside funding for enhancement of selected right-of-ways.	»»»»»»»»»»»»»»	Recreation Department	Plan. Dept., Harbor Comm. Subdivision Regs	Ongoing as needed.
		d. Create requirements for easements to waterfront in subdivisions where appropriate.	»»»»»»»»»»»»»»	Planning Commission		Pursue as opportunities arise.
	Policy #3: *Protect water quality in salt marshes and coastal waters of Jamestown*	a. Identify and work to reduce point and nonpoint pollution sources through elimination of Town sources and education of private landowners.	»»»»»»»»»»»»»»	Conservation Commission, Town Administrators, Water & Sewer Commission	CRMC, RIDEM, Wastewater Management Plan	Ongoing by Public Works Department as part of Phase II Stormwater Regulations.

	Policy	Action	Time Frame in Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	STATUS
Coastal Resources (con't.)	Policy #4: *Proactively plan for natural hazard vulnerability.*	a. Develop natural hazard vulnerability mapping in coordination with RI SeaGrant.	»»»»	Planning Department	Jamestown GIS, RIGIS	New Action
		b. Complete and adopt a RIEMA and FEMA approved Hazard Mitigation Plan.	»»»»	Planning Department	Jamestown Police Dept., Fire Dept., Public Works, Building Official	New Action

Freshwater Resources:

Policy #1: Protect the quality and quantity of the Islands' fresh water resources.
Policy #2: Prevent and protect against filling, dredging, construction or removal of vegetation within wetlands.
☼ **Policy #3:** Maintain and improve the quality of Jamestown's public and private water supplies
☼ **Policy #4:** Protect the quantity of Jamestown's freshwater resources within the public drinking water watershed and private well areas.
☼ **Policy #5:** Immediately act to manage, protect and restore groundwater resources in dense rural areas.

	Policy	Action	Time Frame in Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	STATUS
Fresh-Water Resources	Policy #1: *Protect the quality of the Islands' fresh water resources.*	a. Encourage the safe utilization of herbicides, pesticides, and fertilizers for land use practices in accordance with RIGL 23-25, and the recommendations of the Eastern RI Conservation District.	»»»»»»»»»»»»» Ongoing	Town Administrator, Conservation Commission	Eastern RI Conservation District, CILT, RIDEM, CRMC	Ongoing
		☼ b. Consider amending the Zoning Ordinance to include the Conservation Commission in the Watershed Development Review process.	»»»»»	Planning Commission	Planning Dept., Cons. Comm.	Not Initiated to date.
		c. Establish a permanent Committee for the purpose of planning the future water needs of Jamestown.	»»»»»	Town Council	Town Administrator	New Action

	Policy	Action	Time Frame in Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	STATUS
Fresh-water resources (con't)	Policy #2: Prevent and protect against filling, dredging, construction or removal of vegetation within wetlands.	☼ a. Strictly enforce the 150 foot setback of OWTS from wetlands.	»»»»»»»»»»»»»»»» Ongoing	Zoning Bd., Con. Comm., Bldg. Official, Town Administrator	RIDEM	Zoning Ord. amended 2005: specific standards for SUP.
		☼ b. Work with the State of RI, CILT and others to identify significant wetlands and appropriate protection methods.	»»»»»»»»»»»»»»»»	Conservation Comm.	National Wetland Inventory Maps, RIGIS Mapping	Jamestown has continued to purchase wetland and watershed properties.
	Policy #3 ☼ Maintain and improve the quality of Jamestown's public and private water supplies.	a. Continue to aggressively purchase all vacant properties within the Center Island Watershed.	»»»»»»»»»»»»»»»» Ongoing	Town Council,	CILT, Jamestown Rec., Conservation and Open Space Plan	Town has continued to purchase watershed properties.
		b. Continue to update the Emergency Response Plan contained in the Water Supply Mgmt Plan.	»»»»»»»»»»»»»»»» Ongoing	Public Works		Updated in 2009
		c. Continue to identify potential point and non-point pollution sources.	»»»»»»»»»»»»»»»» Ongoing	Public Works	Dept. of Trans.	Ongoing: part of Phase II Storm-water Program.
		d. Reduce pollution on public land and educate private landowners of possible sources of pollution.	»»»»»»»»»»»»»»»» Ongoing	Public Works	Public Works Equipment	BMPs used at the new Highway Garage Facility. Ongoing public education.
		e. Continue to detect leaks and groundwater intrusion in public sewer pipes.	»»»»»»»»»»»»»»»» Ongoing	Public Works	Town Consultant	Town conducting home Inflow and Infiltration investigations. 50% complete.

	Policy	Action	Time Frame in Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	STATUS
Fresh-water resources (con't)	Policy #3 (con't) Maintain and improve the quality of Jamestown's public and private water supplies.	f. Implement the recommendations of Ann Veeger's 1997 University of Rhode Island study.		Town Council	Planning Dept, Town Administrator	Developed Zoning Ordinance Section 314 and 308. Worked with URI and DOH on private well sampling 1996 & 2010. Cumulative Impact Legislation.
		g. Conduct studies modeling the Veeger study and adopt an Ordinance that requires retrofitting of cesspools.		Town Council	Town Consultant	State mandated cesspool phase-out by 2016.
		☼ h. Review for amendment Section 308 of the Jamestown Zoning Ordinance to protect development from impacting groundwater resources and other natural resources.		Town Council	Planning Dept. and Commission, Conservation Comm	Zoning Ordinance amended in 2005.
		i. Investigate using best management practices and development plan review for management of the drinking water watershed.	»»»»»»»»»»»	Town Council	Public Works Dept., Planning Commission	New Action

	Policy	Action	Time Frame in Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	STATUS
Fresh-water resources (con't)	Policy #4 ☼ Protect the quantity of Jamestown's freshwater resources within the public drinking water watershed and private well areas.	a. Continue to enforce the 1999 Water Conservation Regulations adopted by B of W & S Commission and develop stricter penalties for violation and excessive high use rates.	»»»»»»»»»»»»»»»» Ongoing	Town Administrator	Town Solicitor Public Works Building Official	Completed and ongoing.
		b. Investigate options to expand the quantity of public drinking water supply system: e.g. desalination, South Pond, increased storage and off island sources.	»»»»»»»»»»»»»»»» Ongoing	Board of Water and Sewer Commissioners	Town Administrator, Public Works Dept., CRMC, RI Water Resources Board	New 1 million gallon storage tank 2008, pipeline from South Pond to North Reservoir in 2008. Rehab of Water Plant. Infrastructure replacement program. Ongoing
		c. Develop monitoring program that measures effect of pumping Town wells on surrounding wells in the vicinity.	»»»»»»»»»»»»»»»»	Town Administrator, Public Works	Groundwater Consultant	Not completed
		d. Investigate a reporting and information dissemination system that detects low water levels and salt water intrusion problems in private wells and recommend conservation measures.	»»»»»»»»»»»»»»»» Ongoing	Public Works	Town Consultant	Town sponsoring private well monitoring program with URI - 2010

	Policy	Action	Time Frame in Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	STATUS
Fresh-water resources (con't)	Policy # 5 ☼ Immediately act to manage, protect and restore groundwater resources in dense rural areas.	☼ a. Immediately adopt a Wastewater Management Plan for unsewered areas and investigate other methods to prevent groundwater and surface water contamination.		Planning Department, Town Council	1994 Draft Ordinance (not adopted), Other Town Ordinances	Completed
		a1. Require immediate retrofitting of cesspools in the Wastewater Manage-ment Ordinance.		Planning Department, Town Council	RIDEM, Town Consultants	Adopted by RIDEM and Town of Jamestown in 2011.
		a2. Continue community environmental education including information on Onsite Wastewater Treatment Systems (OWTS)	»»»»»»»»»»»»»»»» Ongoing	Conservation Commission, Planning Department, Town Council	University of Rhode Island Cooperative Extension	Ongoing

Wildlife and Vegetation:

Goal: Protect natural vegetation and wildlife habitat wherever possible throughout Town.

Policy #1: Properly manage areas designated as significant habitats.
☼ **Policy #2**: Discourage development of any area that has been identified as a significant habitat
☼ **Policy #3**: Give appropriate consideration to the protection of natural vegetation and habitat during all phases of development planning, review, and construction.
Policy #4: Encourage wildlife management for the health, safety and welfare of Jamestown residents.

	Policy	Action	Time Frame in Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	STATUS
Wildlife & Vegetation	Policy #1 *Properly manage areas designated as significant habitats.*	a. Prepare, apply and enforce Management Plans for all areas identified as significant habitats. Periodically re-evaluate the existing Management Plans for areas of habitat diversity and update as appropriate with assistance from the State Natural Heritage Program	»»»»»»»»»»»»»»	Conservation Commission	Planning Commission, Recreation Dept.	Initial plans developed by Planning/Con. Comm. Needs implementation by Con. Comm.
		b. Establish contacts with appropriate federal, state, and non-profit agencies that have responsibility for habitat management in Jamestown and coordinate management plans with these agencies.	»»»»»»»»»»»»»» Ongoing	Conservation Commission	Recreation Dept.	Ongoing.

	Policy	Action	Time Frame in Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	STATUS
Wildlife & Vegetation (con't)	Policy #2 ☼ *Discourage development of any area that has been identified as a significant habitat*	a. Continue to pursue acquisition or protection of properties that are significant in their ability to support diversified species or provide habitats for endangered species.	»»»»»»»»»»»»»» Ongoing	Conservation Commission, Conanicut Island Land Trust	Water Resources Protection Commission Town Budget RIDEM CILT	Ongoing
		b. Coordinate acquisition proposals with the State's Natural Heritage Program.	»»»»»»»»»»»»»» Ongoing	Conservation Commission	Planning Dept., Town Administrator	Ongoing.
	Policy #3 ☼ *Give appropriate consideration to the protection of natural vegetation and habitat during all phases of development planning, review, and construction*	a. Utilize State resources related to vegetation and wildlife habitats to assist property owners in the development of individual lots.	»»»»»»»»»»»»»»	Conservation Commission	RIDEM	Not completed.
		☼ b. Utilize this guide in review and development of projects.	»»»»»»»»»»»»»»	Building Official, Planning Commission	Subdivision Regulations	Not initiated to date.
	Policy #4 *Encourage wildlife management for the health, safety and welfare of Jamestown residents.*	a. Work with URI to develop a Lyme Disease Reduction Policy with specific actions for implementation.	»»»»	Town Council	Town Administrator, URI	New Action
		b. Investigate goose management within Drinking Water Watershed.	»»»»»»	Board of Water and Sewer Commissioners	Public Works	New Action

Cultural and Historical Resources:

Goal #1: To protect and preserve all significant historical and cultural resources.
Goal #2: To protect the rural and historical village character of Jamestown.

- ☼ **Policy #1**: Preserve and restore historic sites of Jamestown.
  Policy #2: Preserve and protect historic documents from further deterioration.
- ☼ **Policy #3**: Preserve scenic views and corridors on the Island.
- ☼ **Policy #4:** Consider the establishment of historic districts in Jamestown as recommended by the Rhode Island Historic Preservation and Heritage Commission.

	Policy	Action	Time Frame in Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	STATUS
Cultural & Historic Resources	Policy #1 ☼ *Preserve and restore historic sites of Jamestown.*	a. Actively seek grants and ways to find more sources of money for the Historic Preservation of Jamestown.	»»»»»»»»»»»»»»	Planning Department	RI RIHPC, Jamestown Historical Society	RIHPHC 2009 Grant for Nat.Reg. of Shoreby Hill. 2001 Trail Grant for Conanicut Battery. Ongoing
		b. Coordinate with adjacent towns to preserve the Bays' military history.	»»»»»»»»»»»»»»	Planning Dept.	RI HPC, Narr. Indian Tribe, Jamestown Historical Society	
		☼ c. Investigate a permit to allow assessment when historic feature or building is slated for removal.	»»»»»»»»»»»»»»	Jamestown Planning Commission	Town Council, RI HPC, Jamestown Historical Society	Enabled in Zoning Ordinance Amendments– 2009. Current amendments being discussed.
		☼ d. Continue to focus on Narragansett Avenue streetscape to protect village character.		Planning Department	Town Council, Planning Comm., Local Businesses, Chamber of Comm	Streetscape project completed 2011

	Policy	Action	Time Frame in Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	STATUS
Cultural & Historic Resources (con't)	Policy #2 *Preserve and protect historic documents from further deterioration.*	a. Provide ample climate controlled record storage space for Town as well as Historical Society historic records of Town.	»»»»»»»»»»»»»»	Town Administrator	Town Consultant, Architect, Jamestown Historical Society	Completed
	Policy #3 ☼ *Preserve scenic views and corridors on the island.*	☼ a. Investigate methods of controlling vegetation growth that will impact scenic views.	»»»»»»»»»»»»»»	Town Administrator, Public Works	RIDEM, RIDOT	Gauged public sentiment in 2010 Community Survey.
	Policy #4 ☼ *Consider the establishment of historic districts in Jamestown as recommended by the Rhode Island Historic Preservation and Heritage Commission.*	a. Determine during next Community Survey if public support for historic districts has grown.	»»»	Planning Department	Town Council, Planning Commission,	Gauged public sentiment in 2010 Community Survey.
		☼ b. If support warrants, investigate feasibility and public support for creation of Historic Districts.	»»»	Planning Commission	Town Council, Planning Dept., Local Businesses, Chamber of Commerce	Shoreby Hill listed on National Register 2011. May pursue Historic District Zoning.

Open Space, Agriculture and Recreation Action Plan

Conservation and Open Space:

Goal #1: Preserve and manage significant conservation and open space on the Island.

☼

Goal #2: Develop a comprehensive Land Acquisition Action Plan to raise funds through bonding and grants to acquire and/ or protect the remaining ecologically significant undeveloped land in Jamestown for the preservation of drinking water and coastal resources, access to the shore, scenic vistas and open space.

Goal #3: Increase public awareness on the importance of conservation of open space.

- ☼ **Policy #1:** Investigate growth management alternatives that allow adequate time to acquire a significant amount of open space.
- ☼ **Policy #2:** Promote creative strategies for land conservation.

Policy #3: Support community educational programs with focus on open space conservation

Policy #4: Use Land Preservation efforts to protect valuable natural resources.

Policy #5: Manage publicly owned open space areas to preserve their integrity.

Policy #6: Identify undeveloped land that should be publicly acquired or protected from development.

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
Conserva-tion. and Open Space	*Policy #1* ☼ Investigate growth management alternatives that allow adequate time to acquire a significant amount of open space.	a. Research growth management methods that other towns have used.	»»»»»»»»»»»»»»	Planning Department,	Conservation Commission,	Not initiated to date
		b. Determine an acceptable sustainable rate of growth for Jamestown	»»»»»»	Planning Department	Plan. Comm.., Town Council, Stwd Planning	Rate has been reduced by economic decline
		☼ c. Investigate one or more growth management methods.	»»»»»»	Planning Department	Statewide Planning, Town Council	It has not been determined that rate of growth is overstressing public facilities/services.
		d. Consider Conservation Development as a means of preserving significant open space areas as part of the subdivision development process		Planning Commission	Conservation Commission CI Land Trust Rec. Cons. and Open Space Plan, CILT, Water Resource Protection Committee RC and OS Plan, Con. Comm., DEM, Private Funds, Budget, ,CILT, Grants, FTM	New Action
	Policy #2 ☼ *Promote creative strategies for land conservation.*	a. Continue to work with public and private land conservation organi-zations to preserve open space on the Island.	»»»»»»»»»»»»»» Ongoing	Conservation Commission,		Town has 29% permanently protected open space that does not include conservation easements.
		a1. Identify open space areas to support watershed protection, farmland preservation and groundwater recharge area protection.	»»»	Conservation Commission,		Ongoing

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
Conserva-tion and Open Space (con't)	Policy #2 (con't) *Promote creative strategies for land conservation.*	☼ a2. Create a priority list of significant open space lots for acquisition.	»»»	Conservation Commission	Public Education, CI Land Trust CILT, Town Council, public education, bonding Planning Dept, GIS, Greenway Committee, Planning Dept., CILT	Need Update from Con. Comm.
		a3. Pursue strategies and sources of funding for open space conservation.	»»»»»»»»»»»»»»» Ongoing	Planning Department		Ongoing
		a4. Determine the willingness of taxpayers to float bonds to provide matching funds for land acquisition	»»»»»»»»»»»»»»» Ongoing	Town Council		145 acres of Farmland protected by 3 million dollar bond in September 2008.
		a5. Actively encourage private property owners to donate land for conservation purposes.	»»»»»»»»»»»»»»» Ongoing	Conservation Commission	Subdivision Regulations	Ongoing
		a6. Actively encourage acquisition of conser-vation easements, or development rights.	»»»»»»»»»»»»»»»»»»	Conservation Commission	CILT, RIDEM	Ongoing
		☼ b. Create an Island greenway trail system linking significant natural areas and open space.	»»»»»»»»»»»»»»	Conservation Commission	Planning Dept.	Ongoing
		b1. Prepare a detailed greenway feasibility	»»»»»»»»	Conservation Commission		Need update from Con. Comm.

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
Conserva-tion and Open Space (con't)	Policy #2 (con't) *Promote creative strategies for land conservation.*	study and implementation plan. b2. Review all develop-ment proposals and encourage land to be designated as part of the Island greenway system.	»»»»»»»»»»»»»» Onging	Planning Commission	Con. Comm.	Ongoing
		c. Update the Jamestown 1994 Recreation Conservation and Open Space Plan	»»»»	Conservation Comm.		New Action
	Policy #3 *Support community educational programs with focus on open space conservation*	a. Encourage continued educational lectures and field trips to open space areas on the Island.	»»»»»»»»»»»»»» Ongoing	Conservation Commission	Conanicut Island Land Trust, Save the Bay	Conanicut Island Land Trust holds bi-annual Hay Day for this purpose. Watson Farm holds educational programs regularly.
	☼ Policy #4 *Use Land Preservation efforts to protect valuable natural resources.*	☼ a. Focus land preservation efforts on the public drinking water supply watershed, groundwater recharge areas, farmland and managing density in the Jamestown Shores area.	»»»»»»»»»»»»»» Ongoing	Water Resources Protection Committee	Town Administrator, Planning Department, Town Budget, Planning Department	Significant farmland and watershed land preservation have occurred in the last decade including 2 major farms and 90+ parcels in Jamestown Shores.
	Policy #5 *Manage publicly owned open space areas to preserve their integrity*	a. Develop management plans for all public open space areas that focus on the protection of the Specific features that make them valuable.	»»»»»»»»»»»»»» Ongoing	Conservation Commission	DEM, Existing plans, Recreation Dept., Planning Dept., Town Administrator	Drafted for some parcels.

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
Conserva-tion and Open Space (con't)	Policy #5 (con't) *Manage publicly owned open space areas to preserve their integrity*	b. Establish a system and means whereby management plans are carried out.	»»»	Town Administrator	Rec. Dept., Planning Dept., Con. Comm., RIDEM, CRMC	Not initiated to date
		c. Cooperate with the CILT's Stewardship Program. Seek third party enforcement of Conservation Easements	»»»»»»»»»»»»»»	Town Administrator	Public Works Dept.	Ongoing
		d. Manage publicly owned spaces to insure historic view sheds and corridors are not lost.	»»»»»»»»»»»»»» Ongoing	Department of Parks and Recreation	RIDEM, Public Works	New Action
	☼ Policy #6 *Identify undeveloped land that should be publicly acquired or protected from development.*	☼ a. Identify potential parcels for permanent protection.	»»»	Conservation Commission	DEM, Planning Comm, Buildout Analysis, GIS, CILT, Planning Dept.	Ongoing
		b. Establish percent and cost of land that owners will be willing to sell., sources of funds, and savings from not having to expand infrastructure for development	»»»	Conservation Commission	CILT, Planning Department, Recreation Conservation and Open Space Plan	Ongoing
				Town Council	Town Administrator,	Ongoing

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
		c. Implement (protect land) when funding sources are available	»»»»»»»»»»»»»» Ongoing		Planning Department	

Agriculture:

Goal: To protect and where possible increase the current acreage of working farmland.

☼ **Policy #1**: Maintain farming as a viable economic enterprise on Conanicut Island through long-term preservation of farmland

Policy #2: Support Aquaculture in and around Jamestown while minimizing detrimental impacts of such operations.

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
Agriculture	Policy #1 ☼ *Maintain farming as a viable economic enterprise on Conanicut Island through long-term preservation of farmland.*	☼ a. Actively pursue acquisition of development rights or fee simple acquisition for all farmland.	»»»»»»»»»»»»»»	Conservation Commission	Planning Department, RIDEM, CILT, Town Council	Completed. Only Community Farm land remaining. Pursue when opportunity arises.
		b. Investigate tax incentives at the local level for maintaining land in farming, specifically in the Farm Forest and Open Space program.		Town Council	Other Communities Tax Assessor, Planning Dept., Planning Commission	Completed
		c. Actively encourage participation in FFOS Act by contacting appropriate landowners with information.	»»»»»»»»»»»»»»	Conservation Commission	State, Tax Assessor, Jamestown Press	Ongoing
		d. Develop farm retail sales provision in Zoning Ordinance.	»»»	Planning Commission	Jamestown Grange, TC	New Action

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
Agriculture (con't)	Policy #1 (con't) ☼ *Maintain farming as a viable economic enterprise on Conanicut Island through long-term preservation of farmland.*	e. Coordinate with the RI Ag Partnership and the RIDEM Division of Agriculture to support farming in Jamestown.	»»»»»»»»»»»»»»	Town Planner	Jamestown Grange partners, Jamestown Farmers	New Action
	Policy #2 *Support Aquaculture in and around Jamestown while minimizing detrimental impacts of such operations.*	a. Investigate benefits and landside impacts of aquaculture on the Island's resources.	»»»	Conservation Commission		Ordinance drafted by Planning Commission in 2002. Never adopted.
		b. Establish a policy to support aquaculture in and around Jamestown while minimizing landside impacts.	»»»	Town Council		Aquaculture permitted in all Zoning Districts except OS1 and CD.
		☼ c. Amend Zoning Ordinance to address landside impacts of both land and water based aquaculture.	»»»	Town Council		Ordinance drafted by Planning Commission in 2002. Never adopted.
		d. Coordinate with Jamestown Aquaculture Movement in addressing needs of aquaculture in Jamestown.	»»»»»»»»»»»»»»	Planning Commission	Jamestown Aquaculture Movement, CRMC	New Action

Recreation:

Goal: Provide all residents with safe and accessible passive and active recreational opportunities.

Policy #1: Maintain public participation in community recreational programs at the current high rates.
☼ **Policy #2**: Improve and expand, where necessary, indoor and outdoor recreational facilities
☼ **Policy #3**: Promote a coordinated system of bike routes linking residential areas to recreational, scenic and cultural areas.
☼ **Policy #4**: Expand available passive and active recreation facilities to accommodate the growing population on the Island.
Policy #5: Implement additional improvements to the Town owned park at Fort Getty.

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
Recreation	Policy #1 *Maintain public participation in community recreational programs at the current high rates*	a. Continue to respond to trends in public recreation	»»»»»»»»»»»»»» Ongoing	Recreation Department	RI Rec. and Parks Assn. and Local Task Forces, Community Theatre, CIAA, Rotary Club	Ongoing
		b. Network with neighboring communities to identify trends	»»»»»»»»»»»»»» Ongoing	Recreation Department	RI Recreation and Parks Association and Local Communities Task Forces	Ongoing
		c. Work with local community groups to accommodate public need	»»»»»»»»»»»»»» Ongoing	Recreation Department	Planning Department	Ongoing: Community Theatre, Baseball Assoc. Soccer Assoc. etc.

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
Recreation (con't)	Policy #2 ☼ *Improve and expand, where necessary, indoor and outdoor recreational facilities*	☼ a. Identify and prioritize additional facilities for active and passive recreation. Specifically active sites on the north-end and indoor space throughout the island.	»»»»	Recreation Department	Commission, Buildings and Facilities Committee	Not Completed. BFC report released April 2012. Awaiting Town Council Action.
		b. Maintain and improve recreation facilities at the Rec Center (Tennis courts, ball field) implementing a phased development and maintenance program.	»»»»»»»»»»»»»»	Recreation Department	Town Administrator, Town Engineer	Ongoing
		c. Maintain current level of indoor recreation space for programming.	»»»»»»»»»»»»»»	Recreation Dept.	Recreation Dept.	New Action
		d. Consider expansion of the Recreation Center if Golf Course Building becomes unavailable due to change of use.	»»»»»	Town Administrator	Rec. Dept., Public Works Dept., Planning Dept.	New Action BFC report released April 2012. Awaiting Town Council Action.

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
Recreation (con't)	Policy #3 ☼ *Promote a coordinated system of bicycle routes throughout the Island that retains roads with rural character.*	a. Form an ad-hoc bikeways committee to develop a plan for a system of bicycle and pedestrian routes throughout the island as well as educate the public on bikeway issues.	»»»»»»	Town Council	Recreation Department Planning Department Planning Commission Conservation Comm.	Town has been coordinating with Rolling Agenda since 2005 and the Town Council formed the North Road Bike Path Committee in 2007.
		b. Work with the RIDOT and Town DPW to include bicycle lanes as part of State and Town road upgrades.	»»»»»»»»»»»»»» Ongoing	Planning Department	Recreation Department, RIDOT, Planning Commission	Ongoing
		c. Where appropriate, require the construction of pedestrian and bicycle paths in new subdivisions linking population bases as well as the village area.	»»»»»»»»»»»»»» Ongoing	Planning Commission	Recreation Department, Jamestown Subdivision Regulations, Conservation Commission	Ongoing

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
Recreation (con't)	Policy #4 ☼ *Expand available passive and active recreational facilities to accommodate the growing population on the Island.*	☼ a. Review property for potential active and passive recreation opportunities.	»»»»»»»»»»»»»»	Recreation Department	Conservation Commission, Recreation, Conservation and Open Space Plan	Ongoing
		b. Review and preserve public access to water to accommodate growing demands for active and passive recreational water activities.	»»»»	Town Administrator	Recreation Dept., Parking Committee's report on Right of Ways, Town Council	Ongoing. Offer made to buy/ preserve east ferry water front access across from Bank Newport. Purchased by adjacent Marina owner.
		c. Continue to act upon the options for acquiring dedicated open space lands through the Subdivision Rules and Regulations including Fees in-lieu-of land dedication.	»»»»»»»»»»»»»»	Planning Commission	Finance Dept. Town Planner	New Action.
	Policy #5 *Implement additional improvements to the Town owned park at Fort Getty*	a. Provide for increased resident use of Fort Getty Park in compliance with Fort Getty Master Plan.	»»»»	Recreation Department	Ft. Getty Master Plan, Harbor Management Commission, Planning Commission Town Council	Facilitated workshop held May 2011, Recommendations from Consultant provided in March 2012. Being discussed by Town Council.

Economic Development Action Plan

Goal: To achieve a diverse local economy which provides job opportunities as well as basic goods and services for residents and maintains an affordable tax base.

☼ **Policy #1**: Continue to direct commercial development into existing commercial zones.
Policy #2: Direct tourism to areas with appropriate facilities where impacts to local residents will be kept at an acceptable level.
Policy #3: Utilize the economic potential of the commercial zones' historic architectural elements and proximity to the waterfront to sustain the local economy in balance with other competing interests.
Policy #4: Ensure that new or expanded development within the commercial zones is compatible with existing character of the community.
Policy #5: Participate in State and Regional Planning to monitor and influence the effect, on Jamestown and its residents, of changes in surrounding communities and activities within the environment including Narragansett Bay.

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	Status
Economic Develop-ment	Policy #1 ☼ *Continue to direct commercial development into existing commercial zones*	☼ a. Review and consider amending the Zoning Ordinance for permitted uses in non-commercial zones and the conditions for granting special use permits and variances to prevent commercialization of these zones.		Planning Commission	Town Council, Planning Dept., Building Official, Zoning Board	Completed
		☼ b. Monitor customary home occupations so the trend towards home-based businesses can be accommodated without commercializing residential zones.	»»»»»»»»»»»»»» Ongoing	Building Official	Chamber of Commerce, Planning Dept., Tax Assessor	Ongoing. Question on 2010 Community Survey

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	Status
Economic Develop-ment (con't)	Policy #1 (con't) *Continue to direct commercial development into existing commercial zones*	c. Work with the Chamber of Commerce to attract desired businesses to commercial zones.	»»»»»»»»»»»	Planning Commission	Planning Dept.	Jamestown member of RIEDC Every Company Counts program.
	Policy #2 *Direct tourism to areas with appropriate facilities where impacts to local residents will be kept at an acceptable level.*	a. Work with the Chamber of Commerce to develop informational guides for visitors depicting locations of parks, public open spaces, historical sites, public parking facilities, restrooms, shops and restaurants.	»»»»»»»»	Planning Dept.	Grant Funds, EDC, Statewide Planning	Trail guide completed by Conservation Commission in 2008 through grant funds.
		b. Provide informational signage on main roads.		Town Administrator	Chamber of Commerce, Planning Comm.	Completed by Ch. of Comm. with Town.
		c. Continue effort to encourage transient boaters to visit and spend time on the island.	»»»»»»»»»»»»»» Ongoing	Harbor Management Commission	Chamber of Commerce, Planning Dept.	No specific action taken
		d. Work with the state to help provide services and facilities at high use recreational areas.	»»»»»»»»»»»»»»	Recreation Dept.	RIDEM	Ongoing, Bathrooms developed at Beavertail, West and East Ferry.

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	Status
Economic Develop-ment (con't)	Policy #2 *Direct tourism to areas with appropriate facilities where impacts to local residents will be kept at an acceptable level. (con't)*	e. Discuss feasibility of utilizing Community Bulletin Board Downtown		Town Council		Completed. Used by community programs and Rec. Dept.

Economic Develop-ment (con't)	Policy #3. *Utilize the economic potential of the commercial zones' historic architectural elements and proximity to the waterfront to sustain the local economy in balance with other competing interests.*	a. Improve general appearance of commercial zones by upgrading public facilities such as signage, parking, streetscape improvements, public restrooms and waterfront amenities.	»»»»»»»»»»»»»» Ongoing	Planning Dept.	Town Council, Planning Comm., Public Works, Tree Committee, Chamber of Comm., Harbor Comm.	Downtown Improvements completed Fall 2011. New public restrooms, East Ferry and seasonal at West Ferry spring 2010. Garden Club Active with Town.
		b. Ensure that the number of moorings, slips, both private and commercial, are supported by adequate landside facilities.	»»»»»»»»»»»»»» Ongoing	Harbor Commission	Town Council, Planning Comm., Chamber of Commerce, Parking Committee	Ongoing
		☼ c. Develop comprehensive development and management plans for East and West Ferry with special attention to maintenance of the working waterfront and resolution of user conflicts therein (e.g. boaters, fisherman, pedestrians).	»»»»»»»»»»»»»	Planning Commission	Harbor Comm., Planning Dept., Recreation Dept.	Not initiated to date
		d. Retain all existing visual and physical access to the waterfront in and adjacent to commercial districts and improve access where possible.	»»»»»»»»»»»»»» Ongoing	Town Council	Harbor Comm, Planning Dept, Planning Comm., Conservation Comm., Zoning Board.	Ongoing

Economic Develop-ment (con't)	Policy #3. *(con't)* *Utilize the economic potential of the commercial zones' historic architectural elements and proximity to the waterfront to sustain the local economy in balance with other competing interests.*	e. Gauge public opinion on protection of historic structures and regulation of demolition of historic structures in Commercial Zones ☼	»»»»»»»»»»»»»»	Planning Dept.	Chamber of Commerce, RIHPHC Historic and Arch. Resources of Jamestown	New Action
		f. Use Development Plan Review, variance and special use permit provisions of the ordinance to retain the architectural character of commercial zones.	»»»»»»»»»»»»»» Ongoing	Planning Commission	Planning Dept., Chamber of Commerce, Historical Society, Zoning Board	Zoning Ordinance Article 11 updated 2009 – Jamestown Village Special Dev. District.
		g. Investigate methods for maintaining the commercial fishing industry in the community.	»»»»»»»»»»»»»» Ongoing	Harbor Commission	Commercial Fishing Industry, Planning Comm., and Dept.	Need Update from Harbor Commission
		h. Continue to address parking needs of the village.	»»»»»»»»»»»»»» Ongoing	Town Council	Harbor Mgmt., Planning Dept., and Comm.	Comprehensive Parking Plan completed 2/ 2004

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	Status
Economic Develop-ment (con't)	Policy #4 *Ensure that new or expanded development within the commercial zones is compatible with existing character of the community.*	a. Advise the Town Council on Economic Development issues by holding annual, or more often if needed, workshops to discuss issues with the Chamber of Commerce and interested citizens.	»»»»»»»»»»»»»» Ongoing	Planning Commission	Town Council, Chamber of Comm., Planning Dept.	Held periodically not semi-annually. A good action.
		☼ b. Review and amend zoning ordinance to ensure permitted uses, requirements, etc. are compatible with community character and will foster desired results.	»»»»»»»»»»»»»»	Planning Commission	Town Council, Planning Comm. and Dept., Building Official	Amended Article 11 – Village Special Development District.
		c. Develop plan to encourage improvements to existing buildings that increase their compatibility with community	»»»»»»»»»»»»»» Ongoing	Planning Commission	TRC, Planning Commission	Ongoing
		d. Investigate and evaluate cooperative efforts between town government and businesses to solve local problems.	»»»»»	Planning Commission	Chamber of Commerce	Economic Development Planning Process to commence in 2014-2015.
		e. Be alert to changes in technology that require updating Zoning Ordinance.	»»»»»»»»»»»»»» Ongoing	Town Planner	American Planning Association, Zoning News	Ongoing

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	Status
Economic Develop-ment (con't)	Policy #5 *Participate in State and Regional Planning to monitor and influence the effect, on Jamestown and its residents, of changes in surrounding communities and activities within the environment including Narragansett Bay.*	a. Continue to monitor and participate in the planning for development of Quonset Davisville Port and Commerce Park.	»»»»»»»»»»»»»» Ongoing	Quonset Davisville Liaison Committee	Town Administrator, Planning Dept., Town Council, Planning Commission	Ongoing
		b. Work with Economic Development Corporation and Governor's Office to monitor progress of development that would affect Jamestown.	»»»»»»»»»»»»»» Ongoing	Town Administrator	Planning Comm., Cons. Comm., Harbor Comm.	Completed regarding LNG. Ongoing
		c. Monitor Naval Station Newport Restoration Advisory Board re: Gould Island	»»»»»»»»»»»»»» Ongoing	Town Administrator	Planning Comm., Cons. Comm., Harbor Comm.	Not initiated to date. Contact Naval Station Newport Restoration Bd.
		d. Encourage a Narragansett Bay Master Plan which establishes a vision for compatibility of the many and varied uses of the Bay.	»»»»»»»»»»»»»	Town Council	Cons. Comm., Harbor Comm. Jamestown Historical Society	Ongoing
		e. Seek opportunities to participate in other state and regional planning issues.	»»»»»»»»»»»»»» Ongoing	Planning Department	Planning Comm., Town Council	Ongoing

Circulation Action Plan

Goal : To provide safe and efficient local circulation patterns that accommodate existing and future population growth.

☼ **Policy #1**: Promote a coordinated system of bicycle routes linking residential areas to recreation, scenic and cultural areas throughout the island while retaining roads rural character.
Policy #2: Improve roads to provide an acceptable level of service at a reasonable cost to the taxpayer.
Policy #3: Ensure citizen representation and participation in federal, state and local road improvements projects.
Policy #4: Provide an acceptable level of service for parking in the village commercial area.
Policy #5: Actively promote alternative forms of transportation, including marine, and insure walkability and bicycle friendliness throughout the island, especially in the Commercial Village area.

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
*Circula-*tion	Policy #1 ☼ *Promote a coordinated system of bicycle routes linking residential areas to recreation, scenic and cultural areas throughout the island while retaining roads rural character.*	a. Work with the RIDOT and Town DPW to include bicycle lanes as part of State and Town road upgrades while retaining roads rural character.	»»»»»»»»»»»»»» Ongoing	Planning Commission	Recreation Department RIDOT, Jamestown Subdivision Regulations	Ongoing
		b. Form an ad-hoc bikeways committee to develop a plan for a system of bicycle and pedestrian routes throughout the island.	»»»	Town Council	Recreation Director, Town Planner, Conserv. Comm.	Rolling Agenda formed in 2005. North Road Bicycle Path Committee formed in 2007. Ongoing Coordination.
		c. Where appropriate, require the construction of pedestrian and bicycle paths in new subdivisions linking population bases as well as the village area.	»»»»»»»»»»»»»» Ongoing	Planning Commission	Recreation Department Conservation Commission	Ongoing

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
*Circula-*tion (con't)	Policy #1 (con't) ☼ *Promote a coordinated system of bicycle routes linking residential areas to recreation, scenic and cultural areas throughout the island while retaining roads rural character.*	d. Implement the Conanicut Island Greenway Trail System approved by the Town in 2002 including the East-West bicycle path spur south of the Reservoir when funding becomes available.	»»»»»»»»»»»»»»	Town Council	Public Works Dept.	New Action
	Policy #2 *Improve roads to provide an acceptable level of service at a reasonable cost to the taxpayer.*	a. Plan a five-year road and drainage improvement program at current funding level using the Pavement Management Program.	»»»	Public Works Department	Capital Budget, Town Administrator, Town Council	Updated yearly. Drainage funded yearly. Ongoing.
		b. Annually update the Pavement Management Program to establish priorities for road improvements.	»»»»»»»»»»»»»» Ongoing	Public Works Department	Town Council, Town Administrator	Updated yearly. Ongoing.
		c. Prepare an Island wide Road Class Plan defining circulation needs and functions of each link within the network.		Public Works Department	Police Department, Planning Commission	Not necessary for Jamestown with primarily rural roads.

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
Circula-tion (con't)	Policy #2 (con't) *Improve roads to provide an acceptable level of service at a reasonable cost to the taxpayer.*	d. Prepare an improvement program based on priorities set by the PWD including existing and future utilization of roads.	»»»»»»»»»»»»»» Ongoing	Public Works Department	Police Department, Planning Commission	Pavement Management Plan updated yearly.
		e. Investigate the use of innovative solutions for island transportation issues and problems (e.g. traffic calming).	»»»»»»»»»»»»»» Ongoing	Planning Commission	Public Works Dept., Police Department, Planning Department	Ongoing.
		f. Review Section 312 of the Zoning Ordinance for amendment to include street lighting and "Dark Sky" initiatives.	»»»»	Town Council	Planning Comm., Zoning Board, Building Official	Still valid and Dark Sky initiatives are new action.
		g. Review all applicable regulations to insure they include provisions for keeping intersections and road rights-of-way including sidewalks clear of vegetation for public safety purposes.	»»»»	Town Council	Planning Commission, Public Works	New action.
		h. Develop Policy on creation and maintenance of private roads.	»»»»	Town Council	Planning Comm., Public Works	New Action

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
*Circula-*tion *(con't)*	Policy #3 *Ensure local government and citizen representation and participation in Feder-al, State and local road improvement projects including the State Transportation Improvement Program (TIP).*	a. Establish communication at the earliest stage of road design and continue coordination throughout the construction process.	»»»»»»»»»»»»»» Ongoing	Town Administrator	Town Council, Public Works Director	Ongoing.
		b. Ensure TIP projects receive public input and support through public hearing prior to listing.	»»»»»»»»»»»»»»	Town Council	Town Planner, Public Works Director	New Action.
	Policy #4 *Provide an acceptable level of service for parking in the village commercial area.*	☼ a. The Town should purchase or negotiate to lease at least one parcel for parking in the commercial downtown area within close proximity to retail area.	»»»»»»»	Town Council	Town Administrator, Town Planner, Planning Commission, Tax Maps, Assessor	Still valid action.
		☼ b. Consider amending Zoning Ordinance to include parking standards for all types of commercial businesses.	»»»»»»»	Town Council	Planning Commission, Parking Committee	Completed by2009 Zoning Ordinance update.
		☼ c. Consider amending Zoning Ordinance to ensure commercial parking is located within commercial zones.	»»»»»»»	Town Council	Planning Commission, Parking Committee	2009 Z.O. update and ongoing.

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
Circula- tion *(con't)*	Policy #4 (con't) *Provide an acceptable level of service for parking in the village commercial area.*	d. The Planning Commission should work with the Harbor Management Com-mission to determine the parking responsibility for the Town and the Business Community.	»»»»»»	Planning Commission	Chamber of Commerce, Parking Committee, Harbor Management Commission	Still valid action.
		e. Conduct comprehensive downtown parking study that addresses current and future needs include-ing private lot usage.	»»»»»»	Planning Commission	Town Consultant Town Planner	2004 Parking Workshop and Report. Should be ongoing assessment

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
	Policy #5: *Actively promote alternative forms of transportation including marine and insure walkability and bicycle friendliness throughout the island, especially in the Commercial Village area.*	a. Develop regulations that ensure the full sidewalk width is maintained clear from all vegetation to a height of 8 feet by adjacent property owner.	»»»»	Town Council	Tree Preservation and Protection Committee, Planning Commission, Town Planner	New Action
		b. Work with Chamber of Commerce to have businesses encourage employees to bike to work or park away from businesses, leaving storefront parking available for customers.	»»»»»»	Planning Commission	Chamber of Commerce, Town Planner	New Action
		c. Work with Town and RIDOT to develop on street bike lanes where feasible and a shared roadway marking program for all appropriate Jamestown roadways.	»»»»»»	Town Council	Planning Commission, Town Planner, North Road Bike Path Design Committee	New Action

Housing Action Plan

This housing action plan has been adapted from the 2004 Affordable Housing Plan prepared by Barbara Sokoloff Associates, Inc. as adopted by the State of RI in 2005. As a single and separate element of the Comprehensive Plan, it was formatted different than the existing Comprehensive Community Plan. So as not to lose the descriptions of the action items, the actions are also listed under the Housing Element narrative (Section H).

Goal # 1: Create a Diversity of Housing Types (such as homeownership, rental, employee preference, etc.) to meet the needs of Jamestown's low-moderate income residents, employees, and special populations while maintaining Jamestown's unique mixture of village and rural character.

Goal # 2: Attain the 10% low and moderate housing goal set by the state.

Goal # 3: Ensure the Long-Term Affordability of Jamestown's Housing Stock.

Policy #1: Strengthen partnerships and build community support for affordable housing development.

Policy #2: Revise the zoning ordinance to promote affordable housing.

☼ **Policy #3**: Identify potential locations for affordable housing development.

Policy #4: Identify existing and new resources for affordable housing development.

Policy #5: Implement programs which ensure the long term affordability of Jamestown's housing.

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	Status
Housing	**Policy #1** *Strengthen Partnerships and Build Community Support for Affordable Housing*	a. Expand the duties of the Jamestown Affordable Housing Committee	»»»»»»»»»»»»»» Ongoing	Affordable Housing Comm.	RI Housing	Ongoing
		1. Raise awareness of Jamestown's affordable housing needs through public education	»»»»»»»»»»»»»» Ongoing	Affordable Housing Comm.	The Equity Project, RI Housing, CCHC	Ongoing
		2. Monitor the implementation of the Affordable Housing Plan	»»»»»»»»»»»»»» Ongoing	Town Planner	Affordable Housing Comm.	Yearly Report
		3. Identify locations for future affordable housing development	»»»»»»»»»»»»»» Ongoing	Affordable Housing Comm.	Town Planner	Update yearly based on sales and development
		4. Endorse appropriate affordable housing proposals	»»»»»»»»»»»»»» Ongoing	Affordable Housing Comm.	Town Planner	As needed
		5. Strengthen partnerships and working relationships for affordable housing	»»»»»»»»»»»»»» Ongoing	Affordable Housing Comm.	Town Planner, CCHC, TEP	Ongoing
		b. Work with CCHC and other non-profit developers to develop affordable housing in Jamestown	»»»»»»»»»»»»»» Ongoing	Town Planner	Aff. Hsg. Comm., CCHC, Non-Profit Developers, Jmstn. Housing Authority	Ongoing
		c. Encourage and assist the Jamestown Housing Authority to become a more active affordable housing provider	»»»»»»»»»»»»»» Ongoing	Jamestown Housing Auth.	Affordable Housing Comm.	Ongoing
		d. Actively pursue partnerships with land conservation associations in order to further the preservation of open space and the development of affordable housing	»»»»»»»»»»»»»» Ongoing	Town Council	Planning Comm., Town Planner, CCHC, JHA	Ongoing
		e. Conduct a needs survey to further identify Jamestown's need for affordable housing.	»»»»»»»	Affordable Housing Comm.	RWU Community Partnership Center	New Action

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	Status
Housing (con't)	**Policy #2** *Revise the Zoning Ordinance to Promote Affordable Housing*	a. Through a Zoning Ordinance Amendment, create a transfer of development rights ordinance/ Special Development District for affordable housing development on oversized lots in the Village for the purpose of creating affordable housing.		Planning Commission	Town Planner, Consultant	Completed, 2009 Amendments; Article 11 of Zoning Ord. TDR not pursued.
		b. Mandate Inclusionary Zoning in all new rental, condominium, and subdivision developments		Planning Comm.	Town Council	Completed, 2009 Zoning Ord. Amendment, Article 17
		c. Reduce the minimum lot size required for affordable multi-family housing development in the RR-80 and R-40 and R-20 Zones		Planning Comm.	Town Council	Completed, 2009 Zoning Ord. Amendment, Article 11
		d. Adopt an accessory dwelling unit ordinance as part of the Zoning Ordinance		Planning Comm.	Town Council	Completed, 2009 - Zoning Ord. Amendment, Article 11. Also Accessory Family Dwelling Unit ordinance adopted 11/2013
		e. Consider Zoning Ordinance Provisions that encourage a diversity of housing types that are affordable.	»»»»»»	Affordable Housing Comm.	RI Housing, Town Planner	New Action

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	Status
Housing (con't)	**Policy #3** *Identify potential locations for affordable housing development*	a. Target appropriate parcels for infill development of affordable housing.	»»»»»»»»»»»»»» Ongoing	Affordable Housing Comm.	Housing Developers, CCHC	Ongoing
		b. Target appropriate buildings for adaptive re-use into affordable housing	»»»»»»»»»»»»»» Ongoing	Affordable Housing Comm.	Housing Developers, CCHC	Ongoing
		c. Target appropriate parcels outside the village area for development as affordable housing	»»»»»»»»»»»»»» Ongoing	Affordable Housing Comm.	Housing Developers, CCHC	Ongoing
		d. Encourage CCHC to renovate and expand Bayside Terrace	»»»»»»»»»»»»»» Ongoing	CCHC	Affordable Housing Comm.	Nearing completion, 2014
		e. Identify and obtain sites where donated homes can be moved	»»»»»»»»»»»»»» Ongoing	Affordable Housing Comm.	Town Planner, Local Realtors,	Ongoing
		f. Seek out existing homes for purchase and add to existing permanently affordable housing stock.	»»»»»»»»»»»»»» Ongoing	Affordable Housing Comm.	CCHC Town Planner, Local Realtors, CCHC	Ongoing
		g. Encourage Jamestown Housing Authority to expand senior housing on their existing site on Pemberton Avenue		Housing Authority	CCHC	Completed – Not feasible due to Native American Burials.
	Policy #4 *Identify existing and new resources for affordable housing development*	a. Establish a local Affordable Housing Trust Fund as a source of readily available funds for affordable housing development	»»»»»»»»»»»»»» Ongoing	Town Planner	Town Administrator, Town Council	Began allocating yearly funding in 2004.

	Policy	Action	Time Frame/Years 1 2 3 4 5 ➔ ➔	Initiation Responsibility	Resources	Status
Housing (con't)	**Policy #4** *Identify existing and new resources for affordable housing development (con't)*	b. Establish an employer assisted housing program	»»»»»»»»»»»»»»	Town Council	Town Admin., Town Planner, Finance Director	No Action to date
		c. Create a financial incentives program to bring non-conforming rentals into compliance as affordable housing		Affordable Housing Comm.	Town Planner, Town Council	Not feasible. No non-conforming rentals exist.
		d. Utilize Existing Federal and State funding sources for affordable housing development	»»»»»»»»»»»»»» Ongoing	Affordable Housing Comm.	Jamestown Hsing Authority, CCHC, Hsing Developers, RI Housing	Ongoing
		e. Monitor the State Real Estate Transfer Tax allocation to Jamestown for use in the Affordable Housing Trust Fund	»»»»»»»»»»»»»» Ongoing	Town Planner	Town Administrator, yearly budget	New Action
	Policy #5 *Implement programs which ensure the long term affordability of Jamestown's housing*	a. Use Church Community Housing Corporation's Land Trust to preserve affordable units over the long term	»»»»»»»»»»»»»» Ongoing	Affordable Housing Comm.	CCHC, RI Housing	Ongoing
		b. Create a monitoring program for deed restricted affordable rental units	»»»»»»»»	Affordable Housing Comm.	CHC, RI Housing	No action to date
		c. Explore other affordability mechanisms where appropriate	»»»»»»»»»»»»»» Ongoing	Affordable Housing Comm.	Town Planner, Planning Commission	Ongoing

Public Services And Facilities Action Plan

Goal #1 : Provide a high quality of public services to the community that protect the health, safety, and welfare of all residents.

Goal #2: Provide orderly and efficient arrangement of public services and facilities that support the existing and future needs of the community.

☼ **Policy #1:** Site, design, build, maintain, and operate public facilities to be compatible, as far as possible, with the character of the neighborhood in which they are located.

Policy #2: Ensure the cost of public services remains reasonable and is distributed equitably to users of those services and facilities.

Policy #3: Increase the quantity and improve the quality of the Town's existing public drinking water supply.

Policy #4: Manage growth to ensure there are adequate public services and facilities to accommodate Jamestown's growing population.

Policy #5: Develop Town wide energy and sustainability goals.

Policy #6: Achieve 35% state recommended recycling and 50% waste diversion rates

	Policy	Action	Time Frame in Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
Public Services & Facilities	Policy #1 ☼ *Site, design, build, maintain, and operate public facilities to be compatible, as far as possible, with the character of the neighborhood in which they are located.*	☼ a. Design and build a consolidated municipal facility to house all departments currently located in Town Hall, Planning Office and Town Offices.		Town Council	Finance Dept. and other Municipal Departments and Bds., FTM, Town Buildings and Facilities Committee	Completed
		☼ b. Design and build a new highway garage meeting the current and future needs of the community.		Town Council	Public Works Dept., TBF Comm., Town Administrator Planning Dept.,	Completed

	Policy	Action	Time Frame in Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
Public Services & Facilities (con't)	*Policy #1 (con't)* *Site, design, build, maintain, and operate public facilities to be compatible, as far as possible, with the character of the neighborhood in which they are located.*	c. Conduct a needs analysis for future indoor recreation.	»»»	Recreation Department	Town Administrator	In process by Town Council Consultant
		d. Provide adequate funding to ensure proper building and facility maintenance.	»»»»»»»»»»»»»»»» Ongoing	Town Administrator	Town Council, Annual Budget, Financial Town Meeting	Ongoing
		e. Develop standards for exterior lighting that are consistent with State Regulations and consider "Dark Sky" initiatives.	»»»»	Planning Commission	Town Admin., Public Works	Still valid action.
		☼ f. Consider amending the Zoning Ordinance to include a Public Zone that provides for the adequate review of new or expanded public facilities.		Town Council	Planning Commission, Town Planner	Completed 2002
		g. Investigate benefits of consolidating Emergency Medical Services functions adjacent to fire station.	»»»»	Town Council	Fire Chief, Town Administrator, Planning Commission	New Action
		h. Budget the development of a north-end garage to house fire equipment to reduce response time in that area.	»»»»	Town Council	Town Administrator, Finance Director, Fire Chief	New Action

	Policy	Action	Time Frame in Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
	Policy #2 *Ensure the cost of public services remains reasonable and is distributed equitably to users of those services and facilities*	a. When researching alternative public water supply growth strategies, cost effectiveness for users should be priority.	»»»»»»»»»»»»»»»» Ongoing	Board of Water and Sewer Commissioners	Public Works Dept., Town Administrator,	Ongoing. Still valid action.
		b. Lobby the State and Federal Government to increase aid to local municipalities for use in School Department.	»»»»»»»»»»»»»»»» Ongoing	Town Council	School Committee	Ongoing.
Public Services & Facilities (con't)	☼ *Policy #3* *Increase the quantity and improve the quality of the Town's existing public drinking water supply.*	a. Investigate options to expand the quantity of and improve the quality of the public water to the existing public water supply system such as: 1) desalinization; 2) permanent pipeline off Island; and, 3) further utilization of South Pond.	»»»»»»»»»»	Board of Water and Sewer Commissioners	Water Study Committee, Consultant Reports	See Water Resources Action item Policy 1 Action # c.
		☼ b. Implement one or more options to expand the quantity of drinking water to the existing public water supply system.	»»»»»»»»»»»»»»»» Ongoing	Board of Water and Sewer Commissioners	Town Administrator, Public Works Dept.	New water plant, transfer pipe from South Pond to North Pond, New water tank, ongoing replacement of infrastructure and continued inflow and infiltration work.

	Policy	Action	Time Frame in Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
	Policy #4 ☼ *Manage growth to ensure there are adequate public services and facilities to accommodate Jamestown's growing population.*	☼ a. Investigate one or more growth management methods.	»»»»»»»	Planning Department	Planning Comm., Town Council, Other Communities, Statewide Planning	Growth Management necessary when services are stressed beyond capacity. Reassess need for such methods.
		b. Assess the need for new Town services such as brush chipping, hazardous waste days, spring/fall-cleaning, trash pick-up, etc.	»»»»»»»»»»»»»»» Ongoing	Town Administrator	Planning Dept., Public Works Dept., Town Survey, Recycling Committee	Ongoing. Recycling recommendations forthcoming.
	Policy #5 *Develop Town wide energy and sustainability goals*	a. Develop an energy plan that addresses strategies and specific implementation actions that relate to energy consumption at the public service and facility level.	»»»»»»»	Planning Commission	Town Council, Town Administrator	New Action.
		b. Incorporate sustainable building practices including green energy into all Town building projects where feasible.	»»»»»»»»»»»»»»» Ongoing	Town Administrator	Public Works Dept.	New Action.
		c. Develop or utilize a committee focused on developing feasible green energy alternatives for Town Facilities	»»»»»»»	Town Council	Buildings and Facilities Committee	New Action.
	Policy #6 Achieve 35% state recommended recycling	a. Town Council should work with the Recycling Committee to establish achievable goals.	»»»»	Town Council	Recycling Committee, RI Resource Recovery Corporation	New Action

	Policy	Action	Time Frame in Years 1 2 3 4 5 ➔	Initiation Responsibility	Resources	Status
	and 50% waste diversion rates.	b. Implement a recycling education program.	»»»»	Town Council	“	New Action
		c. Implement transfer station improvements to facilitate recycling.	»»»»	Town Council	“	New Action
		d. Investigate a financial incentive program to increase recycling.	»»»»	Town Council	“	New Action

Appendix A

EXECUTIVE SUMMARY

This Water Supply System Management Plan (WSSMP) has been prepared as required under Rhode Island General Laws 46-15.3, as amended and titled "The Water Supply System Management Planning Act" (Act). The legislative authority to effectuate the goals and polices of this Act has been conferred to the Rhode Island Water Resources Board (RIWRB). To this end, the RIWRB has promulgated the Rules and Regulations for Water Supply System Management Planning, October 1998, as amended to implement the provisions of the Act.

Under this legislation, the Town of Jamestown – Jamestown Water District (JWD), as a water purveyor supplying over 50 million gallons of water per year, is responsible for the preparation and adoption of a WSSMP. It is also required that the Town update this WSSMP periodically, as significant changes warrant, and every five years, or as otherwise stipulated in the Regulations.

This WSSMP has been prepared to provide the proper framework to promote the effective and efficient conservation, development, utilization and protection of the natural water resources of the State as utilized by the Town. Further, the overall goals shall be consistent with State Guide Plan Element 721, "Water Supply Policies for Rhode Island." The purpose of this WSSMP is to outline the objectives of the Water Supply System Management Planning process for the Town of Jamestown Water Supply System, and to serve as a guide to employ the proper decision making processes toward meeting that goal.

The WSSMP contains a detailed description of the water system and includes the policies and procedures related to its general operation and management. The Emergency Management section relates to the vulnerability assessment of the water system for use in emergency planning. It shall be incumbent upon the JWD to implement the recommendations and procedures outlined in this WSSMP in order to comply with the overall requirements of the Act.

Background

The JWD was established by legislation of the General Assembly of the State of Rhode Island in March 1869. The original system, privately developed and owned, dated back to 1890. The source of supply was derived from two surface water storage impoundments, the North and South Ponds, constructed in 1901 and 1909, respectively. The JWD, to this day, continues to derive its primary source of supply from these reservoirs. The North reservoir was expanded to increase overall capacity in the early 1900s.

A conventional water treatment plant was originally installed in 1920 and upgraded periodically over time into the 1950s. By the 1950s, the system served approximately 2,000 year round residents and up to 4,000 seasonal residents. A distribution system and storage tank was in place to serve the southern portion of the island south of Rhode Island Route 138. In 1991, the Town constructed a new pretreatment and main treatment plant at the storage reservoirs. The reservoirs continue to be the main source of supply, however, the Town has pursued other options of water supply (i.e. interconnection with the Town of North Kingstown and installation of bedrock wells).

The main service area for the public water supply is the Village area of Town. The urban district is the area which has historically served as the commercial and residential focus for the island. Public services and facilities have traditionally been located in the Village area. Water service is also supplied to the rural water district, the area to the south of the Village area. Water service connections in the rural water district area are subject to the approval of the Town's Board of Water and Sewer Commissioners and must be consistent with the Comprehensive Community Plan.

Water System Description

The JWD supply and distribution system is classified by the Rhode Island Department of Health as a "Community" Public Water Supply System. As such, the system is required to conform to applicable rules and regulations of the RIDOH and the Federal Safe Drinking Water Act (SDWA). The water system currently maintains full compliance with the stipulations of these rules and regulations.

The existing JWD system was developed primarily from the original water supply system that originated in the 1890's. Improvements to the infrastructure have been implemented over the years to maintain and upgrade the system to keep pace with increasingly stringent water quality regulations. The water quality has consistently been rated as good to excellent with occasional exceedances of secondary water quality standards for color and turbidity from the surface water supply of the reservoirs.

The water supply consists of two reservoirs that capture surface water runoff. The North reservoir has a watershed of approximately 192 acres and a water body of 28 acres with a net usable water volume of 51 million gallons. The South reservoir has a watershed of approximately 448 acres and a water body of 7.3 acres with a net useable volume of 8 million gallons. The two reservoirs are interconnected and deliver water to the treatment facility through a 10-inch PVC main. The total maximum safe day yield for the North Reservoir is 194,000 gallons and 89,000 for the South Reservoir.

In addition, the JWD also maintains an emergency interconnection (6 inch flexible water line) with the Town of North Kingstown water system across the Jamestown Verrazano Bridge. The interconnection has the capability of supplying the JWD with up to 200,000 gallons daily. Two bedrock wells, JR-1 (installed 1996) and JR-3 (installed 2004) are used to supplement available water supply at a rate of approximately 50,000 gpd, each.

The system employs a pretreatment facility located at South Reservoir. This facility pretreats between 180,000 to 350,000 gallons per day. Pretreatment consists of pH adjustment, chlorine dioxide (ClO_2) bleaching for odor, color, and taste, and flow monitoring. A new water treatment and filtration plant with automated controls was constructed in 1991. The water treatment process is upflow "clarafloculator" filtration package units, pH adjustment, disinfection, and corrosion control.

The transmission and distribution system consists of upwards of 20.5 miles of asbestos cement, cast iron, and polyvinyl chloride (PVC) pipeline, the majority of which is less than 20 years in age and ranges in size from 6 to 12-inch. New and replacement main sections consist predominantly of PVC pipe.

The service area is operated as a single pressure zone that is controlled by the overflow elevation (204.0 feet MSL) of the one million gallon storage standpipe. This establishes the hydraulic grade and maintains system pressure in the range of 30 to 60 psi. The useable storage capacity of this tank is estimated at 0.7 million gallons.

The source and distribution system is 100% metered. The water department staff is responsible for the daily operation and maintenance of the water system that also includes metering and billing of customers. The JWD is operated as an "Enterprise Fund Agency" within the municipal corporation of the Town of Jamestown. The Town has established enterprise funds for operations that are organized to be self-supporting through user charges. It is the intent that all costs of providing the services to the general public on a continuing basis be financed or recovered fully through user charges.

Policy and Procedure

The service population is comprised of residential, commercial, and government customers of which there are approximately 1,447 metered accounts. The service population is approximately 3,168 of the roughly 5,843 residents in Town. The remaining residents not serviced by the public water system are served via private individual wells. Current average day demand is 196,000 gallons with a maximum day demand of 393,000 gallons. The total available water is equal to 583,000 gallons (with 200,000 gallon capacity from North Kingstown). Under projected water demand for the 5- and 20-year planning periods, it is expected that the average day demand will be equal to 207,000 gallons and 235,000 gallons, respectively. Corresponding, maximum day projections are 455,000 gallons for the 5-year and 517,000 gallons for the 20-year planning periods. These projections are based primarily on population growth projections and do not account for significant water savings potentially realized through implementation of demand management strategies. A 15 percent unaccounted allowance for water has been incorporated into the growth projection.

In the past the JWD was faced with an increasing water demand and limited available water resources. This resulted in the establishment of the emergency interconnection with the Town of North Kingstown and the enactment of strict conservation measures. These measures included extensive residential retrofit programs. The Town has implemented several recommendations of the FS&T study in hopes of increasing the capacity of the surface water sources. Included in these improvements are recommendations to improve water quality in order to reduce filter backwashing to further result in water savings. Based on forecasts of available water volumes, it is envisioned that the available safe yield can be raised to approximately 500,000 gallons per day, which will meet the projected demand for the 5- and 20-year projections, and beyond. The JWD also implemented a vigorous leak detection program. All of these measures have helped to increase supply and lower demand throughout the JWD.

The JWD historically maintains a non-account water volume in the range of 25 percent (± 5%). However, the current year 2005 had 13.9% total non-account water. This is largely due to leak detection. Large volumes of water are required to backwash filters and for water quality monitoring. Excluding these estimates for treatment plant use, the system non-account water is historically equal to approximately 15 – 20 percent with the current year at 8.2%, which is consistent with State guidelines and goals historically and well below for the current year.

The system's per capita water demand has been reduced from 53.7 gpcd in 1998 to 45.4 gpcd in 2005. This is largely attributed to increased conservation measures employed by the general water consumer. This is considered to be well below the State average of 75 gpcd.

Water quality protection is an important aspect to the JWD as the source of supply continues to be affected by growth, potential pollution sources, and increases in demand. The Town currently employs zoning ordinances, site plan reviews, and has made numerous land purchases within wellhead protection area. It has also created conservation easements for parcels within the wellhead protection area.

Given the current goal of achieving a 15% unaccounted water volume and the long-term goal of reducing this value to 10%, the JWD is also prepared to implement appropriate system management strategies to maintain compliance with these goals. The JWD shall employ demand management procedures of a suitable nature to promote the ultimate goal of permanent long-term savings through efficient water use. Water use trends can be affected significantly by changes in water use practices, which can occur as result of technologic changes and demand management and/or water conservation policy and practice. This is to be achieved through a combination of measures that promote efficient water use, recycling, conservation, retrofit and new installation of low flow plumbing fixtures, public

education and appropriate use of fees, rates and charges. It is the ultimate goal to minimize peak demand use requirements and to minimize average day demand use requirements.

The JWD shall continue to employ proper system management procedures including programs for meter management (source and distribution), leak detection and repair, implementation of a preventive maintenance plan, infrastructure rehabilitation, and a billing rate schedule which promotes efficient and non-wasteful water use. It is intended that the financial management of the system will be one in which normal operation, maintenance, and rehabilitation will be funded through operating revenue from the customer base. Where possible, the JWD shall seek alternate funding sources such as State and Federal grants, for major improvement projects.

The Emergency Management section of the Plan establishes the responsibilities and authority within the JWD for responding to most probable emergencies and outlines specific tasks for carrying out functional and constructive solutions based on a review of the potential emergencies and risks. The procedures outlined are consistent with the goals of the State Emergency Water Supply System Management Plan. It is also intended that this document provide guidance to ensure that the primary aspects of recovery from an emergency are addressed in an organized manner to aid in an efficient response and in maintaining drinking water quality and quantity.

Appendix B

Potential Funding Sources for Affordable Housing Development

U.S. Department of Housing & Urban Development (HUD)
HUD funds and administers a number of programs aimed at increasing and preserving the supply of affordable housing for diverse populations.

- Section 811 Supportive Housing for Persons with Disabilities: *The Section 811 program provides opportunities for very low-income adults with disabilities and their families to live independently and receive supportive services. Section 811 tenants pay 30% of their incomes for rent.*
- Section 202 Supportive Housing for the Elderly: *The Section 202 program provides funding to enable very low-income elderly persons to live independently be increasing affordable rental housing with associated supportive services. Section 202 tenants pay 30% of their incomes for rent.*
- Continuum of Care: *HUD funds a number of programs under the* Continuum of Care*, a HUD system that recognizes that homeless people have different needs.* Continuum of Care *programs address the changing needs of homeless persons—from emergency shelter to transitional housing to permanent housing.*
- Housing Opportunities for Persons with AIDS (HOPWA): *The HOPWA program provides funding to develop and subsidize affordable housing for low-income persons and their families living with and affected by HIV/AIDS.*
- Federal Housing Administration (FHA) Homeownership Programs: *This FHA program supports homeownership by administering mortgage insurance programs to financial institutions issuing mortgages to moderately priced homes. FHA programs also include opportunities for people to live in the communities where they work, and opportunities for non-profits and local governments to purchase homes at discounted rates.*
- Fair Housing Assistance Program (FHAP): *This program supports State and local housing authorities in supporting fair housing through the enforcement of fair housing laws and ordinances.*

Rhode Island Housing and Mortgage Finance Corporation
RIH provides financial and program support to create affordable housing for low- and moderate-income Rhode Islanders. The agency offers more than 20 homeownership and rental housing programs, which generally have purchase price and income eligibility restrictions. Some of these programs are outlined below:

- Home Repair Loans: *Low-interest loans of up to $15,000 for owner-occupied, one- to four-unit homes.*
- Zero Down: *No down payment financing that combines low-interest mortgages with federal loan guarantees.*
- HOME: *Grants and low-interest loans provided by HUD and administered by RIH to encourage the construction or rehabilitation of affordable housing.*

- Next Step: *Nonprofit social service agencies may apply for deferred-payment loans for the development of transitional housing for families and individuals in crisis. The maximum loan is $20,000.*
- Pre-development Loan: *Short-term loans to qualified nonprofit developers to cover pre-closing costs incurred in determining development feasibility and obtaining site control.*
- Preservation: *RIH finances the purchase of or re-finance existing Section 8 housing in exchange for extending the affordability restrictions beyond the term of the original HAP contract. This program can also give Section 8 owners access to a project's residual reserves.*
- Rental Housing Production Program: *This is RIH's primary program for financing the construction and rehabilitation of affordable rental units. Proposed projects must be at least 12 units, and the units must be affordable to households earning no more than 60% of HUD's median family income.*
- Targeted Loans: *Deferred-payment loans to encourage construction and rehabilitation of affordable rental housing. This program is intended to serve as gap financing to ensure long-term affordability in the absence of other subsidies. Generally, Targeted Loans are available only when used with RIH first mortgage financing.*
- Technical Assistance: *RIH provides "how to" help and short-term loans for individuals, municipalities and nonprofit groups to strengthen their capacity and encourage the production and preservation of affordable housing.*
- Thresholds: *RIH provides grants for the development of housing that integrates persons with long-term mental illness into the community. Thresholds funds generally are used to supplement development budgets. In exchange, one of more units in a project are reserved for residents who are referred and assisted by mental health sponsors.*
- First Homes: *RIH offers income-qualified first-time homebuyers low-interest mortgages, and down payment and closing cost assistance.*

State and Federal Tax Credits

The Low Income Housing Tax Credit (LIHTC) Program *was created by the Tax Reform Act of 1986 as an alternate method of funding housing for low- and moderate-income households, and has been in operation since 1987. These tax credits are used to leverage private capital into new construction or acquisition and rehabilitation of affordable housing. The tax credits are determined by the development costs, and are used by the owner. Most states look more favorably on projects serving a higher percentage of income-eligible households. Rhode Island Housing allocates these tax credits to qualified developers of affordable housing, who then sell them to investors, generating equity for the project.*

The Federal Historic Preservation Tax Credit Program *provides federal income-tax incentives for the rehabilitation of historic income-producing properties. Under the provisions of the Tax Reform Act of 1986, a 20% tax credit is available for the substantial rehabilitation of commercial, agricultural, industrial, or rental residential buildings that are certified as historic. The credit may be subtracted directly from federal income taxes owed by the owner. The Historic Preservation Tax Credit Program benefits the owner, the occupants, and the community by encouraging protection of landmarks through the promotion, recognition, and designation of historic structures; Increasing the*

value of the rehabilitated property and returning underutilized structures to the tax rolls; and upgrading downtowns and neighborhoods and often increasing the amount of available housing within the community.

The Rhode Island State Historic Preservation Residential Tax Credit *was created to encourage the maintenance and rehabilitation of Rhode Island's historic homes by providing an income tax credit to property owners who undertake preservation related work to their historic homes. This means maintenance work from routing painting to complex reconstruction work such as rebuilding chimneys and foundations are both eligible for the tax credit. All interior work, new construction, additions and landscaping are not eligible for this tax credit. To receive a tax credit, owners must spend a minimum of $2000 on the project, and the building must either be listed on, or considered eligible for the National Register of Historic Places.*

Community Development Block Grant (CDBG) Funds

CDBG Funds are given to communities who meet criteria based on the income of people residing in specific geographic areas. The primary objective of CDBG Funds is to develop viable urban communities by providing decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low and moderate income

Section 108

Section 108 is a loan provision of the CDBG program, providing communities with financing for economic development, housing rehabilitation, public facilities, and large-scale development projects. Up to five times the latest approved CDBG amount may be applied for under Section 108, minus any outstanding Section 108 commitments and/or principal balances on Section 108 leans for which the State has pledged its CDBG Funds as security. The maximum loan repayment period is 20 years.

Neighborhood Opportunities Program

The Neighborhood Opportunities Program (NOP) is administered by The Rhode Island Housing Resources Commission, and the major goal of this program is to "increase the supply of decent, safe, and affordable rental housing for very low-income families and individuals and to revitalize local neighborhoods." NOP has three subprograms: Family Housing Program provides funding for rental housing for families working at or near minimum wage. Permanent Supportive Housing Program provides funding for rental housing for persons with disabilities requiring ongoing supportive services, and is intend prevent homelessness. Building Better Communities supports revitalization efforts throughout the State, and can be used to rehabilitate buildings or provide homeownership housing for families earning up to 120% of the area median income.

Federal Home Loan Bank

The Federal Home Loan Bank of Boston provides low-cost funding, and other credit programs to enhance the financial strength of local lenders, providing then with adequate liquidity at competitive prices so that they can meet the housing finance and credit needs of their communities. The Federal Home Loan Bank advances funds at lower rates than available in the commercial market. Each year since 1989, The Federal

Home Loan Bank has contributed 10% of its income to the Affordable Housing Program (AHP). This program subsidizes long-term financing for rental and homeownership housing for very low-, low- and moderate-income families.

Bond Funds

General Obligation Bonds *are issued by the local municipality and are paid for by taxpayer. They can be used for physical improvements within municipalities.*
Revenue Bonds *provide public capital, and are paid for only by the users. There are a number of creative mechanisms for issuing Revenue Bonds.*

Rhode Island Economic Development Corporation

The Rhode Island Economic Development Corporation (RIEDC) provides tax incentives and loans for economic development efforts throughout the State.

Foundations

Foundations such as the Champlin Foundation, the Rhode Island Foundation, Annie Casey, and United Way provide funding in the form of grants and loans to specific housing development projects.

Environmental Protection Agency

The Environmental Protection Agency (EPA) provides funding for clean up of contaminated air, soil and water. EPA funding may be available to clean-up proposed affordable housing development sites with contamination issues.