

**Metro Bay Special Area Management Plan
Recreation Stakeholder Meeting
Oct 27th – 2 pm – 4pm
Held at Save the Bay**

AGENDA

- I. Purpose of the meeting
 - a. SAMP
 - b. Water type changes input
 - 1. habitat
 - 2. developers/municipalities
 - 3. recreation
 - 4. working waterfront
 - c. Opportunities to enhance recreation
 - i. Influence placement of new amenities
 - ii. Influence changes to watertypes
- II. Introductions (sign in sheet)
 - a. Name, affiliation, type of recreation, 2 top concerns/priorities for recreation in Metro Bay
- III. Water type presentation (Austin)
- IV. Working groups around 4 planning zone maps
- V. Reconvene and report back to the group
- VI. Wrap up and next meeting
 - a. We will draft up the results of the meeting and send around
 - b. Present results at the next Metro Bay partnership meeting

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Notes from the meeting:

Austin discussed, generally, the SAMP process and the opportunities for recreational users to have input in the SAMP process. There are two main areas we are currently looking for input: 1) Where and how would recreational users like to see water types changed in the Metro Bay, and 2) Are there specific amenities needed in certain locations? Although CRMC does not currently have any formal requests for water-type changes, they are anticipating them as the four municipalities begin to implement development plans along the waterfront. In addition, the recently adopted Urban Coastal Greenway Policy provides a means for CRMC to encourage that certain amenities be provided for public access. Jim Boyd and Austin explained that the UCG policy allows permit applicants to partially offset their buffer/setback requirements by investing in public access amenities (for more detail, see the UCG policy at <http://www.crmc.ri.gov/samp/metrobay.html>).

Introductions were made and attendees were asked to identify their top concerns regarding recreation in the Metro Bay. Issues identified were:

- Debris removal
- Need for more/continuing public education and outreach
- Desire to increase awareness of and make Pomham Rock Lighthouse a destination
- Keep the Seekonk for training and racing
- Area around Providence Piers to be changed from Type 6 to 5
- Need for a pumpout station
- Water quality issues
- Boater safety
- Shore access
- CRMC Adopt a Right of Way program
- Outreach-India Point Park
- Need to expand recreational uses to create new partnering opportunities and potential.
- Tourist outreach and access availability for traveling public.
- Environmental issues.
- Blueways initiative can dovetail with this to promote paddling and also to partner.
- Dry stack storage unit for boats which would not otherwise have moorings.
- Environmental issues
- Water quality issues to continue recreational uses on the Seekonk.
- Attract cruise lines/dining ship, partnership w/ blount industries, windjammer coming, prov/newport hispeed ferry, historic tours. Marina. international fireworks.
- Seek new amenities on development sights

Austin presented a powerpoint (available at <http://seagrant.gso.uri.edu/metrosamp/index.html>) describing water types between 1-6 and mentioned the possibilities for change. Jim Boyd spoke of conceptual plans w/ East Providence and Providence and discussed potential changes. Jim pointed out that CRMC's priority is to support maritime industrial uses in the area along Allens Ave. CRMC is currently obligated and must adhere to Coastal Resources Management Plan. Jim suggested that the Seekonk River, for example, could be changed from Type 4 to Type 1 along a section of the western shoreline of the Seekonk above the Henderson bridge.

. Habitat analysis is indicative of protection and also to eliminate negative impact. Also, there was some discussion of municipal zoning versus water classifications. In order to change land use along Allens

Avenue, the City will also need to change zoning along the bay because right now it supports heavy industrial use.

Four Planning Zones were outlined and groups were formed to look more closely at each of these. Marked up maps can be found on the Metro Bay website at http://seagrant.gso.uri.edu/metrosamp/calendar_previous.html.

Comments from these sessions were recorded on the maps and are summed up below.

- Abandoned vessels are a real problem
- Pilings are also a problem for some, but an amenity (historic record/habitat) for others
- Prioritizing needs for piling removal is an important next step
- CSO tunnel opening will have a positive impact on water quality and could also result in an increase in recreational use of the Metro Bay
- Dem/crmc water use should be consistent with each other
- Johnson and Wales is also looking at creating new recreation facilities
- Create open space. Provide public access.
- Upper Bay- a harbor management plan does not exist.
- A new boatramp is critical for Cranston
- Moorings are also needed in Cranston
- A breakwater in Cranston would also be great
- Access points throughout the area are important – every .75 miles was suggested for the Seekonk
- Public outreach to increase awareness and access points is also important, especially signage to ID existing sites
- Changes to city zoning should go hand in hand with water type changes
- Enforcement is a major issue in the Seekonk, especially if new marinas are developed
- India Point Park – hazard risk, well used, ethnic diversity

Next steps:

CRC will work with CRMC to develop some alternative scenarios for water-type changes – likely this will begin with the Woonasquatucket and Seekonk Rivers first. Input will continue to be solicited for areas where new amenities are needed. Results of this meeting, as well as the Working Waterfront meeting and Habitat meeting will be presented at the next Municipal Forum and Partnership meetings.

Attendees:

Organization	Contact Name	Email
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