



Massachusetts Cultural Council - Cultural Facilities Fund - Capital
2018

Jones River Landing Environmental Heritage Center

Application #CFF-C-0160

Primary Contact: Ms. Pine duBois
Phone: (781) 585-2322
Email: pine@jonesriver.org

Document Generated: Friday, January 12th 2018, 4:19 pm

Applicant Profile

Applicant Type

Organization

Legal Name

Jones River Landing Environmental Heritage Center

Date of 501(c)3 incorporation

06/30/2003

Address1

55 Landing Rd
Kingston, Massachusetts 02364
UNITED STATES

Telephone

(781) 585-2322

Fax

(781) 585-2322

Primary Contact

Ms. Pine duBois
President & Executive Director
Phone: (781) 585-2322
Email: pine@jonesriver.org

Applicant Status

Organization - Non-Profit

Applicant Institution

None of the above

Applicant Discipline

Interdisciplinary

Grantee Race

White

FEIN / TAX ID

04-3765665

DUNS Number

602392214

Web Address

<http://www.jonesriver.org>



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Project Overview

Executive Director Name:
Pine duBois

Title:
President and Executive Director

Email:
pine@jonesriver.org

Telephone:
781 585-2322

How many years has this Executive Director (or equivalent) been serving?
14

Organization's web address:
www.jonesriver.org

Organization type:
501c3 Cultural Organization

Name of Subject Facility
Jones River Landing Environmental Heritage Center, Inc.

Street Address of Subject Facility
55 Landing Road

City of Subject Facility
Kingston

State of Subject Facility
MA

Zip of Subject Facility
02364

Date incorporated as a 501(c)3
06/30/2003

If you selected 'Municipality' above, please indicate the square footage of your facility:

And, if you selected 'Municipality' please also indicate the percentage of the building that is dedicated to arts and cultural purposes:

And, if you selected "Municipality", please indicate the age of your building:

Has your organization ever applied to the Cultural Facilities Fund?
Yes



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Has your organization previously received a Cultural Facilities Fund grant?

No

If 'yes', has your organization fully drawn down the grant funds?

Grant request:

\$125,000

Total project cost:

\$500,000

Project type:

Acquisition

Indicate the approximate stage your project is in:

Advanced planning stages

In a couple of sentences, provide a summary of your project. This language may be edited for use in contracts and to notify the Legislature.

Jones River Landing is buying the adjacent property to support education and enable improvements to the existing oldest boatyard in the US, necessary due to sea level rise. The house was built c 1760 and will be used to house students and others.



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Organization Information

Total budget/expenses for your organization's most recently completed fiscal year:
\$18,555.

Number of full-time equivalents (FTEs) employed at your organization:
1.5

Provide a one-to-two sentence summary of the organization, its programs, services, and audiences served, followed by a more detailed description of the programs and services.

The history of our coastal communities turns on wood, water, fish, iron and seagoing trade. The mission of Jones River Landing is to reconnect regional contemporary society to its place on this historic and ecological arc. The organizations operating out of Jones River Landing provide programming that support this mission through education, ecology, science, and artisanry. The Jones River Landing site comprises two waterfront properties with docks and water access in the Jones River estuary in Kingston, MA.

A non-profit entity, Jones River Landing is home to members and organizations interconnected by an appreciation for our maritime environment and a commitment to preserving our community's vital natural and historic resources. Members at Jones River Landing have open access to boats and the water for fishing, exploring and other recreation. The Landing is a supporting organization of Jones River Watershed Association (JRWA), Inc. which advances the ecological study of the river, watershed, and Cape Cod Bay in cooperation with local, state, and federal agencies as well as educational institutions.

The Landing provides space for community gatherings such as potluck dinners, concerts, music jam sessions, films, lectures and workshops to support environmental programming for the protection and restoration of the Jones River ecosystem, including Cape Cod Bay.

Jones River Landing reaches individuals and families throughout Southeastern Mass to advocate for the environment and to continue the traditions and skills of wooden boat building and repair. Housed in the restored Shiverick Boat Shop, the Mass Bay Maritime Artisans (MBMA) continue teach and hone skills in the maritime arts. Over the past decade, MBMA has provided a number of workshops to children and adults in building wooden boats, repairing historic vessels and repairing and keeping tools.

In addition, Jones River Landing hosts programs for the Wind/Sun Institute a group dedicated to development of green energy systems. Regular meetings at Jones River Landing provided the networking to spawn Plymouth Solar an independent business now building solar and wind systems throughout the area.

The parent organization, JRWA, has its headquarters at Jones River Landing and manages work on river restoration, including dam removals, and has broad outreach to schools to support environmental education and interns that work from Jones River Landing. JRWA also networks with watershed associations that frequently meet at Jones River Landing to strategize on habitat restoration work and projects. Members, students and volunteers of JRWA and the Landing have participated in fish counting and monitoring, dam removal, and habitat assessments.

The Landing provides space and boats and tools necessary to enable this work and public programs. Schools that have participated include UMass (Boston & Amherst), MIT SeaGrant, Mass Maritime Academy, Smith College, WPI, and UNH. Government agencies that use or have lectured at Jones River Landing include MA Division of Fish & Game, EPA and NOAA. Marine Fisheries and the Environmental Police frequently use the Landing to access the river for various missions. In 2015, the Town of Kingston completed a stormwater infrastructure upgrade using the Landing site.



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List any grants received from the Commonwealth of Massachusetts within the past 10 years related to capital planning or capital projects:

Conservation Partnership Grant 2008: \$60,000 for Homes/Watson Boatyard. Also 2008 (DEM) to Jones River Watershed Assoc. (JRWA). \$100,000 for restoration of Jones River, hired Ecology Program Manager for ecology programs. Passed, not received 2008 Enviro Bond Bill line item: \$250,000 for Jones River Landing. 2015-6 Infrastructure Improvements Storm water for Town of Kingston to Jones River upgrades at Jones River Landing/CZM. 2015-2017 additional funding for Jones River Restoration through JRWA.

Briefly interpret your organization's recent financial history and ability to undertake this project. If your audits are not up to date, please explain the circumstances:

Jones River Landing Environmental Heritage Center (the Landing) was founded in 2003 to own strategic properties and support the non-profit Jones River Watershed Association (JRWA), established in 1985. By 2006 the Landing completed our purchase (and rescue) of the oldest boatyard in America by raising a half-million dollars from individuals and business to establish our headquarters to improve the habitat qualities of Jones River and Cape Cod Bay, while providing a center to develop long-term stewardship of environmental resources. The operational budget of the Landing is supported by JRWA operational contributions. The clean up of the property, reconstruction of the historic (1895 boatshop), daily operations and programs are largely driven by volunteer efforts, and our accomplishments are real.

In addition, while we have restored and revitalized much of this boatyard, with the help of a Mass Conservation Partnership grant in 2008, we were successful in purchasing another of the historic Jones River Landing boatyards. This yard is about 500 feet upriver from the Landing and is important to the history of the river's boatbuilding legacy. With Kingston Community Preservation Committee grants in 2008 & 2010 we were able to restore the two boatsheds on that parcel and presently use them to store wooden boats restored at the Landing. We continue to hold a debt on that property to a friendly donor. Because of our intervention, inappropriate development at that site was prevented and Historic and Conservation restrictions are in place with the Town.

The "Jones River Allies" include the organizations, volunteers and members of the Landing that share a passion for the environment and for history that has supported the development of the Nation since the mid-17th Century. Commerce, including great boat builders and merchants, iron works, and tradesman as well as the fishing industry has its Colonial roots in the Jones River, (named in 1620 for the Captain of the Mayflower as they surveyed the river for settlement). We engage the community in a variety of programs to promote appreciation of that history, environmental awareness, education and science to enable restoration and adaptation to the changes around us. We are fully aware of the level of effort, the quality of workmanship, the intersection of the town's historic interests, the need for quality science and education, and the capacity we have to support a thriving future in this area. We are committed and capable, and seek the interest of local and state governments and necessary grant making to support this important endeavor on the frontline of change.

Jones River Landing is supported by joint membership in JRWA and the Landing. We thrive because of volunteer efforts and engagement and consistent outreach to the community. Volunteers in the boatshop help to continue programs as well as maintain the facility, while JRWA executive director serves as the day to day operational manager and point of contact. JRWA supports the on-line and graphic communications, while individual members continue outreach to the community and engage in local politics.

The large depreciation gap between 2014 and 2015 is a result of a change in accountants' treatment of the private debt and building assets.

If you are going to submit audits or an accountant's review, how many years' worth will you be submitting?



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3 years

What are the start and end dates of your most recent strategic plan?

2014-2025



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Facility Information

Indicate the type of facility:

Other

If "other", explain:

Through this application we seek to acquire a "Historic Home" that will be part of a multi-dimensional facility that includes on-going environmental science, monitoring, education, public programming, and continuing maritime arts.

Do you have maintenance staff on payroll?

No

If not, who is charged with maintenance?

Volunteers and the board of directors address day to day issues and fund raise for contract work as needed to address significant tasks to maintain the premises.

Is the building currently listed on the National Register of Historic Places?

No

What is the square footage of the facility that is the subject of this proposal?

2010 living spc

Type of ownership of the facility:

To be acquired/built

If "other", explain:

we seek to add to an existing owned facility

If there is debt, what is the term of the debt financing?

No debt on the adjacent Jones River Landing facility. In 2008 we added an additional property at a location up river, and carry a debt to a friendly lender of about \$80,000 shown in our accounts.

What is the current outstanding balance of the debt?

about \$80,000 inclusive

Who is listed as the owner on the title?

Jones River Landing Environmental Heritage Center, Inc.

Be sure to provide a copy of the lease when mailing in your required materials.

What is the term (start and end dates) of your current lease?

none

If your lease is expiring within 2 years, applicants should make the case for investment.

What are the owner's responsibilities for building maintenance and repair as stated in the lease?

What are your responsibilities for building maintenance and repair as stated in the lease?



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Be sure to provide a copy of the lease when mailing in your required materials.

What is the term (start and end dates) of your ground lease?

Who is listed as the landowner on the title?



Project Information

Briefly provide a summary of the facility project and the existing facilities.

Jones River Landing Environmental Heritage Center is proposing to purchase the house at 51 Landing Road in order to combine it with our existing adjacent facility, and reunite the historic boatyard. Both the house and yard are eligible on the National Register. Two of the buildings at Jones River Landing require significant repair and our strategic plan calls for their replacement.

Jones River Landing (the Landing) and Jones River Watershed Association (JRWA) have had an agreement with the existing owner since 2003 to purchase the historic residence at 51 Landing Road, built c.1760. The property is currently in Tax Title/Land Court by the Town for non-payment of taxes since 2012 and is up for immediate sale.

The organizations intend to partner with local/state universities to utilize this abutting dwelling as residential scholar living space in order to ensure a continuum of science investigation, monitoring and sharing information vital to the sustainability of Kingston and the preservation of the Jones River resources for generations to come.

This program will enable the protection of a unique property in the history of the Jones River boatyards and Kingston community. Preservation of Scenic and Historic space in town of Kingston is important to the residents of Kingston as shown in the most recent Town Survey. In addition, purchase of this property is critical to the continuing improvement of Jones River Landing and our adaptation strategy for rising water levels at the Landing site.

The existing facility has about 325 linear feet along the Jones River estuary at Landing Road, and maintains the site as the oldest continuously operated boat building yard in the country. Members and others access the river and bay via the Landing boat ramp and floats for recreation, fishing and science projects. About 7000 feet of interior space serve to store (and build) boats, tools, equipment, supplies, office space and public programming. We routinely host seminars, workshops, potluck events. Because we flood routinely as well, it is critical to long range occupancy that we rebuild and raise the infrastructure in order to use the site most effectively and preserve equipment and materials more completely. In order to do this, we recognize the need to purchase the adjoining property that is the original dwelling to a great boat building legacy on the Jones River. This will enable ease of permitting and flexibility during demolition and eventual re-construction.

If you are a municipality, describe how 50% or more of the facility is programmed for arts, humanities, or interpretive sciences. (Include schedule of events, marketing materials, web sites, etc. in the supplementary materials.)

If you are a college or university, describe how this facility provides service and open access to the community and general public outside of the regular educational mission.

Describe the challenge or opportunity that led to the development of the proposed facilities project:

Jones River Landing has had a recorded Right of First Refusal on 51 Landing Road since we purchased the boat yard from the same owner in 2003. Now the property is in Tax Title to the Town, and we were made aware of this situation in October 2017. The dwelling is located only feet from our existing buildings, which we plan to remove and replace in the near future. In order to facilitate this undertaking, which we have planned for more than a decade, we believe it is necessary and desirable to control the adjoining historic dwelling. If it does proceed through land court, it is likely that the cost will increase.

During the summer of 2017 we were only beginning to organize a capital campaign to execute the redevelopment plan. In learning of the Tax title issue, we understand we must act sooner than later. We have applied to Kingston CPC in order to give the town the opportunity to control the Historic Preservation of the house. While the Landing is in the flood plain and does routinely flood, the house



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at 51 Landing Road is not. The frequency of some flooding has increased over the course of our occupancy (since 2003) to now approximately six storms, with several tide cycles, every year. The present situation is an opportunity that Jones River Landing will seize, and we ask for grant makers to assist with this work.

The challenges we have are raising sufficient funds to secure the property this year, so that we will be able to address sea level rise by improving on the existing owned property. In 2015 we developed a site plan rendering showing what these improvements will look like, we have also completed substantial work on the retaining sea wall. Purchasing the 51 Landing Road property will greatly facilitate permitting and work on the buildings while at the same time enabling greater access to the river for recreation, science and education. Development of a cooperative agreement with institutions of higher learning is a logical next step for our ecology programming which presently includes cooperation with state and federal agencies to monitor, restore and protect fisheries through removal of dams on the Jones River and restoration of the ecosystem for this, the largest drainage area in Cape Cod Bay.

The 2020 Centennial of the Pilgrims landing is around the corner. Our river was named for the Captain of the Mayflower, and we intend to prepare to fully participate in and promote celebrations, tourism and educational opportunities for this anniversary.

If you have already been the recipient of a Cultural Facilities Fund Capital grant, please describe how this project is distinct from the previously funded project:

If you have already been the recipient of a Cultural Facilities Fund Feasibility & Technical Assistance grant, please describe how the planning has informed the capital project:

Please indicate whether the project includes any of the following:



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Threshold Criteria #1 - Statutory - Community Impact

Describe the community need for this project:

Through this project Jones River Landing will assist the town in preserving an important historic landscape as well as a residence significant to Kingston's history and boat building. Securing this property will also enable Jones River Landing to make site improvements on its immediately adjacent property to facilitate public programs focused on science, monitoring the river, the bay and changes in the ecosystem brought by our changing climate. We plan to provide shelter at this historic house to students interested in pursuing study of the marine and related environments that will help develop and document a body of knowledge and understanding of changes to the Jones River ecosystem. Through the recording of a Historic Preservation Restriction the Landing pledges to maintain the property to secure this street frontage on the scenic road and the future Jones River/Landing Road Historic District. The dwelling is across the street from the Major John Bradford House and adjacent to, and a part of the historic Jones River Landing Boat yard. The property will expand scenic access to the Jones River for people walking in the neighborhood, by allowing walking access through the property as a feature along the Bay Circuit Trail. In so doing we will preserve a dynamic and defining period of Kingston's past, make necessary improvements to secure long-lasting stewardship of the Jones by facilitating improvements to the Landing's structures and provide safe and secure housing as well as an advantageous location for continuing learning and education in harmony with Kingston's educational goals.

Support for this project will enable Jones River Landing to take a dramatic step forward to develop its attraction as a tourist destination, and importantly, as a program to encourage and support on-going science and learning about the Jones River and associated environments. This will provide the Town with needed information to amplify its sustainability after 400 years of progress.

Describe the tourism impact of your organization. Tourism is defined as a person traveling 50 miles or more one way to a destination or who stays overnight.

The Jones River was named for Captain Jones, of the Mayflower, as the shallop explored the river for settlement prior to encampment on Cole Hill in Plymouth, but even before then the Jones was important to trade, and tourism! By the late 17th century shipbuilding, mills, iron works, impounded water for power throughout the watershed. Commerce thrived, major shipbuilders and merchants grew from the resources of the river and in no small part crafted the success of the colony. The first commissioned ship of the Massachusetts Continental Navy, the Brig Independence, was built and sailed from Jones River Landing boatyards. In the 1800's, Joseph Holmes was the largest ship builder and owner in the Nation and set sail not only to the Caribbean and Mediterranean, but to China as well. In 1895 the son of Joseph Holmes, Paraclete, lured George Shiverick to set up shop at Jones River Landing and for 45 years he was one of the most sought after boat builders of the area, building over 200 Duxbury Ducks and Cat boats for sailing and racing in the area. In 2003-05, Jones River Landing restored the Shiverick Boat shop with the help of a Town grant, and today the Mass Bay Maritime Artisans (MBMA) restored one of Shiverick's Duck's and continue the traditions of craft and boat building on the river. MBMA is working up to its new project building a new Kingston Lobster Boat. This craft was originally designed and built at the Landing's upstream location in 1880. The group bought the plans last year from the Smithsonian and has raised funds for wood and secured donated equipment from the Mass Charitable Mechanics Association, started by Paul Revere.

For a tourist interested in the environment, history and wooden boats, Jones River Landing is a valuable destination, with offerings to get people on the water and usually with an interesting project to show. The 2020 celebrations in Plymouth would not be complete without visits here, where the colonists established success.

Describe the financial need for this grant:

Jones River Landing must raise \$500,000 for this immediate project, and additional funds for the necessary improvements to the primary facility site. We have applied to the Kingston CPC for \$125,000, which will be considered during the first six months of this year. Should that and MCFF requests both be successful, Jones River Landing will be well positioned to make improvements to the dwelling in order to accommodate scholars and others interested in studying the local



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environment. We will also be in position to raise funds needed for the engineering and design steps necessary to reconstruct portions of the Landing facility to deal with rising sea levels, and continue important programs on site for the next 100 years. We believe access to the river and the bay is a tremendous asset with immeasurable value to the immediate community, as well as to visitors and students from all areas. While we can continue under present circumstances without any improvements, our time here is limited as the recent visit from storm Grayson fully demonstrates. Our ability to protect equipment and other valuable assets will continue to diminish without site improvements to address weakened and out-of-code structures. For years the Jones River organizations have discussed and evaluated the choice of stay or go. We have assessed the strategies, site assets, and timing of sea level rise. We are convinced that making site improvements that are durable, higher, flexible and mobile, while enabling monitoring of the environmental changes and sharing of information with a wide audience, will have the most social value. We cannot and will not do this alone. We believe that the CPC and MCFF are the most likely allies custom fit for this endeavor. The shape of the project will be determined by the funders. Will we preserve the history of the dwelling at 51 Landing Road or not? That will depend on those who are most interested in historic preservation, keeping this dwelling in public service.

Describe local support for the project (In terms of your organization and/or programming.):

Both Boards of Directors of Jones River Landing and its parent organization, Jones River Watershed Association, fully endorse the acquisition of 51 Landing Road, and development plan for the Landing site. In 2014 they approved the Strategic Plan, and we've been active in the past year to reshape that into a document to launch a Capital Campaign which was not yet in progress. The financial circumstances of the seller--i.e. allowing the property to slip into tax-title, despite our recorded interest in the land, has caused us to shift gears and move in ways to preserve our intent and plan. Collectively the organizations have several hundred active members at any time with over 700 contributors since 2003. These people live in 72 communities, and many states and even a few countries. Meaning mostly, our members value the work we do. We have initiated some effort to broaden our local support for the project, as the CPC application demands such evidence. We are in the early stages of that development but with our annual meeting coming up at the end of January, we will be able to develop a head of steam shortly. The organizations have about 125 active volunteers who participate in annual fish counts, lake monitoring and weekly boat building projects, activities that have gone on for about twelve years. We can rely of these volunteers to help spread the word and solicit help for this development project. JRWA works closely with state and local partners and will continue to develop information and support for this work. Currently JRWA is in advanced stages of removing the head-of-dam on the Jones River, owned by the Town of Kingston. This, the previous previous dam removal upstream, and stormwater improvements we have completed on town roads to improve river quality has helped us develop a strong and consistent working relationship with the town over the past several decades. We recognize this as a large project, but believe we have the needed relationships to make it work.



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Threshold Criteria #2 - Financial Capacity

Describe or provide evidence of your ability to raise the funds required to start the project within 18 months of application deadline.

Jones River Landing (JRL) has applied to the Kingston Community Preservation Committee (CPC) for matching funds for this project. JRL has a track record of success with the CPC in that it received multiple years of grants to purchase and restore the boatsheds on the Holmes/Watson property, which JRL secured in 2008, 500 feet up the river. JRL has a track record of successfully paying off a mortgage on the primary boat yard site between 2003 and 2006, raising \$500,000 in private funds to do so. In addition we have a track record of cleaning up the site of oil, gas, debris, hundreds of engines, as well as reconstruction the historic Shirverick Boat Shop, which is in use today. Local businesses contributed in-kind help, putting on an extensive new roof, supplying energy efficient lighting, pouring and delivering concrete for floors and foundation, and supplying tools and equipment. In 2004 volunteers dug under the entire shop so a foundation could be poured and a new sill installed, so eventually the shop could be raised. In addition to carpenters, our volunteers include electricians and mechanics who help as needed with tasks that require attention. Despite our scarce operating funds, we manage with volunteers, parent organization oversight, and dedication to raise funds as needed for site improvements such as the 100+ foot long sea wall and boat ramp (worked on in 2008 and 2016); and docks, floats, boat and shop maintenance. The boatshop is fully equipped with shop tools purchased over twelve years through the generosity of Mass Charitable Mechanics Association (MCMA). In the shop volunteers meet at least weekly to work on various projects, conduct classes for local school kids, or conduct workshops to advance the goals of their group, the Mass Bay Maritime Artisans. After the flood of 2015 the group installed a new floor in the boatshop increasing flood protection, which kept the shop safe during the recent historic storm. This group is currently raising funds to build the historic Kingston Lobster boat, from Traditional Small Craft Association, a GoFundMe site and MCMA, which just delivered an oversized band saw and replacement hand tools. We have confidence that we will have the support from town meeting to support our CPC application. We have had success with town meeting over the past thirty years for various projects from land acquisition to dam removal and water quality improvements, we do not take it lightly, and will make every effort to succeed.

What percentage of matching funds are committed at the time of this application submission? (All grants require a 1:1 match.)

0%

What percentage of the total project costs are committed?

0%

Does your organization have dedicated capital replacement cash reserves?

No

Please describe how you fund your capital maintenance and replacement costs:

Membership fees and donations provide funding and contribute materials and supplies for ordinary maintenance of boats and buildings. Almost all furniture, boats and equipment have been donated. Jones River Landing heats with wood, and maintains wood stove. Lots of wood is donated for the stoves and for the carpentry. When not out right donated, we get large discounts, making our limited funds go farther than usual. When we installed bathrooms and hot water, all labor and materials including concrete, plumbing, fixtures and work was donated. The attachment to town sewer was also donated.

The active members are skilled and willing contribute that skill and knowledge to make needed repairs. For example, we recently experienced the massive coastal storm that made national headlines. We had a large group of volunteers who helped before, during, and after the storm to protect and maintain the facility despite extreme flooding. Zero cost to the organization, but for wet paper and one old computer. The computer hard drive was removed by another volunteer and the needed file has been captured and sent to the volunteer making the data base for the outreach to



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Bridgewater State College, which she just recently completed. We will either shop for a new computer or purchase one used, again with operating funds from membership contributions. As a result of the experience with this flood we most likely will add cloud storage to our systems for short money from operating revenue. Included in our Strategic Plan is raising sufficient funds to cover capital improvements, maintenance, and replacement through an endowment fund to help with future needs so that the organization can grow and be maintained on at an efficient level.

With purchase of the adjacent residence, our plan is to have a contract with one or more educational institutions that will cover program, operation and maintenance cost for that structure. We will raise funds necessary to make improvements so that the structure meets standards necessary to house students and is accessible to the degree allowed by historic preservation. We will work so that the educational program contract will cover future costs for maintenance. We are still working to fully develop how to operate the house, but will only take it on as a program expense that is covered. We view it as an asset to drive increased study and understanding of our changing environment, leading to adaptation and resilience.

If you are expanding within a current facility, building a new facility, or expanding programming, describe how you will financially support the increased operating costs.

The acquisition of 51 Landing Road, immediately adjacent to the Jones River Landing primary facility is intended to re-unite the historic boatyard property, while making it possible to perform substantial reconstruction of our existing facility. While the intended use of the new property will provide housing to students in pursuit of environmental degrees, we do not view this expansion of programming as a stressor on the organization. JRWA has an ecology program and contracts with our Ecology Program Director, and have for ten years. This individual guides interns, executes ecology based programming in the estuary, dam removals and statistical work needed to change the shape of water supply management that is harming the Jones River. Our intention with this property is to have a relationship with one or more educational facilities that will connect with us to shape a program of study for THEIR students. Our function will be to provide boats, guidance, and collect information to continue the body of knowledge that we have been developing with other state agencies and affiliates on the Jones River and Cape Cod Bay. We expect that contract rent or some steady revenue stream from the institution will provide the funds we need to cover operating costs of the building.

We are also considering inviting a live-in student or other person who might qualify for affordable housing to be a house manager, and in this way be able to maintain the house (Drew Heritage House) on a day to day, season to season, and yearly basis. This "House Manager" would advise us of problems or need for repairs which we could address immediately. Although the house is presently heated with oil, it is on sewer, and has propane for hot water. We plan to incorporate energy efficiency into the upgrades and improvements to the dwelling. We have performed an appraisal and house inspection and have an understanding of work needed.

In sum, a long-term financial contract with an educational institution in search for an off-site opportunity for marine and environmental research for its students is what we intend in order to raise the operating funds for house maintenance. While we will offer logistical support to the students, we will run the house as an opportunity for others. As the Capital Campaign gets underway for the additional site improvements to Jones River Landing, environmental programming is expected to expand, and add dimensions to the offerings of the student housing.

What is your organization's name listed as in the DataArts' system (formerly known as the Cultural Data Project)?

Jones River Landing Environmental Heritage Center, Inc.



Project Planning

Describe how the project aligns with your overall organizational and/or strategic plan. (If you are working from a current strategic plan, please submit the plan indicating the pages where the capital project and/or maintenance planning is addressed.)

Our 10Year Strategic Plan was approved in 2014 and was updated in 2017 to include fundraising targets. Page 9 of the plan focuses on the purchase of 51 Landing Road. The project is integral to maintenance of the Buildings and Grounds. Because of the Landing's location in the estuary it is subject to tidal changes. Increase in sea levels and severity of coastal storms has caused more frequent flooding at Jones River Landing. Because the Landing contains power for tools and equipment, office computers and equipment for the work of the organizations, and public space that is vulnerable to salt water floods the organizations should renovate or vacate. Through the Strategic Planning process and other work on sea level rise we determined that we have a 100 year window at this location to monitor evolving ecology, continue to build boats, and provide access to the river and the ocean. We decided that an investment of \$2 million dollars in capital improvements and \$3-million in reserve endowment is a valuable and needed investment for the future of our coastal communities. We are determined to raise the funds.

Jones River Landing, among others including the city of Boston, is on the frontline of climate change. We can retreat inland, and miss all the fun, or make improvements that will allow a productive century of science, education and access to the water. We prefer to be engaged. We have a boat building legacy under us and a hard working team of volunteers capable of wonders. We have worked for thirty years to seize this opportunity and we are as prepared as any....And we build boats.

The purchase of the 51 Landing Road property will facilitate necessary improvements to the Jones River Landing structures. One was never built to code, another has been damaged beyond sensible repair. We chose to demolish these two structures and rebuild them on a smaller and higher footprint. Because the adjacent 51 Landing Road property was the historic origin of the boatyard, and because it is very close to the buildings, it is only reasonable to purchase it. We have thought this to be so since 2003, when we recorded a Right of first Refusal. Now is the time, because it is in Land Court for Tax Taking by the Town.

Because of our mission on the river, reconnecting the ecosystem and improving natural habitats, we have developed the necessary relationships to create a dynamic learning residence that will support evolving science. We can and will do this. Help if you can.

Are you improving an existing building or site?

Yes

Describe how you determine capital maintenance needs and priorities of your properties. Be specific about how you go about this and explain why this is the next logical step in the process.

Because the structures at Jones River Landing are simple and old, their deficiencies and need for attention are obvious. Since purchasing the boat yard in 2003 we have taken progressive steps to clean up the property of its apparent hazards, and make it safe and enjoyable for public access. First we cleaned up debris, oil and gas tanks, built new roof, installed bathrooms, made toilets, connected to sewer, made an enclosed porch to make the place warmer, fabricated places to amplify heat from the three wood stoves, installed hot water, restored the historic boat shop, improved the seawall, raised the floor in the boat shop, improved the rest of the seawall and boatramp for access. We did not and will not improve two of the buildings that must be removed. We have a plan to replace them. To replace them, we need cooperation from our neighbor. Our neighbor has a deal to sell to us. It is part of the historic boat yard. We have right of first refusal. She has defaulted on her tax obligations to the Town. We must act in order to preserve our rights on the property and to execute a plan that would allow the boatyard to continue.

Two of the four buildings on the existing property, immediately adjacent to 51 Landing road must be demolished. One is out of code, and within an electrical easement, and the second is in danger, and



Massachusetts Cultural Council - Cultural Facilities Fund - Capital 2018

Jones River Landing Environmental Heritage Center
Application #CFF-C-0160

Primary Contact: Ms. Pine duBois
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Document Generated: Friday, January 12th 2018, 4:19 pm

beyond repair. Our strategic plan calls for replacing both buildings on a smaller footprint, with greater protection against rising tides. This will amplify our storage, office and program space and allow modifications that will extend the life of the property through the next period of sea level rise. Because our programs are focused on environmental monitoring and boatbuilding, we consider this a worthy approach.

Logically we will first secure 51 Landing Road, and make essential repairs based on our existing home inspection. We will be able to do those tasks while raising funds for the next steps for site renovation.

Have you recently had a capital needs assessment done in-house, or by a qualified professional?

No

If yes, give examples of any recent assessments and how you addressed the maintenance challenge.

Are you expanding square footage in your current space, programming a facility that is not currently programmed, or proposing a new construction project?

Yes

If yes, do you have a business plan for this expansion?

No

If you are opening a new facility or expanding square footage in your current space, describe the evidence of 'market demand' that justifies the expansion of square footage, new programming, and/or new construction.

As noted above, this is a "must do" project given the history of the boatyard, the realities of flooding, and the condition of the existing structures. Because it is our mission and intention to develop long-term stewardship of the environmental and historic resources of the Jones River, and because this site is appreciated as the "oldest continuously operated boatyard in America" as well as the home of the Brig Independence and other noteworthy vessels, we believe it is in the interest of the community and the Commonwealth that we proceed with our adaptation strategy to allow another century of boat building, protection and restoration of the natural resources, and education at Jones River Landing.

Since 2003, with private funds and a \$30,000 grant from the town, the Jones River organizations have rehabilitated the site and established the basis for public programming, education and tourism. The rich history of the area begs investment of time and initiative, and the substantial environmental resources require protection as well as restoration. For fourteen years we have invested considerable resources to create a welcoming and dynamic center, that now requires the next level of development. With limited resources, we have provided programs to students from 5 to 95. We have held classes in boat building, environmental education and monitoring. We work with appropriate government agencies who have contributed funding including the state legislature, town, state and federal agencies--mostly for work on improving the qualities and species abundance in Jones River. We have also secured the interest of Mystic Seaport, Wooden Boat Magazine, Traditional Small Craft Association, and Mass Charitable Mechanics. Jones River Landing is on a scenic road that is the terminus of the Massachusetts Bay Circuit Trail. It is fitting that Jones River Landing be a destination for the Plymouth 2020 celebrations, and offer the means for long term science study as our ecosystem changes.

Are you undertaking any capital work that will result in an increased level of programming?

Yes



Massachusetts Cultural Council - Cultural Facilities Fund - Capital
2018

Jones River Landing Environmental Heritage Center

Application #CFF-C-0160

Primary Contact: Ms. Pine duBois
Phone: (781) 585-2322
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Document Generated: Friday, January 12th 2018, 4:19 pm

If yes, please describe what planning and preparation your organization has undertaken to address the impact the programmatic expansion will have on staffing and operations. If applicable discuss the qualifications of the staff in relation to the expansion of the business.

JRWA works day to day from its headquarters at Jones River Landing. JRWA employs a full time Executive Director and contracts with our Ecology Program Director, Alex Mansfield. This program director has a master's degree in marine & environmental sciences and 20 years of experience conducting environmental field work. He has directed the JRWA Ecology Program for ten years and is responsible for project management including dam removals, salt marsh monitoring, evaluations for water supply management, water quality sampling from Cape Cod Bay to the Silver Lake headwater, and relationship with schools. He serves on a committee with UMASS Boston, is an advisor for the Silver Lake Regional Technical School in Kingston, and is on the steering committee for the MA Herring Wardens Network. He also manages and works directly with our Ecology Program interns. Mr. Mansfield maintains communication with government agencies that work with and fund our work in Jones River and with the network of regional watershed groups. For the past ten years the focus of the Ecology Program has been large-scale restoration projects (primarily dam removals). By early 2019 the major mainstem dams will have been removed and other major restoration projects will be complete. This begins JRWA's long-planned transition from restoration projects to stewardship projects. The proposed project is part of that transition. As local universities take advantage of the residential housing we will offer on the Jones River at 51 Landing Road, Mr. Mansfield will transition from a 'restoration project manager' to a stewardship and education program manager. He will guide the path of study, determine the need for our facilitation, and monitor the study work so that it contributes to the growing body of knowledge that we are building on the Jones River ecosystem. This shift in focus will have no specific impact on staffing and operations.



Transformative Impact

Describe the transformative impact of your project. Include in this narrative a description of the urban or village center in which your project is located and to what extent your project will improve the appearance of the immediately surrounding area.

Jones River Landing is a stone's throw of the village center of Kingston, immediately across Landing Road from the Major John Bradford House, now on the Federal Register, between the designated scenic road and the Jones River estuary. Jones River Landing and 51 Landing Road project site are eligible for the Federal Register.

Since purchasing the property in 2003, we have transformed the site from chain-linked motor boat repair marina to restored buildings and historic wooden boat shop. This has had a transformative impact on the surrounding neighborhood and will continue to do so. Homes on Maple Street, which ends perpendicular to Landing Road and across from the Landing, have been systematically upgraded.

Preserving the project site at 51 Landing Road, through purchase and historic renovations to accommodate student housing will expand the credibility and interest in both the Jones River Historic District designation, in the scenic road and the Bay Circuit Trail. This will allow increased partnership with the Jones River Village Historic Society, which owns the Bradford House for programming as well.

Jones River Landing is also primed to allow recreation beyond its membership. With support, we could provide use of boats for recreation to tourists as well, which would drive additional traffic to the village center for food and accommodations.

The use of 51 Landing Road as a historic house for student housing will address a shortage for such housing as well as bring a steady stream of interest to the village center and the town. Additional educational programming centered on the water will expand the knowledge base both in the town and in the region regarding the natural resource assets of the river and bay. This is a convenient location for those tied to the commuter train in Kingston as 51 Landing is about 1.6 mile walk to the station, and accessible by GATRA and other means. A thriving Environmental Heritage Center will contribute to a sustainable town center.

Describe how your project creates opportunities for additional private investment in the surrounding area due to vacancies, blight, or underutilized properties and what opportunities for additional private investment exist in the vicinity of your project.

The Jones River Landing project promotes education and stability in the community and as such will support on-going investment and development. Jones River Landing has hosted meetings of the Kingston Business Association, where JRWA is a member, as well as others like the Kingston Locavores, Plymouth County Beekeepers, Watershed Action Alliance, Pilgrim Coalition, Jazz, Folk and Bluegrass as well as weekly jam sessions for several years. We have also hosted the Kingston Library film screening, the MacKensie Boat Club, the Coonamessett Farms, and soon Island Creek Oysters for lectures on history and sustainable farming and fishing. The Kingston Yacht Club, which claims to be among the first such clubs in the country joined the Landing last summer, bringing its membership and based of interest and support. As a center building cohesion in the community and investing in long-term stewardship, Jones River Landing will continue to invite private investment to the area.

Identify neighborhood public or private partners who will participate in your efforts to spur transformative impact and identify any specific private or public investment in the surrounding area.

The closest "public partners" we have are MassDOT which controls Route 3, which is just to the east over the river, where the bridge is ready to collapse, and the MBTA which is just to the South, where the tracks were originally built over the river in 1850. The commuter train stops every day over the river in view of the Landing, as it reverses direction to Plymouth station, and the Landing is also visible from the highway.

Jones River Landing is an important visual amenity as people glimpse the river from cars and trains. As an environmental organization, Jones River Landing and JRWA have encouraged improvements



Massachusetts Cultural Council - Cultural Facilities Fund - Capital
2018

Jones River Landing Environmental Heritage Center

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to both agencies. Removing obstructions on the river, improving the bridge and addressing stormwater are constant communications with DOT, while upgrading the type of fuel used by the commuter train has made a significant difference to the visible pollution in the area. Jones River Landing advocated directly for these improvements. Water and air quality is gradually improving and fish are beginning to recover as obstacles are addressed.

Under the Route 3 bridge is a long pier, built for consideration of the boatyard when the bridge was constructed in the 1950's. This is used by fisherman as a safe space when harsh storms come to the area. Jones River Landing continues to advocate for maintenance and upgrades to this pier and bridge as necessary infrastructure for the wellbeing of the people, commerce and tourism of the region.

The MA Division of Marine Fisheries also maintains annual monitoring of smelt, eels and other species in the Jones and works with us at the Landing and JRWA to make substantial changes to improve fisheries habitats for the good of all.

JRWA and the Landing supports efforts of Duxbury, Plymouth and Kingston to make substantial improvements to the water quality of the river, bringing significant improvement to water quality. This has improved the recreational and health aspects of the natural resources in the river and bays.



Massachusetts Cultural Council - Cultural Facilities Fund - Capital
2018

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Application #CFF-C-0160

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Document Generated: Friday, January 12th 2018, 4:19 pm

Implementation

Identify the key members of the project planning, design, construction or maintenance team. Briefly describe their qualifications, roles and, responsibilities in the project. (Please indicate whether they are staff, board or contracted personnel) . Resumes and CVs should also be included as supplementary materials, but these should complement, not substitute for, the descriptive information provided in the narrative.

Describe how the project is ready to proceed within 18 months of the application deadline and be specific about any preparation (eg: financial readiness, contracted personnel, design, project planning) supports your timeframe for implementation.

The property is for sale to Jones River Landing today, and we are raising the funds to act as soon as possible. 51 Landing Road is under an order of taking by the Town of Kingston because the owner has failed to meet her tax obligations. We have a verbal agreement with the owner, and have legal papers prepared ready to execute a formal agreement. We are applying to borrow \$80,000 to satisfy the town and the owners current needs.

Jones River Landing is working to raise funds privately and publicly. We have applied to the CPC in Kingston for support for historic preservation and if this is successful we will have the funds needed to offset the loan and advance the property acquisition. The CPC application matches the request to MCFF.

The Jones River allies have a track record of successful fundraising for property acquisitions both for historic preservation and for conservation, and have been working with the Town for three decades. Through our efforts hundreds of acres along several miles of river corridor have been protected, enhancing the Bay Circuit Trail in Kingston.

The acquisition will be complete within twelve months. We anticipate also addressing restoration needs after the purchase is complete in early 2019. After restoration we expect to rent the dwelling to house students. Rents will offset costs of operation and maintenance.

Both the JRWA and Landing Boards have voted to support this project and are gearing up for fundraising based on our strategic plan and need to make improvements to the Landing facility. JRWA's Executive Director is the President of the Landing and the lead contact on this project. Pine duBois has led all of the property acquisitions the organization has achieved. Alex Mansfield, Ecology Program Director of JRWA is responsible for the outreach and program development with educational institutions. Jon Daley with Landing board members and boatshop volunteers will lead restoration of the house, and guide maintenance endeavors.

Name #1

Pine duBois

Organization

Jones River Watershed Association, E.D. and Jones River Landing Environmental Heritage Center,
Pres.

Title

Executive Director and President

Describe this person's role in the project and provide a brief summary of their relevant experience:



As Executive Director, Pine works full time for JRWA and governs day to day operations, executes the strategic plan, and writes grants. She began employment with JRWA in the fall of 1999. She has experience working with state and local funders to secure land and property for public purposes, in particular for historic preservation and conservation, as well to execute infrastructure improvements. She has worked with this particular property owner before, when initiating the purchase of Jones River Landing in 2001. Pine maintains a business relationship with this owner. Pine also coordinates and manages contracts with legal counsel and others needed to successfully acquire property. As President of the Landing Pine is also authorized to commit the organization. She ensures timely execution of work to the degree possible, handles the accounts for both organizations and pays all contractors.

If a third party, are they currently under contract?

Name #2

Jon Daley

Organization

Jones River Landing Environmental Heritage Center

Title

Board Member

Describe this person's role in the project and provide a brief summary of their relevant experience:

Jon Daley is a local skilled carpenter who works day to day building and restoring wooden boats for local sailors and historic societies. He has been a board member of Jones River Landing since its inception in 2003 and is in part responsible for guiding the revival the history and boat building at the yard. Jon is at the Landing multiple times each week working on projects to maintain boats and volunteers to maintain the premises when such is required. He has been instrumental in securing contractors for various tasks such as rebuilding the sea wall, and recently for the home inspection completed at 51 Landing Road. Jon is well connected with other tradesman in the area, and can be relied on for his good sense and diligent approach to various tasks. Jon also donates resources to the Landing, including the rendering of improvements needed to renovate the buildings and accommodate the rising seas. Jon has lived in the area most of his life and raised his family here.

If a third party, are they currently under contract?

Name #3

Alex Mansfield

Organization

Jones River Watershed Association

Title

Ecology Program Director

Describe this person's role in the project and provide a brief summary of their relevant experience:

The Ecology Program Director (Alex Mansfield) is responsible for developing, nurturing, and managing the programs with local Universities that will reside at 51 Landing Rd. Mr. Mansfield has twenty years of experience working in the community on a wide range of environmental and commercial fronts. In addition to his role at JRWA he has been a Principal Research Scientist for Battelle Memorial Institute (a landmark of local and international marine science), an oyster farmer, an advisor for Harvard University's Kennedy School, and a volunteer for numerous local organizations. As result, he has broad connections throughout the academic, scientific, waterfront, and local



communities. This positions him and program perfectly to connect Universities, scientists, and locals to the planned programming at 51 Landing Rd.

Alex has worked for JRWA for ten years, and was on the Board of Jones River Landing for about eight years, giving him important perspective on its mission, needs, and goals.

If a third party, are they currently under contract?

Name #4

Peter Arenstam

Organization

Jones River Landing Environmental Heritage Center

Title

Boatshop Director

Describe this person's role in the project and provide a brief summary of their relevant experience:

Peter Arenstam worked at Plimoth Plantation prior to becoming the Boatshop Director at Jones River Landing. Peter served as Captain of the Mayflower for about two decades guiding restoration and tourism. He is also a published author with several books. Peter succeeded Reuben Smith on the Board and in the boatshop, working under contract for a couple of years. He is currently engaged in restoration carpentry and has performed several such tasks for the Landing, most recently when a wayward car took out part of our building. Peter will help evaluate and possibly lend efforts to restore the 51 Landing Road House, depending on its needs and his availability. He has been on the Landing Board about nine years and has given classes to youth over several semesters, and workshops for adults, teaching how to build small wooden vessels. Peter also organized several public lectures on various maritime interests, including building, archeology, and history. He continues to participate in MBMA.

If a third party, are they currently under contract?

Name #5

Doug Gray

Organization

Jones River Landing Environmental Heritage Center

Title

Board Member

Describe this person's role in the project and provide a brief summary of their relevant experience:

Doug has been on the board more than ten years. He is the proprietor of Billington Sea Kayaks in Plymouth and has wide ranging experience tending to public interest in recreation. Doug possesses good practical knowledge from serving Plymouth as a municipal employee and volunteer. His efforts on the board contribute to community building, public engagement, and on the water activities. In this project we see Doug's role as a facilitator to accommodate the needs of students, and to assist in outreach to the public.

If a third party, are they currently under contract?



Massachusetts Cultural Council - Cultural Facilities Fund - Capital
2018
Jones River Landing Environmental Heritage Center
Application #CFF-C-0160
Primary Contact: Ms. Pine duBois
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Document Generated: Friday, January 12th 2018, 4:19 pm

Name #6

Organization

Title

Describe this person's role in the project and provide a brief summary of their relevant experience:

If a third party, are they currently under contract?

Name #7

Organization

Title

Describe this person's role in the project and provide a brief summary of their relevant experience:

If a third party, are they currently under contract?

Name #8

Organization

Title

Describe this person's role in the project and provide a brief summary of their relevant experience:

If a third party, are they currently under contract?

Be sure to include the following in your Required Materials:

A project timeline in table format.

A clear budget with "sources" identified and the "uses" of funds prioritized.