

Town of Jamestown  
Comprehensive Harbor Management Plan



## Jamestown Comprehensive Harbor Management Plan

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1 JAMESTOWN COMPREHENSIVE HARBOR MANAGEMENT PLAN

4 I. INTRODUCTION

6 A. THE PURPOSE OF THE PLAN

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

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

24 B. THE HISTORY OF THE PLANNING PROCESS

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

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

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

44 Various attempts were made in the 1980s to draft an ordinance that would  
45 supersede the regulations of the 1970s. Regulatory requirements had increased in  
46 complexity over the years, and it was widely perceived throughout the state that they

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1 would be even more demanding in the future. In 1988 the state directed each coastal  
2 community to prepare a harbor management ordinance and a harbor management plan.

3  
4 The Jamestown town council adopted a harbor management ordinance in August,  
5 1988, that was conditionally approved by the CRMC in 1990, subject to the completion of  
6 a suitable comprehensive harbor management plan. ~~In 1995 the town council approved the~~  
7 ~~plan; and in 1996 the CRMC approved both the plan and the ordinance for a period of five~~  
8 ~~years. This document is the 2024 update to the 2018 approved version.~~

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9 C. FEDERAL AND STATE AUTHORITIES

10  
11 Many higher levels of government have authority over various aspects of local  
12 harbor management. The three authorities most directly involved are:

13  
14 1. The United States Army Corps of Engineers (ACE)

15  
16 The Army Corps of Engineers is responsible for the regulation of the navigable  
17 waters of the United States and for the maintenance of navigable channels. In this role the  
18 ACE may require permits for any work seaward of the mean high water line--for structures  
19 or obstructions, for dredging and filling projects, and for certain private and municipal  
20 improvements such as public boat ramps, docks, or commercial moorings.

21  
22 The ACE is concerned with the environmental impact of projects it may undertake or  
23 permit. It also seeks to maintain unobstructed access to harbor channels and requires harbors  
24 dredged or maintained with federal funds by the ACE ("federal navigation projects") to be "open  
25 to all on a fair and equitable basis." ~~Should This plan articulates some projects that need to planned and~~  
26 ~~approved by ACE Jamestown ever have any such projects, they would~~  
27 be subject to this requirement.

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

29  
30 The CRMC is the State of Rhode Island's primary agency for planning and  
31 managing coastal resources and the uses made of tidal waters. Its purpose is to protect the  
32 rights of the public with respect to the state's submerged lands, coastal resources, and tidal  
33 waters, and to produce the maximum benefit for society. Its jurisdiction extends over all  
34 activities taking place in the tidal waters of the state and along the coastline--generally  
35 extending 200 feet inland from the inland border of designated shoreline features. The  
36 various regulations, procedures, and policies of the CRMC are contained in its Coastal  
37 Resources Management Program (also known as the "Red Book") which is kept up-to-date  
38 by revisions. *A copy of the "Red Book" is available for public inspection at the Jamestown*  
39 *Harbor Office, or online at: [www.crmc.ri.gov](http://www.crmc.ri.gov).*

40  
41 The CRMC establishes goals, policies and regulatory standards for the different  
42 categories of water use it has defined throughout the state. It also provides assistance to  
43 local governments making or revising harbor management plans or ordinances. It reviews  
44 and either rejects or approves (or conditionally approves) those plans or ordinances.

1 3. Rhode Island Department of Environmental Management (DEM)

2  
3 The DEM has the primary responsibility, delegated to it by the U. S. Environmental  
4 Protection Agency, for implementing the Federal Clean Water Act within the state, for  
5 managing the living resources of the state's waters, and for overseeing the federal and state  
6 open space and land acquisition programs. More specifically, under the Federal Clean  
7 Water Act DEM issues Water Quality Certifications for most water-related development  
8 projects. The DEM has several regulatory divisions that are responsible for different  
9 aspects of environmental management. Its Division of Water Resources regulates activities  
10 that affect the water quality of the state, including salt water, groundwater, and freshwater  
11 wetlands. Its Division of Fish and Wildlife, among other responsibilities, manages the  
12 state-owned land on Dutch and Gould Islands as Wildlife Management Areas and, in  
13 conjunction with the Marine Fisheries Council, the finfish and shellfish fisheries, and also  
14 reviews and comments on all Water Quality Certification applications for possible impact  
15 on fish and wildlife resources.

16  
17 The DEM has established a number of regulations to further its purposes, including  
18 an "anti-degradation" clause stating that there can be no degradation of classified waters  
19 due to a proposed activity. It issues permits for various coastal and deep water activities;  
20 and it coordinates with the CRMC to advance their overlapping objectives. *A copy of the*  
21 *DEM's Water Quality Regulations is available for public inspection at: [www.dem.ri.gov](http://www.dem.ri.gov).*

22  
23 D. LOCAL AUTHORITIES

24 1. The Jamestown Planning Commission

25  
26 The Jamestown Planning Commission, established under the town charter, advises  
27 the town administrator and the town council on all matters of planning that affect the  
28 general health, safety, and well-being of the town's inhabitants. One of its major  
29 responsibilities is to revise, on a regular basis, Jamestown's long-range comprehensive

30 community plan. The town council approved the latest revision of this plan in June 2015<sup>92</sup> and the newest update is  
31 expected to be completed during 2024.

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32 The text of the 2015<sup>92</sup> revision makes several recommendations relating to harbor  
33 management: for example, that in East Harbor the "currently established ceiling for  
34 moorings and slips be maintained" by both the town and the CRMC; that the harbor  
35 commission "manage the harbor to that number"; and that future expansion be allowed  
36 "only if adequate additional landside support, parking, public access, sanitary facilities,  
37 etc., are provided" (p. 156). More generally the plan recommends that increasing of  
38 neighborhood mooring fields should be curtailed and that "expansion of mooring fields  
39 should be limited to areas where there are adequate landside facilities" (p. 135). The Plan states that As  
40 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 land side facilities in these areas.  
Expansion of mooring fields should be limited to areas where there are adequate landside facilities.

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41 In its implementation section, the plan assigns various specific responsibilities to  
42 the harbor commission. In three areas the commission is to "initiate" action: 1) to

43 "continue [the] effort to encourage transient boaters to visit and spend time on the island";  
44 2) to "ensure that the number of moorings, slips, both private and commercial, are  
45 supported by adequate landside facilities;" and 3) to "investigate methods for maintaining  
46 the commercial fishing industry in the community" (pp. 266-68). In other areas, where to

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1 avoid administrative redundancy the planning commission has deemed it appropriate to  
2 assign initiation action to other agencies (conservation commission, ~~parking committee,~~  
3 recreation department, etc.), the harbor commission is a cooperating partner. These areas  
4 include public access, parking, aquaculture, improvements at Fort Getty, development and  
5 management plans for the harbor waterfronts, and matters affecting Narragansett Bay as a  
6 whole (pp. 246, 261, 264, 266-70).

## 8 2. The Jamestown Harbor Commission

9  
10 ~~Authority:~~ Authority: The General Laws of Rhode Island R.I.G.L. 46-4-6.9 delegate to coastal  
11 municipalities responsibility for three main categories of activities in municipal waters:  
12 managing vessel operation; managing moorings and anchorages; and managing activities  
13 such as water-skiing, skin-diving, marine parades and regattas. The coastal municipalities  
14 have the authority to enact ordinances to regulate these activities and to impose penalties  
15 for violations.

16  
17 The Jamestown Harbor Commission, established in 1989 as the Jamestown  
18 Harbor Management Commission, has the primary responsibility under the authority of  
19 the town council and the Jamestown harbor management ordinance for regulating and  
20 managing the waters of the town of Jamestown--which includes Dutch, Gould, and  
21 Conanicut Islands. (It should be noted that while the ownership of all the land on both  
22 Dutch and Gould Islands is at present divided between the federal and the state  
23 governments, the jurisdiction of the Jamestown harbor commission extends to those two  
24 islands as it does to state or federal land on Conanicut Island itself. ~~Because the landside~~  
25 ~~responsibilities of the commission are effectively curtailed for those two islands,~~  
26 ~~however, in this document the terms "Jamestown," "town," and "island" will refer to~~  
27 ~~Conanicut Island alone, except when specifically stated otherwise.)~~ 28 The HC has a  
29 Gould/Dutch Island Development subcommittee which is charged with planning and coordinating  
30 improvement opportunities needed to open Gould and Dutch Islands for recreational use. During 2018, this  
31 subcommittee began working with the Army Corp of Engineers, RIDEM, CRMC and other state leadership  
32 teams to address remediation efforts needed. During 2023, the subcommittee was dissolved and oversight  
33 responsibilities were transferred to the Harbor Executive Director and the Harbor Commission subcommittee  
34 for Gould Island.

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35  
36 **Background:** Throughout the 1990s the harbor commission exercised unusually  
37 wide-ranging responsibility. Most notably, it had, effectively, direct responsibility for  
38 overseeing the maintenance and repair of town-owned waterfront structures and facilities.  
39 From its general income it created a substantial development fund to be used for these  
40 purposes. The arrangement was apparently successful and faced little objection so long  
41 as maintenance and other costs were low.

42  
43 In the late 1990's, however, it became clear not only that a rapidly increasing  
44 burden of long-deferred maintenance was going to require extraordinary financial and  
45 administrative measures, but also that the commission faced severe constraints on its  
46 ability to increase its income. The commission's mooring fees were fixed by the 2018 ~~1988/90~~  
47 ordinance; its proposals to apply for significant federal funds were turned down for  
48 policy reasons by two successive town councils; and lease agreements for its waterfront  
49 facilities had been signed in 1995 and 1997 for ten-year periods. After extensive

43 commission, town-council, and public debate, the town council--as an ad hoc solution to  
44 the immediate infrastructure crisis--amended the ordinance to permit the annual  
45 fluctuation of mooring fees and, in addition, contributed to the harbor commission budget  
46 a substantial sum of money from the general funds.

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1  
2 During 2000 and 2001 the town and the commission looked for a permanent  
3 resolution to the commission's administrative, jurisdictional, and financial uncertainty. In  
4 2000 the commission asked the town to take more direct administrative responsibility.  
5 The town council decided, with the commission's agreement, that the chief of police,  
6 rather than a volunteer chair, should oversee and execute commission policy. The  
7 commission decided to give up its direct management oversight of infrastructure  
8 maintenance and repair with the intention of becoming advisory with respect to those  
9 matters. In 2002 it established an internal budgeting process that now clearly divides  
10 both income and expenditure between harbor management and infrastructure  
11 development. These broad changes have laid a solid basis for the commission's activities  
12 in the future.  
13

14 Current Administration: During the 2023 calendar year.—An executive director was  
15 ~~may be~~ appointed by the town council to  
16 supervise the harbor staff and reports both to the commission and to the town  
17 administrator. The harbor staff consists of a harbormaster, a harbor clerk, and additional  
18 personnel as needed. The executive director is nominated by the town administrator and  
19 appointed by the town council. The harbormaster is recommended by the Executive Director, AND  
20 appointed ~~nominated~~ by the town administrator  
21 and appointed by the Town Council. The harbormaster reports to the executive director  
22 and under the executive director's supervision, enforces the policy guidance of the harbor  
23 management ordinance and of the commission. The harbor clerk also reports to the  
24 executive director.

25 Responsibilities: Under the harbor management ordinance adopted in ~~2023~~<sup>2024</sup>, the  
26 harbor commission, in addition to its responsibilities under GLRI Sec. 46-4-6.9, shall be  
27 advisory and assist in the planning for the maintenance and repair of town-owned harbor  
28 facilities, such as docks, bulkheads, and boat ramps. It is responsible for monitoring the  
29 condition of harbor infrastructure generally; for bringing necessary repair, maintenance,  
30 and improvement projects to the attention of the town administrator; and for working  
31 with the town authorities in developing multi-year plans and cost estimates for the repair  
32 and maintenance of harbor facilities.

33 Funding: Funding for the harbor commission operating budget is currently  
34 provided by: 1) private and commercial mooring fees, town-owned dockage, and outhaul  
35 fees; 2) beach permits; ~~3) leases of town-owned waterfront property;~~ 4) investment  
36 income; 5) fines; 6) occasional specific or non-specific grants or subsidies from the town  
37 and from other public and private funding sources. Presently the commission develops  
38 and submits its budget recommendations to the town council for council approval. Under  
39 the 2011 ordinance the executive director, with input from the commission, develops the  
40 harbor commission budget and submits it to the town administrator for approval by the  
41 town council.  
42

43 ~~There are no public, commercial, not-for-profit, or other entities that exercise~~  
44 ~~management authority over any mooring areas in Jamestown.~~  
45

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1 3. Conservation Commission

2  
3 The charge of the Jamestown Conservation Commission is to promote and  
4 develop town the natural resources, to protect the watershed resources and preserve natural  
5 esthetic areas within the town. From time to time its activities overlap those of the  
6 harbor commission and the Conservation Commission normally delegates one of its  
7 members to attend the harbor commission's monthly meeting and liaise between the two.  
8

9 E. GOALS FOR THE FUTURE

10  
11 Jamestown recognizes the economic, recreational, and aesthetic importance of the  
12 coastal resources under its jurisdiction. ~~Its 1988/90 harbor management ordinance served~~  
13 ~~as a model for many other waterfront municipalities throughout the state.~~ Policies of the  
14 Jamestown comprehensive community plan relating to coastal resources include  
15 encouraging town acquisition of unique, fragile and scenic coastal areas; encouraging land  
16 management that provides opportunities for public waterfront access; and protecting water  
17 quality in the salt marshes and coastal waters of Jamestown (p.245).  
18

19 The goals of the Harbor Commission are:

20  
21 1. To regulate uses and activities within the waters of the town, as described herein;  
22 to protect the coastal environment; to minimize user conflicts; to maximize the efficient use  
23 of both the water space and town-owned waterfront consistent with the other goals  
24 expressed herein; and to maintain and improve public access to the waters of the town for  
25 the benefit of all user groups, including residents and non-residents with or without boats,  
26 who seek to use town waters for passive and active recreation.  
27

28 2. To distribute equitably the burdens and benefits of harbor management and  
29 development among commercial mooring operators, private mooring owners, other groups  
30 or individuals with special interests in the water and the waterfront, and the town.  
31

32 3. To remain consistent with the authorities granted the town under Sec. 46-4-6.9  
33 of the General Laws of Rhode Island and with the goals, policies, and regulations of the  
34 Jamestown Comprehensive Community Plan, the Jamestown Comprehensive Harbor  
35 Management Plan, the Rhode Island Coastal Resources Management Council, the Rhode  
36 Island Department of Environmental Management, and the United States Army Corps of  
37 Engineers.  
38  
39

40 II. JAMESTOWN (CONANICUT ISLAND) DESCRIPTION  
41 Move up to introduction section, not part of town structure but good history description.

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42 A. HISTORICAL BACKGROUND

43  
44 The Narragansett Indians were early inhabitants of Conanicut Island, and the  
45 English colonists named the island for Canonicus, an important seventeenth-century  
46 Narragansett sachem. In 1966 archaeological excavations in the West Ferry area

1 uncovered graves from the 1600s as well as cremation burials from 3,000 years earlier.  
2 Additional excavations in 1988 revealed the largest documented Native American burial  
3 ground in New England, consisting of more than 200 separate graves.  
4

5 In 1524 the Italian explorer Giovanni Verrazzano sailed into what was probably  
6 Narragansett Bay. He recorded seeing many people, villages, and cultivated farms along  
7 the coasts. Europeans were soon trading in the area. After Roger Williams settled in  
8 Rhode Island in 1636, he helped other settlers purchase Aquidneck Island (in 1637) and  
9 Conanicut, Dutch, and Gould Islands (in 1657) from the Narragansett Indians. The  
10 Town of Jamestown, incorporated in 1678, embraced all of Conanicut, Dutch, and Gould  
11 Islands.  
12

13 Over the next two centuries Jamestown experienced economic prosperity  
14 followed by economic decline. Island residents in the colonial period were mainly  
15 commercial farmers and graziers. They were linked by sailboat ferries both to Newport  
16 (where they sold the bulk of their produce) and to the mainland. This period of relative  
17 prosperity came to an end with the Revolutionary War and its aftermath. The destructive  
18 British occupation of Newport (which also resulted in significant population loss in  
19 Jamestown) was followed by a general post-war movement of regional trade and  
20 economic prosperity up the bay. Both Newport and Jamestown suffered a long period of  
21 economic stagnation as the mills and other industries in the northern part of the state,  
22 later easily served by rail, became the driving forces of the regional economy.  
23 Jamestown remained relatively isolated economically for almost a century. Its population  
24 declined further, and those families remaining turned largely to self-sufficient farming.  
25

26 In 1873 regular steam ferryboat service began between Jamestown and Newport  
27 and, in 1888, between Jamestown and Saunterstown. At last the small population of 500  
28 residents had a reliable means of transportation to Newport and the mainland. With this  
29 accessibility a summer resort business quickly grew--at first as an offshoot of the older  
30 and larger summer colony in Newport. Families, many from Philadelphia and St. Louis,  
31 began coming to Jamestown for the entire summer, finding its relative quiet and  
32 unpretentiousness preferable to Newport's increasingly hectic and expensive scene. They  
33 reached Jamestown via the Fall River Line from New York to Newport, or by other ship  
34 lines, and by train. Although the small year-round resident population grew slowly, by  
35 the early 1900s there were available for long-term summer visitors over 1,000 rooms in  
36 large residential hotels, small boarding houses, and private summer homes.  
37

38 At the beginning of the twentieth century the Navy and War Departments also  
39 developed a significant presence in the area. The Navy Department expanded its  
40 facilities and sent a substantial part of its Atlantic fleet to spend summers stationed in  
41 Narragansett Bay. To help protect the East and West Passages in case of wartime attack  
42 the War Department built Forts Wetherill and Getty on Conanicut Island as part of a  
43 chain of forts built for that purpose. The combined military presence was to last until  
44 well after World War II.  
45

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

10  
11 The precipitating event for the construction of a bridge--and by far the most  
12 important maritime event of the 1930s--was the great 1938 hurricane. Coming after  
13 many years of quiet that engendered careless boating practices and overextended  
14 waterfront facilities, and catching Rhode Island (indeed, all of New England) almost  
15 totally by surprise, the hurricane caused enormous destruction and loss of life. In  
16 Jamestown it destroyed and damaged piers, waterfront homes, and commercial buildings;  
17 it sank boats or hurled them on the shore; it led to the deaths of seven schoolchildren at  
18 the head of Mackerel Cove; and, by severely damaging the ferries and both ferry docks, it  
19 isolated Jamestown for two weeks from the mainland and from Newport.

20  
21 Construction of a bridge over the West Passage began in December, 1938, only  
22 three months after the disaster of the hurricane, and concluded about eighteen months  
23 later, in July, 1940. Ferry service from Saunterstown to Jamestown immediately ended.  
24 By 1988, the original prediction of 177,000 bridge crossings annually occurred every 11  
25 days.

26  
27 After World War II began in Europe, the Army, in 1940, modernized Forts Getty  
28 and Wetherill and developed a new fort, Fort Burnside, at Beavertail to help protect the  
29 growing naval installations in the area. It stretched submarine nets across both the East  
30 and the West Passages, established underwater mines that could be detonated from shore,  
31 and constructed sites for radar and various underwater detection devices. While the  
32 military presence dominated Jamestown's activities during the War, and the coastal forts  
33 remained in government hands for many years thereafter, ultimately the forts were to  
34 become waterfront parks of great value to the Jamestown community and to the state.

35  
36 Talk of a bridge between Jamestown and Newport began almost immediately  
37 after the Jamestown Bridge opened in 1940, but plans were held up for many years--due  
38 in part to military concern that the bridge's possible destruction in wartime might impede  
39 naval passage on the Bay. Eventually the four-lane Newport Bridge opened in June,  
40 1969, and regular ferry service to Newport ended. Soon thereafter the Route 4 connector  
41 to Route 95 opened, greatly reducing driving time to Providence. As a result of these  
42 developments Jamestown's population grew rapidly--doubling between 1970 and 1990 to  
43 almost 5000 people. In a short period of time the old, two-lane roadbed of the Jamestown  
44 Bridge became functionally obsolete. Motorists, residents, and town officials were  
45 increasingly concerned about traffic safety and delays. These concerns resulted in plans

1 to replace the bridge with a four-lane span and to build a cross-island four-lane highway  
2 connecting the two bridges.

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3  
4 Construction of the new Jamestown-Verrazzano Bridge over the West Passage  
5 began in 1985. The four-lane 7,350 foot concrete span opened in October 1992; the John  
6 Eldred Parkway connecting it to the Newport Bridge opened in 1994. The state let the  
7 original Jamestown Bridge of 1940 stay in place pending plans for the most efficient way  
8 to remove it. The result was both a potential future asset and a jurisdictional and  
9 maintenance problem: the old bridge was attractive to fishermen but as of 2002 was not  
10 adequately maintained or managed either for fishermen or for the adjacent community.  
11 The old bridge was finally demolished and removed in 2006, apart from a short section  
12 extending from the Saunderstown shore; the remaining section was removed in 2010.

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13  
14 Jamestown's population not only grew rapidly after 1969 but changed in  
15 character. Over the decades the island became effectively a suburban community, with  
16 residents typically employed on the mainland or in Newport. It also became a popular  
17 retirement community. There were many new private homes and upscale housing  
18 developments, and the "downtown" commercial area prospered. The farmland familiar a

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19 century before was increasingly diminished in area even as residents tried to maintain the  
island's rural character.

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[The 2022 Population census showed approximately 5338 full time residents and 4707 registered voters](#)

20  
21  
22 Easily reached in a period of unusual national prosperity, the coastal waters  
23 surrounding Jamestown saw a marked increase in recreational use. Boaters were  
24 attracted both by the island's intrinsic natural appeal and by its easy access to southern  
25 Narragansett Bay and Rhode Island Sound. The once tranquil harbors became  
26 increasingly crowded, and they bustled with new (and occasionally excessive) activity.  
27 By 2002, marinas, boatyards, yacht clubs, and private moorings provided services for  
28 more than 1200 private and commercial vessels moored or berthed around the island--  
29 more vessels than Jamestown had residents a century before.

30  
31 [Jamestown \(and Conanicut Island\) Description](#)

32  
33 ~~II.B.~~ ADMINISTRATIVE DIVISIONS: WATERS OF JAMESTOWN

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

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36 1. Harbor waters/boundaries

37  
38 Harbor waters are further divided into three "categories": a) **mooring areas** (designated  
39 primarily for the placement of moorings or for transient anchorage if space is available);  
40 b) **transient anchorage areas** (designated exclusively for the short-term use of  
41 commercial and recreational vessels); and c) **conservation zones** (specifically designated  
42 for the protection of water quality, wildlife, and plant habitat values). For details refer to  
43 Appendix A-5.  
44



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1 Following are the designated boundaries of Jamestown's three separate harbor areas: For  
2 specific detail on the following boundary points see the maps in Appendix A-5 and the  
3 table of Rhode Island State Plane Coordinates and latitudes and longitudes in Appendix  
4 A-6.

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

12  
13 *Mooring area zone* (230 acres). All harbor waters from the Newport Bridge to a line  
14 extending from Bull Point to government marker G "11" less a 50-foot setback  
15 from the mean low water mark;  
16

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

17  
17 *Fort Wetherill Transient anchorage zone* (95 acres). All harbor waters from the northern  
18 boundary to the Newport Bridge in the band of water five hundred (500) to one  
1918 thousand (1,000) feet from shore; and all harbor waters south of a line extending  
2019 from Bull Point to government marker G "11" less a 50-foot setback from the mean  
2120 low water mark;

22  
23 *Conservation zone* (50 acres). All harbor waters from the northern boundary to  
24 the Newport Bridge in the band of water from the shore to five hundred (500) feet  
25 seaward.

26  
27 *West (Dutch) Harbor Waters* (495 acres): The northern boundary shall be a line  
28 extending westerly one thousand (1,000) feet seaward from the western extension of  
29 Orchard Avenue (Weeden Lane). The western boundary shall be a line extending from  
30 the westernmost end of the northern boundary to the pier at Fort Getty. West (Dutch)  
31 Harbor waters are classified as follows:

32  
33 *Mooring zone* (95 acres). All harbor waters from a point on shore due east of the  
34 Dutch Island pier to the Fort Getty pier thence to a point at the southern terminus  
35 of Maple Avenue less a 50-foot setback band extending seaward from the mean  
36 low water mark;

37  
38 *Transient anchorage zone* (145 acres). All harbor waters from the Dutch Island  
39 pier ruins to a point due east on shore thence to the pier at Fort Getty less a 50-  
4038 foot setback band extending seaward from the mean low water mark. All harbor waters 360

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degrees due north from the Fort Getty pier to a point approximately 250 yards then northeast along a line bearing 040 degrees true approximately 1000 yards, then due east 090 degrees true to the point onshore thence to the pier at Fort Getty less a 50-foot setback band extending seaward from the mean low water mark; 41

42

*North conservation zone (120 acres).*

43

44 All waters shoreward of a line extending from the western extension of Orchard  
45 (Weeden) Lane to point R on the map provided as appendix A of the  
46 Jamestown Harbor Management Ordinance, thence to point Q on that map;

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1  
2 *South (Sheffield Cove) conservation zone* (100 acres). All harbor waters south of  
3 a line from the pier at Fort Getty to a point at the southern terminus of Maple  
4 Avenue.

5  
6 *South (Mackerel Cove) Harbor Waters* (35 acres): From the swimming beach to  
7 a straight line one thousand (1,000) feet seaward from the southernmost  
8 extremities of the Mackerel Cove swimming beach. South (Mackerel Cove)  
9 Harbor waters are classified as a conservation zone.

10  
11 2. Coastal waters/boundaries

12  
13 Coastal waters consist of all waters bordering the town from the shore to a  
14 distance of five hundred (500) feet seaward that are not included in the designation  
15 "harbor waters", excluding mooring areas as defined below.

16  
17 3. Mooring areas

18  
19 Mooring areas are areas located within the water otherwise classed as coastal  
20 waters, in which a group of private non-riparian moorings are permitted. Three areas,  
21 known as Head's Beach, Park Dock, and Cranston Cove, were identified by the CRMC in  
22 2006 as non-conforming mooring areas, that is, as having a sufficiently dense group of  
moorings that formal recognition as mooring areas is required. [CRMC concerns included unapproved mooring placement and  
eel grass disturbance. In 2023, CRMC confirmed that these mooring areas are conforming and are no longer in contention  
with established guidelines.](#)

23 24  
25 Mooring area siting standards. All designated mooring areas sited within the coastal  
26 waters and harbor areas of the town shall be setback as follows:

- 27  
28 (1) From riparian moorings and shoreline rights of ways, a distance sufficient to  
29 allow ingress and egress and to prevent interference with the exercise of  
30 private and public rights.  
31  
32 (2) Fifty (50) feet from all residential or commercial docks, piers, floats and  
33 public launching ramps.  
34  
35 (3) Public mooring areas shall be setback from Federal Navigation projects at  
36 least three times the U.S. Army Corps of Engineers authorized project depth  
37 from federal navigational projects.  
38  
39 (4) All moorings shall be prohibited in Federal Navigation Projects.  
40  
41 (5) All new and significantly expanded mooring areas shall be sited to ensure  
42 that tides and currents aid in flushing the mooring area.  
43  
44 (6) All new and significantly expanded mooring areas shall be sited to avoid  
4445

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1 adverse effects on water quality (7) Mooring areas shall be sited so as to not substantially  
interfere with

2 designated shellfish management areas, traditional fishing grounds, public  
3 recreational areas and conservation areas.

4  
5 (8) Mooring areas shall be sited so as to not significantly affect finfish and or  
6 shellfish resources, wetlands, submerged aquatic vegetation and aquatic  
7 habitat.

8  
9 (9) No less than one septic pumpout shall be in operating condition on the west side of  
10 the island at any time. Mooring and marina areas shall be adequately  
11 serviced with the number of pumpout facilities as stipulated in the Harbor  
12 Management Plan. Any long-term reduction in pump out facilities (i.e.  
13 greater than 6 months) shall require an amendment to the Harbor  
14 Management Plan.

15  
16 (10) The Army Corps of Engineers (ACOE) "open to all" policy supersedes any  
17 Town or State regulation, policy, ordinance, or statute.

18  
19 (11) All moorings and boats shall be located within the mooring areas, except for  
20 riparian moorings. (See Appendix A-5.)

#### 21 22 4. Federal Exclusion Zone

23  
24 In August 2008, the Town became aware that by Federal regulation (33 CFR  
25 §334.80, originally dated March 13, 1968), the US Navy has established an exclusion  
26 zone within which all activities such as anchoring and fishing are prohibited. This  
27 exclusion zone includes a portion of the coastal waters of the northeast Jamestown  
28 shoreline, including the Park Dock area mentioned above. Historically, Jamestown has  
29 permitted not only these activities but also mooring in this zone, and there are also a  
30 number of docks attached to riparian properties in this zone. Navy representatives have  
31 assured Jamestown representatives that the existing uses may continue.

### 32 33 EB. PHYSICAL SETTING AND NATURAL RESOURCES

#### 34 1. Physical Setting

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

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

15  
16 Winds; Flood Zones: The summer months have prevailing south/southwesterly  
17 winds. Winds are more variable in the winter. Storms come usually either from the  
18 northeast or the southeast. The combination of wind, velocity, direction, fetch, and  
19 duration creates wave action on both sides of the island, with the west side generally  
20 being more active.

21  
22 Parts of the island are particularly subject to storm surge, flooding, and/or velocity  
23 waves during coastal storms. Along the south coast the high cliffs reduce the risk of  
24 flood damage; but the island has a generally low elevation--its highest point is about 140  
25 feet above sea level and most of it is well under 100 feet. Both the East and West Harbor  
26 areas have the possibility of flood zones of class A (flood elevation 10.2 feet above mean  
27 sea level) and V (areas subject to velocity waves that reach 15 feet above sea level).  
28 Beavertail is occasionally shut off from the rest of the island temporarily as storm  
29 damage blocks the road across the head of Mackerel Cove; and the Great Creek and  
30 Sheffield Cove areas are especially susceptible to coastal flooding. The specific location  
31 of the island's flood zones are noted on the Federal Emergency Management Agency's  
32 flood insurance maps. (Appendix A-2)

33  
34 Water Depths; Navigational Hazards: Conanicut Island is surrounded by water of  
35 considerable depth, especially along the southern part of its eastern coast, where readings  
36 of more than forty, and occasionally sixty, feet may be found within 500 feet of the shore.  
37 Water near the shoreline is shallower in Mackerel Cove and to the north (especially in  
38 Dutch Harbor and north of the Jamestown-Verrazzano Bridge). Specific water depths of  
39 various locations around the island are indicated on NOAA charts #13223 and #13221.

40  
41 Navigation to, from, and around the island is generally straightforward. Some  
42 unmarked dangers to navigation do exist. There are occasional submerged or semi-  
43 submerged boulders situated around the island very near the shore. There are a few  
44 submerged ledges in deeper water, notably near Kettle Bottom Rock and in the  
45 Dumplings area. Otherwise, as the charts indicate, navigation around the island and into  
46 the harbors from any direction is well-marked and direct.

1  
2 Federal Dredging and Navigation Channels: At present Jamestown has no federal  
3 dredging or navigation project and no federally maintained navigation channels, turning  
4 basins, anchorages, or special anchorage areas.  
5

## 6 2. Natural Resources 7

8 Finfish and Shellfish: With its diversity of coastal habitats, location within  
9 Narragansett Bay and its proximity to the Atlantic Ocean, Conanicut Island is provided  
10 with a rich diversity of marine life. Both finfish and shellfish can be found in abundance  
11 in the marine and estuarine waters around the island. Recreational and commercial  
12 fisherman catch striped bass, bluefish, tautog, scup, fluke, squeteague, winter flounder,  
13 mackerel, bonito and squid. Lobster, hard clams (quahogs) and mussels are also  
14 harvested around the island. There are ongoing efforts to re-establish the once abundant  
15 oyster and bay scallop populations.  
16

17 Eelgrass: Probably the most important habitat found around the island are the  
18 lush eelgrass beds. These areas provide spawning and nursery habitat for many marine  
19 species. Recent mapping of eelgrass shows the waters around Conanicut Island have the  
20 most extensive eelgrass beds in Narragansett Bay. Of the 466 acres mapped in 2007,  
21 approximately 163 acres were found around Conanicut Island. Most are found on the  
22 east side of the island. Every effort should be made to protect this important habitat.  
23

24 Coastal Wetlands: Conanicut Island has extensive salt marshes. The Round  
25 Marsh located in the center of the island is the most extensive totaling over 100 acres.  
26 This is followed by the Fox Hill Marsh just east of Ft. Getty at around 25 acres, Sheffield  
27 Cove marsh at approximately 15 acres, Hull Swamp Marsh at 2.8 acres and Racquet  
28 Road marsh at .7 acres and South Pond Marsh at 2.6 acres. As in the case of eelgrass,  
29 these marshes are an important spawning and nursery habitat for many estuarine and  
30 marine species. Every effort should be made to protect these marshes.  
31

32 Intertidal Flats: In spite of Conanicut Island's 3-5 ft. tidal range there are few  
33 areas around the island that may be considered true tidal flats (areas that become dry  
34 during low tide on a regular basis). Only Sheffield Cove has tidal flats exposed on a  
35 regular basis. However, during extreme spring low tides and when strong winds coincide  
36 with an outgoing moon tide there are additional areas around the island where large tidal  
37 flats are exposed. The primary areas are Sheffield Cove, East Ferry and Potters Cove.

40 All of these areas have good shellfish populations but Sheffield Cove and East Ferry are permanently closed to shellfishing. Potters Cove can be harvested on a regular basis.

## 38 41 3. Conservation Areas 42

43 Jamestown is committed to the conservation of its natural resources. The Town  
44 Council, Planning Commission, Conservation Commission and Harbor Commission have  
45 all contributed to this effort with the overwhelming support of Town residents. The  
46 Rhode Island Department of Environmental Management and non-profits including the

1 Conanicut Island Land Trust, Nature Conservancy and Audubon Society of Rhode Island  
2 have also contributed to this effort. Approximately one third of the Island's 6380 acres is  
3 under some form of protection with approximately 1,200 acres permanently protected and  
4 800 to 900 acres temporarily protected under the State of Rhode Island "Farm, Forest,  
5 and Open Space Program".  
6

7 Along the coastal areas the efforts on behalf of conservation are manifested in a  
8 variety of ways: The large parks (described later in this text), while actively used for  
9 recreation, nonetheless have significant areas available for wildlife. The Conanicut  
10 Island Land Trust has acquired, through gift and purchase, a number of coastal properties  
11 or conservation easements. In addition, about two miles of formerly developable,  
12 privately-owned coastline are now permanently protected by conservation easements or  
13 by the donation or sale of the development rights to the land trust, Nature Conservancy or  
14 Audubon. *For a map of the town's conservation areas see the Jamestown*  
15 *Comprehensive Community Plan (2002), p. 109.*  
16

17 The most important coastal areas devoted primarily or exclusively to the  
18 conservation and protection of fish, wildlife and habitat are:  
19

20 Great Creek complex: A wildlife conservation complex of about 95 acres in the  
21 center of the island that includes the 21 acre Marsh Meadows site owned by the Audubon  
22 Society of Rhode Island and the adjacent 33 acre Conanicut Island Sanctuary owned by  
23 the Town of Jamestown, as well as other smaller parcels owned by the town or under  
24 privately-held conservation easements.  
25

26 Hodgkiss Farm: A 150 acre site, of which five acres are developed, with over one  
27 mile of shoreline, managed as a farm and for conservation purposes. The town and the  
28 state own 90 acres of the site; the rest is protected by conservation easements.  
29

30 Fox Hill Audubon Site: A 32 acre salt marsh area located just east of Fort Getty;  
31 owned by the Audubon Society of Rhode Island. The town has recently opened a  
32 wildlife observation trail on this site. (The adjacent Fox Hill Farm has 61 acres of  
33 privately-owned land under a conservation easement.)  
34

35 Sheffield Cove Audubon Site: A 13 acre salt marsh located on Beavertail Road,  
36 across from Mackerel Cove, owned by the Audubon Society of Rhode Island.  
37

38 Racquet Road Audubon Thicket Site: A 19 acre wildlife site in the Dumplings  
39 area with two acres of salt marsh, owned by the Audubon Society of Rhode Island.  
40

41 Hull Cove and Franklin (Austin) Hollow Sites: A ten acre conservation site on  
42 either side of Beavertail Road stretching from Hull's cove to Franklin (Austin) Hollow,  
43 owned by the Conanicut Island Land Trust.  
44

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



1  
2 Dutra and Neale Farms: In 2008 the Town of Jamestown purchased the  
3 development rights to 80.8 acres of the Dutra Farm and 39.8 acres of the Neale Farm.  
4

5 Watson Farm: Although not permanently protected, this 259-acre working farm  
6 located on the west side of the island and owned by Historic New England (formally  
7 Society for the Preservation of New England Antiquities) is protected under a deed of gift  
8 from Thomas Carr Watson as land held with conservation intent.  
9

10 Ft. Wetherill Marine Laboratory: This facility is located on the eastern end of Ft.  
11 Wetherill State Park (see II-F-3 below). It is owned by the State of Rhode Island and is  
12 operated by the RI Department of Environmental Management's Marine Fisheries  
13 Section. The facility consists of three recently restored military buildings housing office  
14 space, a research laboratory, aquarium facility and dockage for six research vessels  
15 ranging in size from 21 to 50 feet. Fisheries and habitat monitoring and management is  
16 conducted at this facility.  
17

18 More detailed information on the town's physical setting and natural resources may be  
19 found in the 2002 Jamestown Comprehensive Community Plan, pp. 43-91, 107-22.  
20

#### 21 DC. WATER QUALITY/WATER TYPE

22

23 Because of its lack of industrial pollution, its tidal currents and deep water close  
24 to shore, and its location near the mouth of Narragansett Bay, Jamestown has waters that  
25 are comparatively clean. Despite its good fortune in that respect, however, there is  
26 clearly room for improvement. There are, for example, occasional sewer overflows after  
27 heavy rain and occasional septic system malfunctions--problems that the town has  
28 addressed by completing the construction of the new wastewater treatment plant in 2009,  
29 and a new wastewater management ordinance provides for better inspection and control  
30 of septic systems.  
31

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

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40  
41 The DEM and the CRMC each have water classification systems by which they  
42 set standards for appropriate uses of Narragansett Bay's waters. While these standards  
43 are set for somewhat different purposes and therefore do not always coincide, the DEM  
44 and the CRMC cooperate to solve problems that may result where their jurisdictions  
45 overlap. The harbor commission works with these two agencies where matters of either  
46 water quality or water use are concerned.

1  
2 1. DEM Water Quality Designations:  
3

4 The DEM establishes surface water quality standards for the waters of the Bay,  
5 along with uses appropriate to them. It divides the bay waters into four classes, each  
6 defined by the most sensitive designated uses. It then regulates these uses for the  
7 purposes of water quality protection and enhancement.  
8

9 The DEM considers some use designations to be suitable for all four DEM  
10 classes: aquaculture uses, navigation, and industrial cooling (and all "shall have good  
11 aesthetic value"). It also considers some to be not suitable for any class: waste  
12 assimilation and waste transport.  
13

14 The DEM distinguishing water quality standards, as described by DEM and as  
15 applied to Jamestown, are as follows:  
16

17 Class SA [the most ecologically sensitive designation]: "These waters are  
18 designated for shellfish harvesting for direct human consumption, primary and secondary  
19 contact recreational activities, and fish and wildlife habitat." (In the DEM descriptions  
20 "primary contact recreational activities" include swimming, diving, water-skiing, and  
21 surfing; secondary ones include boating and fishing.) Jamestown's SA waters include  
22 almost all the waters surrounding Conanicut Island, as well as the waters surrounding  
23 Dutch Island and all but the northern tip of Gould Island.  
24

25 "SA {b}" refers to SA waters that have "a partial use designation due to impacts  
26 from a concentration of vessels." Jamestown's designated SA {b} waters are: a) in East  
27 Harbor, west of a line running 1000 feet from shore that extends south from the Pell  
28 (Newport) Bridge to a line running from Bull Point to buoy G "11", excluding those areas  
29 designated "SB" below; and b) in West Harbor, inside the lines drawn from a point on  
30 Jamestown due east of the Dutch Island pier, to the Fort Getty pier, and then to a point at  
31 the southern end of Maple Avenue.  
32

33 Class SB: "These waters are designated for primary and secondary contact  
34 recreational activities; shellfish harvesting for controlled relay and depuration [i.e.,  
35 purification]; and fish and wildlife habitat." Jamestown's SB designated waters are: a) a  
36 1000-foot wide band that runs south along the coast from the northernmost point of  
37 Taylor's Point to a line running due east from a point 1000 feet south of the Pell  
38 (Newport) Bridge; b) in the East Ferry area of East Harbor--west of a line from Bryer  
39 Point to Lincoln Street; c) in the area of the Dumplings around the Jamestown and  
40 Clarke's Boat Yards; d) in Fort Cove (i.e., the Fort Wetherill boat basin); and e) around  
41 the northern tip of Gould island.  
42

43 Class SBI: "These waters are designated for primary and secondary recreational  
44 activities and fish and wildlife habitat. Primary contact recreational activities may be  
45 impacted due to pathogens from approved wastewater discharges." Jamestown has only

1 one SBI designation: within a 300-foot radius of the marine sewer outfall off Taylor  
2 Point.

3  
4 Class SC: This classification involves industrial processes. Jamestown has no  
5 waters classified SC.

## 6 7 2. CRMC Water Use Designations

8  
9 The Rhode Island Coastal Resources Management Plan (CRMP) classifies all waters of  
10 the State into six categories. This classification is based on characteristics of the adjacent  
11 shoreline uses and does not take into consideration the characteristics of the intertidal and  
12 sub-tidal habitats adjacent to these shorelines. As a result some critical habitats (eg.  
13 eelgrass) are not fully protected under the CRMP. A complete description of these water  
14 types and the policies associated with each can be found in the CRMP or online at  
15 <http://www.crmc.state.ri.us/regulations/RICRMP.pdf>.

16  
17 Type 1--Conservation Areas that "abut shorelines in a natural undisturbed  
18 condition, where alterations, including the construction of docks and any dredging, are  
19 considered by the Council as unsuitable." Jamestown's Type 1 waters extend: a)  
20 southwestward from Fort Cove (the Fort Wetherill boat basin) along the entire shoreline  
21 around Beavertail (including all of Mackerel Cove), then north along the west side of the  
22 island to Fort Getty, and around it to a line running from the end of the Fort Getty pier to  
23 the southern end of Maple Avenue; b) south from a straight line extension of Weeden  
24 Lane (i.e., just north of the Pell (Newport) Bridge toll plaza) to the southern side of that  
25 bridge; and c) around Dutch Island.

26  
27 The intended uses of Type 1 waters are minimal impact only, in order to preserve  
28 the natural habitat. Where significant shallow water habitat is identified, boating  
29 activities shall be restricted as necessary to decrease turbidity and physical destruction of  
30 such habitat. Vessel anchoring is not permitted in this conservation area.

31  
32 Type 2--Low-Intensity Boating: "adjacent to predominantly residential areas,  
33 where docks are acceptable, but more intense forms of development . . . would change  
34 the area's character and alter the established balance among uses." Jamestown's Type 2  
35 waters extend: a) north from the southern end of Maple Avenue along the entire  
36 shoreline around the north end of the island, then south to a straight line extension of  
37 Weeden Lane; and b) around Gould Island.

38  
39 The intended use for Type 2 waters is to provide access to the water for  
40 residential areas. Riparian moorings are present in Type 2 waters, as well as some small  
41 residential mooring areas off neighborhood beaches that are private, through deeded right  
42 access. Note: West Ferry Harbor and Dutch Harbor Boat Yard are located within Type 2  
43 waters. Records indicate CRMC approved the marina perimeter of Dutch Harbor Boat  
44 Yard in 1993 or 1994.

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

6  
7 The intended use for Type 3 waters is recreational boating. In Jamestown there  
8 are three commercial boating facilities shoreside to the only Type 3 water around the  
9 island. Additionally, there are two yacht clubs and a boat owner's association marina  
10 located in the Type 3 water. There is a high demand for boating facilities and access to  
11 the water in Jamestown.

12  
13 Type 4--Multipurpose Waters: "include the open waters of the Bay and the  
14 Sounds, where a balance must be maintained among fishing, recreational boating, and  
15 commercial traffic." Type 4 waters near Jamestown include those waters surrounding  
16 Conanicut, Dutch, and Gould Islands not given other water-type designations. The Type  
17 4 waters are out of the jurisdiction of the Town of Jamestown.

18  
19 Type 5--Commercial and Recreational Harbors: "ports, [where] a mix of  
20 commercial and recreational activities must co-exist." Jamestown has no Type 5 waters.

21  
22 Type 6 Industrial Waterfronts and Commercial Navigation Channels: waters  
23 where "water-dependent industrial and commercial activities take precedence over all  
24 other activities." Jamestown has no Type 6 waters.

25  
26 See Map A-1 for CRMC's water use designations in Jamestown's waters. More detail on  
27 the CRMC designations may be found in the Council's Coastal Resources Management  
28 Program as Amended (the "Red Book"), 1996 and ongoing, section 200.

#### 29 30 ED. FACILITIES, USES, AND ACTIVITIES

31  
32 Jamestown's waters are widely used: shellfishing and finfishing (both  
33 commercial and recreational, from shore and on boats), recreational sailing and motor-  
34 boating, swimming, waterskiing, jetskiing, windsurfing, and the like are all popular.

35  
36 With its excellent summer climate, ample winds, proximity to Newport, and easy  
37 accessibility both to lower Narragansett Bay and the open ocean, Jamestown is a natural,  
38 almost an inevitable, center for boating. Its appeal in this respect brings boaters to the  
39 island both to visit and to reside. Indeed, over the past few decades boating's growth in  
40 scope and intensity has been one of the most striking aspects of Jamestown's economic  
41 and recreational life. Appendix A-3 includes a Zoning Map.

42  
43 Recreational boating activity in Jamestown consists largely of day boating,  
44 sailboat racing, recreational fishing, or cruising (transients visiting, residents going  
45 elsewhere). Commercial activity is concentrated in the East and West Harbor areas.  
46 Current town zoning restrictions limit to some extent the possibilities of further water-

1 based commercial development in those areas, especially as most of the harbor waterfront  
2 is already committed to residential use, public recreation, or conservation. The Town has  
3 established municipal shoreline zoning districts, as detailed in the Jamestown Zoning

4 Ordinance.

4 5

6 No uses of coastal or harbor waters will be restricted due to the expansion of existing or  
7 siting of new mooring areas.

8

9 The Town provides trash collection services at public waterfront facilities.

10

11 I. Commercial Boating Facilities

12

13 Marinas/Boat Yards: There are four commercial marinas/boat yards available to  
14 the general public in Jamestown: three in East Harbor (~~Conanicut Marine Services~~ TPG Marinas,  
Conanicut), Clark

15 Boat Yard, Safe Harbor Jamestown Boat Yard), and one in West Harbor (TPG Marinas, Dutch Harbor  
Boat Yard).

16 These businesses make a considerable contribution to the local economy. They also  
17 provide access to the water for any members of the public--resident or non-resident--who  
18 wish to take advantage of their services.

19

20 Clark Boat Yard, a little less than a mile south of East Ferry (also known as  
21 Round House) has ~~45~~ 64 rental moorings; a service dock; launch service; two railway lifts; a  
22 boat ramp; and a repair shop. It has on-site winter storage and on-site summer parking.

23

24 TPG Marinas, Conanicut Marine Services (CMS), at East Ferry, has its own pier and leases  
two

25 others from the town. It has 1560 rental moorings; over 100 rental slips with electricity  
26 and water; the only marine fuel (diesel and gasoline) pump on the island; a launch  
27 service; a parts department ~~ship's store~~; showers and heads; a pumpout facility and pumpout boat; and  
a

~~28~~ 24 repair shop. It has off-site winter storage and off-site summer parking. ~~The Jamestown~~  
~~29~~ 24 and Newport Ferry, operated by CMS, which is based at East Ferry, provides summer  
~~30~~ 28 transportation between Jamestown, Newport, and other nearby points. ~~31~~

32 TPG Marinas, Dutch Harbor Boat Yard (DHBV), at the west end of Narragansett Avenue, has  
33 its own service dock and leases part of the old West Ferry landing from the town. DHBV  
34 has ~~118~~ 408 rental moorings, a launch service, showers and heads, a pumpout facility, a  
35 railway lift, and a full repair shop on site. It has on-site winter storage and on-site  
36 summer parking.

37

38 Safe Harbors Jamestown Boat Yard (JBY), south of the Clark Boat Yard, in the center of the  
39 Dumplings residential area (and the oldest boatyard on the island) has a railway lift; a  
40 service dock; ample shop facilities; and is able to do extensive repairs on site. JBY also  
41 has ~~81~~ 57 rental moorings; 13 out hauls; and launch service. It provides on-site winter  
42 storage and on-site summer parking.

43

44

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46

The Jamestown  
and Newport Ferry, operated by CMS, which is based at East Ferry, provides summer  
transportation between Jamestown, Newport, and other nearby points.

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1 2. Yacht Clubs and Other Private Associations

2  
3 Yacht Clubs: There are two yacht clubs on the island, both centered in East  
4 Harbor. The Conanicut Yacht Club, located in the northern part of the harbor, has 49 29  
5 moorings (all are 47 designated commercial) and its own club building and pier. It runs a  
6 children's sailing program for members that is also open, if space is available, to the  
7 public. The Jamestown Yacht Club has no building or moorings of its own and uses the  
8 marina facilities or general public access at East Ferry.

9 The Jamestown Yacht Club (JYC) is a family-oriented yacht club centered around the  
Conanicut Marina that operates a racing program, social events, and educational opportunities  
for its members in boating, boat maintenance, and long distance cruising. Membership is  
open to the public via its website.

810 9

10 Private Associations: A private boating association located at the Fort Wetherill  
11 boat basin, the Fort Wetherill Boat Owners Association, has 40 slips that it rents to  
12 Jamestown residents. Two private beach associations at the southern end of East Harbor,  
13 the Cottrell Pier Association and the Dumplings Association, have one mooring as of  
14 2014 and have swimming piers and beaches that some of their members use for access  
15 to their boats.

Commercial Businesses

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

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15 17 16

17 3. Town-Owned Waterfront Structures

18

19 Jamestown owns a number of waterfront properties and structures that are currently listed in the  
Jamestown Harbor Commission Asset Inventory which is available on the town website.  
Those that the The Jamestown HC roles and responsibilities include monitoring current condition,  
recommending repairs/improvements and developing long term strategies for further development  
20 harbor commission has been involved with one way or another are described briefly  
21 below. The Jamestown HC establishes the number of Kayak/Dinghy/Paddleboard facilities allowed at  
each town location, monitors the mooring numbers in each mooring field, establishes outhaul numbers,  
and overseas the wait list system.

22

23 East Ferry: Beach and Concrete Ramp: Jamestown issues beach permits each  
24 year that enable holders to store their small boats on the East Ferry Beach. In 2013 the  
25 24 27 permits raised \$2331.00 for the harbor commission. At the same time, the boats  
26 25 interfere to some extent with the public's free movement about the beach.  
During the 2023, the HC set the kayak/dinghy/paddleboard permit number at  
30 due the tendency for high tides, the need to avoid interference with  
swimmers and other beach goers. 27

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28

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

33

34 East Ferry: "Steel" Pier: Jamestown constructed this pier in the 1970's to  
35 encourage marina development. Some sections of the pier are currently under lease to  
36 Conanicut Marine Services until 2015. CMS uses the pier to launch boats by crane, to  
37 provide access to the floating docks, and to provide fueling services. By a recent  
38 agreement the north side of the pier is now open to free public use for loading and  
39 unloading on a short-term basis.

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35

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

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39 36 40

41 The combined basic lease for both this pier and for the adjacent wood pile pier is  
42 \$14,000 with an escalation clause based on rises in CMS's slip and dockage fees that  
43 made the lease worth \$37,000 to the town in 2013. As part of its lease CMS pays taxes,  
44 insurance, etc., allows free pedestrian access to the piers, and is responsible for regular  
45 maintenance of both piers as well as for all repairs that cost under \$2,500 (also with an  
46 escalation clause) for each single repair.

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1 East Ferry: Wood Pile Pier: The shore side portion of this pier was constructed  
2 using Federal funds, and was added to by the town in the 1970's. The pier is now  
3 partially leased to TPG Conanicut Marine Services as part of the lease described above, and  
4 the remainder is for public use. The pier is in good condition. The harbor commission  
5 sets the rates for TPG Conanicut Marinas CMS's commercial vessels at the wood pile pier seasonal  
dockage fees: in 2017 these were \$40.00 per foot for  
65 commercial vessels and \$80.00 per foot for pleasure vessels. At present the eight-foot  
76 wide pier has a multi-purpose use: T P G CMS leases space on the northern side to commercial Charter  
fishermen and other  
87 marine businesses on a yearly basis; pedestrians and recreational fishermen, both resident  
9 and non-resident, have full access to the wood pile pier for walking, sightseeing, fishing and allowed to  
use it freely, and there are three of the town's pumpout stations. In

total there are three touch and go floating docks for the boaters. Three of the town's pump out stations are located along  
the wood pile pier. One is located on the touch and go dock and two are on the main pier area

8  
109 11

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12 East Ferry: Veterans Memorial Square, Town Square, Riparian Boat Basin:  
13 Memorial Square and the adjacent town square provide the riparian rights that allow the  
14 town to lease the water area east of it to TPG Conanicut CMS for use as its CMS's "north basin"  
marina.  
15 Memorial Square leads to the steel pier and CMSTPG's floating docks (the fuel tanks for the  
16 steel pier pumps are buried under it). The town square leads to the wood pile pier. Much  
17 of Memorial Square was repaired in 2000, 2005-6 and is planned for further repairs in 2024. and the  
north face of the stone bulkhead was  
18 rebuilt in 2005-06. This area is the center of the town's major demand for parking; and  
19 parking space dedicated to one purpose inevitably reduces parking space for others--  
20 reserved areas for loading and unloading vs. general parking, shorter time limits for shop  
21 owners vs. longer limits for boaters, etc. Improving parking at East Ferry is one of the  
22 town planning commission's ongoing concerns. In 2013 the seawall between the north  
23 side of the steel pier and the south side of the boat ramp was reconstructed.

24  
25 Fort Wetherill: Boat Basin (Fort Cove) and Highway Barn Area: The Fort  
26 Wetherill boat basin has been leased by the Fort Wetherill Boat Owners Association  
27 (FWBOA) since 1979. The FWBOA is a private association that has constructed, and  
28 owns, its piers and floating docks. With town permission it is able to use public facilities  
29 for parking and float storage. It maintains a waiting list for vacancies that is open to all  
30 Jamestown residents. In 2008 Jamestown and the FWBOA negotiated a seven-year lease  
31 with a first year payment of \$22,000 and a second year payment of \$25,000 with a yearly  
\$500 increase. The lease expires in 2018. FWBOA maintains 42 slips for boats up to approximately 26 feet in length. In  
2018 Jamestown and the FWBOA negotiated a 17-year lease and at 2% until 2030. From 2031-2035 the lease will  
escalate at 3%. The lease expires in 2035. FWBOA maintains 42 slips for boats up to approximately 26 feet in  
length.

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32 33  
34

The state-owned area around the southern side of the Fort Wetherill ~~the~~ basin has been developed by

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35 the DEM into a state marine research laboratory; subject to a memorandum of  
36 understanding entered into between the town and DEM. The town owns 3.5 acres of  
37 land, including the old highway barn, located within 30 feet of the water's edge. ~~The new~~  
38 ~~highway barn was constructed at Taylor Point in 2009.~~

38  
39

40 Fort Getty: Pier, Launch Ramp: Jamestown acquired Fort Getty and its pier from  
41 the U.S. Army in the 1950's. Since the 1970's the town's recreation department has  
42 managed the area primarily as a seasonal trailer park and campground. The park is open  
43 to the public: ~~Residents pay \$15 for an annual parking sticker; non-residents pay \$20~~  
44 ~~daily for motor vehicle admission (\$30 with a boat trailer). Residents pay for an annual parking~~  
~~sticker; non-residents pay daily for motor vehicle admission.~~ Pedestrians and bicyclists

may enter free of charge.

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1 At the north end of the park there is a boat ramp, an adjacent causeway, and, at  
2 the end of the causeway, a wood pile pier. On the eastern side of the causeway the harbor  
3 commission has installed 22 outhauls that it permit leases seasonally at \$430 for boaters with  
4 commercial fishing licenses and \$500 for boaters who are purely recreational. The pier  
5 itself is in only fair condition and will need some significant repair work within the next  
6 five years. It has no floating dock and is too high off the water to serve small boats  
7 conveniently without one. The commission installed electricity in 2000 to provide  
84 leasing capacity for one or more vessels, particularly the commercial vessels no longer  
95 allowed at the state-owned pier in the Fort Wetherill boat basin (Fort Cove). A kayak  
106 rack has recently been constructed is located at Fort Getty and the same user rates apply to the Ft.  
Getty rack as for beach permits. The Harbor Commission set the occupancy rate for the Kayak Racks at 46 during  
the 2023 re-evaluation.

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13 In 2011 the harbor commission and the town made necessary repairs to the Ft.  
14 Getty boat ramp. In 2013 the Ft. Getty outhauls were replaced. Further Fort Getty improvements are in  
discussion with the Harbor Commission and Public Works. The Parks and Recreation department  
manages parking permits for those wishing to park along the access road out to the pier facility. Local  
Fisherman and aquafarmers have the majority of slips on the Fort Getty pier.

15 15.

1416

16 West Ferry: Wharf: The West Ferry wharf (the old West Ferry landing area) is a  
17 long, wide, paved and clamshell-graded facility extending into Dutch Harbor. The town  
18 has CRMC permission for 20 outhauls on the south side of the wharf. The outhauls were  
19 replaced in 2013. The town also owns and maintains a dinghy dock at the west end, for  
20 which in 2013 it charged, on a space available basis, \$450 a season for tie-up privileges  
21 (usually ten to twenty dinghies are involved). The town has two pumpout stations West  
22 Ferry, and not less than one pumpout shall be operational at West Ferry at any time. The  
23 town provides touch and go dockage limited to 30 minutes. During the summer months  
24 the wharf surface is used for parking by the public and by the customers of the Dutch  
25 Harbor Boat Yard, which is located just north of the wharf. The harbor commission  
26 spent almost \$200,000 in 2001 on repairs both to the surface of the wharf and to its north  
27 side and west end. (The town made repairs to the south side of the wharf in the early  
1990's and it is in good condition.) Repairs to the sea wall are being planned for 2024 or 2025.

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28 29  
30 The TPG Marina Dutch Harbor Boat Yard leases part of the wharf from the town for boat  
31 storage from after Labor Day through June 14 each year. Its lease is set at a base of  
\$10,000 annually, with an escalation clause that brought the town a total of \$15,000 in  
2013. As part of the lease, the boat yard commissions and decommissions the town's  
3432 docks and gangways each year without charge (perhaps a \$4000 value), and shares the cost of  
summer trash removal, and manages both the town's outhaul rentals (for which Dutch  
Harbor Boat Yard receives one-half the income) and the town's dinghy dock (for which  
Dutch Harbor Boat Yard receives all the income). The five-ten-year renewable lease runs to  
2015 2025. All repairs are the responsibility of the town. Some concern has been expressed  
3935 that the yard's boat storage and parking may limit effective public access; and the boat  
yard and the town have been working together to resolve the issue.

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42 Jamestown Shores (Head's) Beach; Broad Street/Park Dock: Head's Beach was  
43 acquired by the Town of Jamestown in 1996 with funding from the Rhode Island Open  
44 Space and Recreational Area Bonds Act. Head's Beach has three rough stone jetties  
45 made of large, unsurfaced boulders and a natural launch ramp. ~~The town is allowed by CRMC to have 14 non~~  
46 ~~riparian moorings located according to the established CRMC management plan. In 2013 the town issued~~  
~~nine beach permits for boats at this site, for which it received a total of \$954. In recent~~

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1 years the harbor commission has issued mooring permits adjacent to the waters of Head's  
2 Beach. During the 2023 season, the HC set the kayak/dinghy/paddleboard permit  
3 number to 34 at Heads Beach.

4 2 Park Dock, located on the north east side of the island, has the remains of an old stone jetty.  
5 RIDEM Shoreline Access

6 3 Grant provided for improved public access at this site. 8 Moorings have been permitted in  
7 waters adjacent to Park Dock. Public funding and DEM recreational easements have  
8 contributed to an increase of use and associated user conflicts. (For further information  
9 on these two facilities see section II-F-3, below). CRMC as of 2007 is requiring that the  
10 CRMC reported that Head's Beach and Park Dock mooring fields were be formalized as mooring  
11 areas, along with  
12 another area used for non-riparian moorings at Cranston Cove. These areas are no longer listed as  
13 non-conforming mooring areas.

14 9  
15 Maple Avenue: The town makes available beach storage of small boats by  
16 permits as issued by the Jamestown harbor office. In 2024 the Harbor Commission set the occupancy  
17 rate to sixty permits town issued fifty permits  
18 for kayaks and dinghies at this site, for which it received \$3880.

19 Boardwalks: There are no boardwalks in Jamestown.

#### 20 4. Waterfront Parking

21 Parking, particularly at East Ferry and West Ferry, has been a perennial problem  
22 during summers in Jamestown. It was that way when the ferries were running fifty years  
23 ago; it is that way now. It should be noted that the East Ferry passenger Ferries have increased their  
24 capacity by buying additional and bigger boats, inevitably putting more strain on the finite resource.  
25 In addition Business owners maintain there is not enough parking for their  
customers; boaters maintain they have too far to walk to get to their boats; nearby  
residents maintain they are hemmed in by visitors parking on local streets. At the same  
time, for well over half the year, the boating season is over, the tourists and the summer  
residents have gone, and the parking problem seems to vanish. In a 1998/2010 planning  
commission community survey 70 % of respondents indicated that they would support additional  
landside facilities for boaters such as parking and bathrooms.

The 2019 parking study stated that There is evidence that parking in the East Ferry town square and along the waterfront area has become more desirable, which could either lead to further parking studies or necessitate changes in parking along the waterfront. Some of the recommended changes from that study include:

- reducing time limits or implementing paid parking during peak season months to help increase the turnover and availability of parking spots throughout the day.
- reducing the number of long-term parking spots by making those existing into shorter time spots.

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- providing long-term users with more information about long-term parking options a short walk away from the waterfront.
- asking businesses to regulate where their employees park in the downtown area, away from the high-demand spaces.

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26  
 25 28% of the respondents said there was a general parking  
 26 problem in the downtown area; 53% said there was a problem, but only in the summer  
 27 season.  
 28  
 29 The town's planning commission and its parking committee have been working on  
 30 ways to address the issue of parking for a number of years. They have found it difficult  
 31 to obtain useful statistics to analyze effectively the source of the congestion. While the  
 32 harbor commission, for example, asks private mooring owners where they access their  
 33 boats and (if they drive) where they park, its questions do not always elicit helpful  
 34 answers. Some private mooring holders park in different places depending on the time of  
 35 day or week - on whether races, weekends, holidays, or special events bring more cars to  
 36 the center of town. Some drive when they have heavy loads to carry and walk or bicycle  
 37 when they do not. Some provide ambiguous, incomplete, or confusing answers to the  
 38 commission's questionnaire. And, of course, the questionnaire is concerned only with  
 39 boaters who have private moorings: it does not deal with the larger number of boaters in  
 40 harbor waters who use the services of the commercial operators, or who launch their  
 41 primary boats from the beaches--let alone with people who have driven to the harbor  
 42 waterfronts in summer to fish, look around, eat, shop, or otherwise enjoy themselves. 43

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

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42  
 44 Parking is a matter of particular concern to many boaters. To meet these concerns  
 45 the harbor commission will work with the planning commission, to which the  
 46 comprehensive community plan has assigned initial responsibility for addressing matters

1 related to parking in the town. In doing so, the harbor commission will pay particular  
2 attention to the needs of boaters.

3  
4 5. Moorings

5  
6 A mooring permit is required for all moorings located in the Jamestown waters of Town of  
7 Jamestown. As of 2023 season, Jamestown has approximately over 1120 private and commercial  
moorings at different

8 locations around the island. In 2012 it issued a total of 1077 mooring permits—a figure  
9 slightly up from the 1072 recorded twenty one years earlier in 1991.

10

11 Private moorings fall into the following classes:

12  
13 Class 1(a) riparian: owners of riparian property are entitled to apply, with priority  
14 over other mooring permit classes, for up to two moorings per property parcel directly  
15 adjacent to the shorefront property parcel. Only owners of riparian property may have  
16 guest moorings. Only one of the two moorings permitted Class 1a permit holders may be

17 a guest mooring. In accordance with CRMC Red Book regulations, coastal property moorings must be  
located within the seaward extension of existing property lines

18

19 Class 1(b) riparian on coastal waters is no longer a recognized mooring class in RI. Those  
moorings will be redesignated as class 3, general public within Jamestown's database in the  
near future. Only those individuals who had valid mooring permits under this previous  
unauthorized classification may continue to moor their vessels in place (essentially, they were  
grandfathered in place), however, no subsequent individuals may have a permit in this mooring  
field. CRMC also notified the public that when/if the existing property is sold, that mooring  
permit will NOT be available to the new property owners. Upon the surrender of the permit, the  
grandfathering is not transferrable, not even to a family member. ~~property owners holding a  
freehold estate of~~

20 record with a deeded right of access to riparian property are entitled to apply for a single  
21 mooring permit per property directly adjacent to that riparian property. The Town shall  
22 provide delineation of each such mooring area. Each such mooring area is available to  
23 members of the general public. This does not imply any right to trespass on private  
24 property.

25

26 ~~Class 2 (a) and Class 2 (b) private easement: a non-riparian property owner holding a freehold  
27 estate of record with a deeded private right of way or easement to coastal waters granted  
28 in an original property subdivision are entitled to apply, per property, for a single  
26 mooring permit directly adjacent to that right-of-way or easement. Class 2 is now being  
eliminated by CRMC under the new revisions occurring during 2023 and beyond for  
consistency with CRMC regulations. Only those individuals who had valid mooring permits  
under this previous unauthorized classification may continue to moor their vessels in place  
(essentially, they were grandfathered in place), however, no subsequent individuals may have  
a permit under 2 a/b. CRMC also notified the public that when/if the existing property is  
sold, that mooring permit will NOT be available to the new property owners. Upon the~~

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surrender of the permit, the grandfathering is not transferrable, not even to a family member,

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2928 . this mooring class was no longer allowed. CRMC decided that upon the sale of grandfathered properties with this mooring class, the permit shall be cancelled and no longer available to subsequent property owners. Jamestown is no longer allowed to issue mooring permits with this mooring class designation:

30 Class 2(b) right-of-way: a non-riparian property owner holding a freehold  
31 estate of record within one thousand (1,000) feet of a public right-of-way to coastal  
32 waters is entitled to apply, per property, for a single mooring permit per property directly  
33 adjacent to that right-of-way. The Town shall provide delineation of each such mooring  
34 area. Each such mooring area is available to members of the general public. This does not  
3529 imply any right to trespass on private property.

39

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

43

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



1 In 2013 there were 388 commercial mooring permits issued: 280 in East Harbor  
2 and 108 in West Harbor. (The commercial mooring operators reserve some of their  
3 moorings for transient boaters, the exact number each year depending to some extent on  
4 the number of seasonal rentals.)

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5  
6 In East Harbor there are three commercial boating facilities which manage town  
7 issued mooring permits: Commercial Moorings in East Harbor

8  
9 **Clark's Boatyard** is issued 645 mooring permits annually, to be rented  
10 out seasonally or as transient moorings. Clark's Boatyard is a private entity that leases no  
11 land from the town. The business is self-sufficient and manages itself, other than the  
12 mooring fees and reports due to the town.

13  
14 **TPG Conanicut Marina** is issued 1560 town mooring permits annually, and  
15 conducts its business from a combination of private land and land leased to Conanicut  
16 Marina from the town. There is collaboration between the town and the commercial  
17 business to manage and maintain the facilities.

18  
19 **Safe Harbors, Jamestown Boat Yard** is issued 8179 town mooring permits.  
20 Jamestown  
21 Boatyard is a private entity that leases no land from the town. The business is self-  
22 sufficient and manages itself, other than the mooring fees and reports due to the town.

23 In West Harbor, there is one commercial boating facility:  
24 Commercial moorings in West Harbor

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

29  
30 All commercial operators are required to show proof of mooring inspections  
31 every three years, and are required to provide reports to the Harbor Office regarding the  
32 inspections completed, the number of seasonally rented moorings, transient moorings, boat lengths,  
33 etc. A fee is  
34 also charged for each permit, based on the length of boat moored. For transient  
35 moorings, the average length of all of the vessels moored seasonally is averaged, and the  
36 average is used to calculate transient mooring fees due to the town.

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

CMS maintains 10 moorings for business vessels and commercial

44 42  
 43 At the end of the 2023 boating season, the mooring distribution was as shown below: In 2012  
 there were 696 private mooring permits, of which 314 were Class 1a  
 44 (riparian); 127 of the 314 were guest moorings. 17 Class 1b (deeded rights to riparian  
 45 land) permits were issued. Over half of the private mooring permits (that is, 400) were  
 4643 for the two harbor areas: 237 (54 of them Class 1) for East Harbor and 163 (38 of them

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

Private Moorings - 2023		
Riparian - Class 1	356	
Right of Way - Class 2	13	
All Others - Class 3	301	
TOTAL	670	

Guest Moorings	115	
Resident Moorings	227	
Non-Resident Moorings	74	21.00%
Ration Res to Non Res shall 3/1	No	

Harbor Mooring Areas-Non Riparian		
East Side Private	153	
West Side Private	95	
TOTAL		248

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1 Class 1) for West Harbor. In coastal waters 222 of the 296 private mooring permits 90 of  
2 them guest moorings were Class 1a. There were 38 private mooring permits for south of  
3 the harbor areas 34 of them in Mackerel Cove and 297 for the long coastline around both  
4 sides of the island to the north. In 2012 there were 112 vessels on private moorings over  
5 25 feet in length moored in East Harbor and 94 moored in West Harbor.

6  
7 In 2012 the total number of non-resident private moorings in Jamestown was 65,  
8 or 9.34 % of the total 696 private mooring permits granted. Exclusion of the 314 Class  
9 1a mooring permits would change this figure to 65 of the 382 private mooring permits

10 (17%).

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11  
12 There are three mooring areas on the north east end of the island – Park Dock (85  
13 moorings), Cranston Cove (912 moorings) and Bridge View (5 moorings). Park Dock has a town  
owned waterfront access area. and Three additional mooring areas are located north of the bridge on  
the east side, Potters Cove, Seaview and Bay Terrace. Potters Cove has public access and some  
parking areas but no dinghy storage is allowed along the waterfront area. Bay Terrace and Seaview  
mooring areas are under study to determine public access capability.

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14  
15 There are 6 mooring areas north of the bridge on the west side of the island Head's beach (143  
moorings) is located on the west side of the island and has the town beach as the best access. All of  
these areas three

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16 areas have only private mooring permits located within, and there are no commercial  
17 operations within at least 2 miles of each mooring area. Other areas include Fly Jib (5), Capstan (5),  
18 Champlin Place (5), Garboard (5) and Spirketing (5) ROWs. There are three additional mooring areas  
19 located south of the bridge on the west side, Deck St (5), Mast St (5) and Hull St (5). The water Type is  
20 2 for all three

21 areas, and the town believes this form of low intensity boating, mainly by residents of the  
22 north end of the island, is consistent with the CRMC Type 2 water. The permit holders  
23 are responsible for maintaining the mooring tackle, as with all private mooring permits.  
24 The town maintains the ROW's to the water, where applicable, and in the case of deeded  
25 rights to riparian lots, the private associations maintain and manage the private riparian  
26 lot access.

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27  
28 There is always extreme pressure for additional private moorings. At the end of  
29 2023, the harbor commission had a waiting list for mooring permits totaling 319, 342 names:  
10322 for the West Harbor, 17983 for East Harbor, and 37 elsewhere. Non-residents  
constitute 69 of the 342 places on the waiting lists. (Joan list) check these - This is approximately  
210 % of this

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list. The pressure for new moorings has always been particularly severe on the East  
Harbor mooring field. Some East Harbor applicants have been on the list over 20 eight  
years, and at the present rate of turnover the most recent applicants for west harbor will be waiting over

16 ten years. The Jamestown Harbor Commission agreed in 2023, to establish a goal to reduce the wait list time as  
much as possible by using updated mooring regulations. It is important to note that these waitlist numbers may reflect  
multiple mooring applications from single applicants and this may cause confusion.

30

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Moorings in Jamestown have traditionally included a heavy concrete block or other heavy anchor, a length of heavy chain that normally lies on the seabed, and a length of lighter chain that is supported by a mooring ball, to which is affixed a rope bridle. Standards for these traditional moorings are written into the harbor ordinance. The harbor commission believes that modern mooring tackle, involving a resilient member between the anchor and the mooring ball in lieu of both lengths of chain, are a distinct improvement, in that they appear to result in less stress on the boat's cleats and other hardware, because less scope is required, so that moorings can be placed closer together, and because the habitat-destructive scrubbing action of the heavy chain on the seabed as the boat and mooring are moved by wind, waves, and current is eliminated. ~~As of spring 2009, the harbormaster has been encouraging the use of such resilient tackle where possible for the past several years.~~ The accompanying amended ordinance specifically encourages the use of such resilient tackle. As of 2023, Clark Boat Yard, Safe Harbors Jamestown Boat Yard and CYC have almost fully integrated resilient tackle for the majority of their moorings.

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1 6. Fishing

2  
3 Fishing has always been, and will continue to be, an integral part of Jamestown  
4 life. There is a richness of fishing opportunities around the island that attracts both  
5 commercial and recreational fishermen. DEM requires fishing permits for all fresh and salt waters in the  
state of Rhode Island. DEM officers patrol Jamestown fishing areas to ensure compliance.

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6  
7 Commercial fishermen based in Jamestown have access to Narragansett Bay's  
8 finfish, lobster, and shellfish resources. While Jamestown is not itself a large center for  
9 commercial fishing, the business has always been part of the fabric of the community.  
10 Commercial fishermen include lobstermen, quahoggers, draggers, welkers, hook-and-liners,  
11 aquaculturists, and those who fish in diving gear and from the shore. Many, both full-  
12 time and part-time, target multiple species of finfish and shellfish. In 2023 02 there were  
13 not only a number of commercial fishing vessels berthed or moored at East/West Ferry, Fort Getty  
14 around Jamestown, but  
15 many others trailered in and launched from various points on the shore.

16  
17 Recreational fishing in Jamestown is a popular activity for residents and non-  
18 residents alike. At one time the world record for the largest striped bass caught from the  
19 surf was held in Jamestown. Almost all the published guides to New England saltwater  
20 fishing recommend Jamestown as a site for excellent striped bass. Newspapers in  
21 Providence and Newport report on the fishing in and around Jamestown in seasonal  
22 weekly columns, as does the *Jamestown Press*. At present the activity helps support one  
23 seasonal bait and seafood shop.

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24  
25 Sites for shore fishing may be found all around the island--from the big state  
26 parks at Beavertail and Fort Wetherill to small access points such as Head's Beach and  
27 Park Dock. The most popular shore sites are probably Beavertail, East Ferry, Fort  
28 Wetherill, Fort Getty, and Taylor Point. East Ferry, because of its central location,  
29 relatively limited access, and competing activities, almost always has intense problems  
30 with space and parking. Similar problems exist in other areas, such as Head's Beach. 31  
32 Fishing from boats--moored, docked, and trailered--is also a popular activity  
33 around Jamestown. Residents and non-residents launch boats at the East Ferry, Fort  
34 Wetherill, and Fort Getty ramps. The only designated parking area for boat trailers is at  
35 Fort Getty.

36  
37 There are no anadromous fish runs that affect Jamestown. The RI DEM Facility located at Fort  
38 Wetherill has a team of scientists who monitor shellfish and finfish populations around the  
39 Narragansett Bay. Several research vessels are located along the docks there and are used for  
40 various sampling evaluations throughout the year.

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14

515 6

7 Shellfishing takes place in the tidal wetlands along inlets, on intertidal flats, and  
8 in concentrated areas in near-shore waters. Although the island waters contain an  
9 abundance of shellfish, some shellfish areas are closed either permanently or seasonally  
10 when the waters are not certified.

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11

12 Note: The DEM has permanently closed to shellfishing "the waters on the east  
13 shore of Jamestown, in the vicinity of East Ferry and Taylor Point, west of a line from the  
14 House on the Rocks located in the Dumlplings to buoy C13, west of a line from buoy C13  
15 to buoy M15, and south of a line from buoy M15 to the northernmost tip of Taylor  
16 Point." The DEM has seasonally closed to shellfishing "the waters on the west shore of  
17 Jamestown, in the vicinity of West Ferry, which are south and east of a line from the  
18 landward side of the northeast corner of the Fort Getty pier to the south side of the mouth  
19 of Great Creek." (See DEM, Shellfish Closure Areas, May, 2000-May, 2001.) Seasonal  
20 closure extends from the Saturday before Memorial Day to the Tuesday after Columbus  
21 Day.

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Most of the waters around Jamestown are classified as Approved and are open to shellfish harvest  
except for closures in response to unusual events (can close after exceptional events like algae blooms, spills, etc.).  
There are 6 areas around Jamestown that have current shellfish closures:

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On the West Passage Growing Area 7 (GA7) side:

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

On the East Passage side Growing Area 6

- GA6-3: Jamestown East Ferry and Taylor Point (prohibited)
- GA6-5: Cranston Cove (prohibited)

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

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22

23 Aquaculture, which is supervised and administered by the CRMC, is a small but  
24 increasingly significant aspect of marine activity in Narragansett Bay. In 2002 there were  
25 three aquaculture projects underway locally, all of them either in, or near, West Harbor:  
26 West of the Hodgkiss Farm there was a 4.5 acre commercial project involving oyster,  
27 clam, and scallop. East of that project, nearer shore, were two small experimental  
28 research projects - oyster for one; oyster, clam, and mussel for the other - each with a

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1000 square foot short-term lease. Aquaculture is licensed, supervised and administered by the CRMC only. Jamestown stays informed about aquafarming areas but does not regulate the industry. Aquaculture is a small but increasingly significant aspect of marine activity in Narragansett Bay and around the island. In 2023 there were six aquaculture projects underway locally, all of them either in, or near, West Harbor. Projects encompass about 34.3 acres with oysters, clams, mussels, and scallops. An aquaculture map is included in the Appendix to this HMP. CRMC

reported during 2023 that a commercial kelp farm was approved to operate from October to May and would be located east of Dutch Island in the near future.

23 An aquaculture map is included in the Appendix 3. CRMC reported during 2023 that a commercial kelp farm was approved and would be located east of Dutch Island in

2924 Along a North-South line in 2024. Kelp farm operations would occur during the off season 1 November to 30 April.

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30  
31 As of 2012, there were two additional CRMC applications for aquaculture  
32 projects in the vicinity of Jamestown. It is expected, due to recent trends, that the  
31 occurrence of aquaculture projects will increase in the coming years. Repeated below

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3332 34  
35 Jamestown's waters have both advantages and disadvantages for aquaculture. Its  
36 waters are relatively pure, but relatively high in salinity and low in nutrients. Despite its  
37 mixed appeal for aquaculture, the town may reasonably expect further interest from  
38 aquaculturists in future years. One of the policies of the 2002 comprehensive community  
39 plan is for the town council to "support Aquaculture in and around Jamestown while  
40 minimizing detrimental impacts of such operations" (p. 261), with the harbor commission  
41 as a cooperating partner.  
42

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

4443  
43 It is possible that to the current inconspicuous "bottom" aquaculture may be  
44 added, from time to time, research projects in the Bay that are suspended from rafts or  
45 constructed with floating or fixed netting. If this occurs in Jamestown's waters it may  
46 result in some physical obstruction or other inconvenience for local boaters. The state

1 agencies involved have the final authority over aquaculture projects in bay waters, no  
2 matter how close the projects may be to the shoreline. However, CRMC policy is to  
3 notify towns and individuals likely to be affected by an aquaculture project before any  
4 decision is made about it, so that they may express their views at a preliminary  
5 determination ("PD"): the CRMC is interested of course not only in aquaculture but in  
6 the aesthetic and recreational qualities of the bay. 7

8 **Commercial fishermen** based in Jamestown have access to Narragansett Bay's  
9 finfish, lobster, and shellfish resources. While Jamestown is not itself a large center for  
10 commercial fishing, the business has always been part of the fabric of the community.  
11 Commercial fishermen include lobstermen, quahoggers, draggers, hook-and-liners,  
12 aquaculturists, and those who fish in diving gear and from the shore. Many, both full-  
13 time and part-time, target multiple species of finfish and shellfish. In 2002 there were  
14 not only a number of commercial fishing vessels berthed or moored at Jamestown, but  
15 many others trailered in and launched from various points on the shore.

16  
17 **Recreational fishing** in Jamestown is a popular activity for residents and non-  
18 residents alike. At one time the world record for the largest striped bass caught from the  
19 surf was held in Jamestown. Almost all the published guides to New England saltwater  
20 fishing recommend Jamestown as a site for excellent striped bass. Newspapers in  
21 Providence and Newport report on the fishing in and around Jamestown in seasonal  
22 weekly columns, as does the *Jamestown Press*. At present the activity helps support one  
23 seasonal bait and seafood shop.

24  
25 Sites for shore fishing may be found all around the island—from the big state  
26 parks at Beavertail and Fort Wetherill to small access points such as Head's Beach and  
27 Park Dock. The most popular shore sites are probably Beavertail, East Ferry, Fort  
28 Wetherill, Fort Getty, and Taylor Point. East Ferry, because of its central location,  
29 relatively limited access, and competing activities, almost always has intense problems  
30 with space and parking. Similar problems exist in other areas, such as Head's Beach. 31

32 Fishing from boats—moored, docked, and trailered—is also a popular activity  
33 around Jamestown. Residents and non-residents launch boats at the East Ferry, Fort  
34 Wetherill, and Fort Getty ramps. The only designated parking area for boat trailers is at  
35 Fort Getty.

36  
37 37 There are no anadromous fish runs that affect Jamestown. 38

## 39 **7. Other Water-Based Activities**

40  
41 **Swimming:** In addition to the designated and regulated Mackerel Cove Beach,  
42 described below, there are a number of unnamed and unregulated publicly-owned  
43 beaches and rocky coves around the island where people swim at their own risk, such as  
44 at Beavertail, Fort Getty, Fort Wetherill, Head's Beach, Cranston Cove, Park Dock, and  
45 other accessible public waterfronts. There are also private associations, such as the

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1 Cottrell Pier Association and the Dumplings Association, both in the southern section of  
2 East Harbor.

3  
4 Scuba Diving: Scuba diving is a popular sport around the island, both shore-  
5 based and from boats, particularly because of the deep and clear water close to shore.  
6 Fort Wetherill, recognized as one of the premier scuba diving sites on the east coast,  
7 attracts large numbers of divers throughout the warmer months. Many of the weekend  
8 divers are students in scuba classes in Rhode Island and the adjacent states who are  
9 brought to Fort Wetherill for their first open water dives.

10  
11 Windsurfing; Water Skis and Jet Skis: The most popular public areas for  
12 launching windsurfers are probably at Fort Getty, East Ferry, at Head's Beach, and at  
13 Taylor Point. There is a five mile per hour, no-wake speed limit for all vessels in harbor  
14 waters. But in harbor waters the speed limits are not always adhered to; and in coastal  
15 waters there have been complaints from around the island about the noise and  
16 disturbance created by jet-skiing, water-skiing, and other kinds of powerboating.

17  
18 17 Anchorages: Jamestown has 3 established anchorage areas with two located on the eastern side and one on the  
19 western. Potters Cove to the north of the bridge and the Dumplings located south of East Ferry. Dutch Harbor anchorage  
20 area is located along a triangular shape between Dutch Harbor to the south, Zeek's Creak to the north and the marina area to  
21 the east. Vessels anchoring within these areas must register on the town website. The Harbor Ordinance details other town  
22 requirements for anchorage areas. There are numerous other anchorages located around the island outside Jamestown  
23 jurisdiction depicted on nautical chart 13223 and these are often used by commercial fishing vessels, Commercial shipping,  
24 and US Navy vessels.

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18 **EP. RECREATION AREAS AND PUBLIC ACCESS**

19  
20 The CRMC and the Town of Jamestown are committed to providing and  
21 maintaining public access to the shoreline. Under Rhode Island law the public has (and  
22 has had since the seventeenth century) the right to use the coasts of the state between  
23 mean high water and mean low water for the purposes of fishing, swimming, gathering  
24 seaweed, and passing along the shore. To realize this public right the CRMC and the  
25 town work together to maximize the potential of existing town-owned parks and other  
26 areas on the waterfront; to maintain and mark existing rights-of-way (ROWs); and to  
27 identify, survey, and open potential ROWs that can best serve the public interest. (The  
28 town, for example, believes that all the existing shoreline easements on public property  
29 for water outflow and underground cables already provide public access to the shoreline.  
30 It is currently updating its inventory of those easements.) As part of its program  
31 supporting public access, the CRMC requires all harbor management plans to include  
32 significant public access provisions. This section of the plan discusses where the town  
33 stands at present in that respect, the Jamestown Conservation Commission is currently updating the  
34 Shoreline Access and Rights of Way Inventory and expects to complete it during 2024. Also see map  
35 in Appendix A-4. The Jamestown Conservation Commission is in discussions with town leadership to  
36 identify oversight responsibility for Rights of Way management. Supporting organizations would  
include the Harbor Commission, Public Works Department and the Planning Commission.

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34  
35 1. Recent Developments in Public access:

37 ——— In 1998 the town's parking committee appointed a subcommittee to report on the  
38 town's ROWs and to make recommendations for their future utilization in terms of  
39 parking and of renovation or expansion. The subcommittee (which included as members  
40 the town planner and the then chair of the harbor commission) reported in April, 1999, in  
41 a report entitled: The Parking Committee's Report on Public Shoreline Access and  
42 Rights of Way in Jamestown. Building on prior work, most notably the planning  
43 department's Shoreline Access and Improvement Plan of July 1992, the report discussed  
44 39 sites. For each site it provided a locating map, a description, at least two photographs,  
45 and recommendations for the future. The parking committee submitted the report to the  
46 town council, which approved it with minor changes.

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1  
2 The 2002 comprehensive community plan (p. 246) takes up the parking  
3 committee report under its section entitled "Water Resources (Coastal Resources)" policy  
4 #2: to "encourage land management that provides opportunities for public waterfront  
5 access." The draft lists four "actions" to be taken: 1) to implement the recommendations  
6 outlined in the parking committee report [*Initiator:* parking committee; *Resources:*  
7 recreation department; conservation commission, harbor commission, tax assessor, 1999  
8 parking committee report]; 2) to maintain a current ROW inventory [*Initiator:* planning  
9 department; *Resources:* CRMC, 1999 parking committee report]; 3) to actively seek  
10 outside funding for enhancement of selected right of ways [*Initiator:* recreation  
11 department; *Resources:* planning department; harbor commission]; 4) to create  
12 requirements for easements to the waterfront in subdivisions where appropriate  
13 [*Initiator:* planning commission; *Resources:* subdivision regulations].

Lisa Bryer and Carrie Kolb will provide updates asap

13 14

15 2. The 1999 Parking Committee Report 16

17 The parking committee report provided a rating (of 1, 2, or 3) for each  
18 site it

19 discussed to provide a priority recommendation for future action, as  
20 follows:

21 1. "Should be fully supported and maintained with existing parking  
22 and

23 facilities." Number 1 priority sites are those of the "greatest  
24 importance and priority for

25 public access": they can "support the most people, have facilities  
26 already in place, need

27 little if any improvement, and should be fully maintained." (The  
28 report also points out

29 that they already make up 15% of Jamestown's shoreline.) 24

30 2. "If all number 1 sites are fully functioning and there is further need  
31 to provide

32 public shoreline access, these sites could be improved to provide  
33 (more) parking and

34 access. Funds for construction, possibly CRMC or DEM approvals  
35 and maintenance

36 would need to be committed to improve these sites." Number 2  
37 priority sites "could also

38 support larger numbers of people with parking but do not currently  
39 have the necessary

40 facilities." They should have a high priority for maintenance, but  
41 development of

42 "additional parking or facilities should be considered only if the  
43 primary sites do not

44 adequately fill the community need and budget allows." 33

45 3. "Should be maintained as pedestrian access only sites." Number 3  
46 priority

47 sites "are largely neighborhood ROWs which in most cases were first

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established for

36 neighborhood, pedestrian access. Most are in dense neighborhoods and are currently

37 maintained by abutting neighbors. These sites are of the lowest priority because they

38 would require planning, public workshops, clearing, stair construction, boundary

39 markers, posting and possible parking arrangements in order for them to be safe and fully

40 accessible. This would be at a considerable cost to the town and would not provide

41 access for a substantial number of people. Where there are or have been encroachments,

3 it is advised that the town mark the boundaries.

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

- (1) to implement the recommendations outlined in the parking committee report. *Initiator:* parking committee;
- (2) to maintain a current ROW inventory;
- (3) to actively seek outside funding for enhancement of selected rights-of-way;
- (4) to create requirements for easements to the waterfront in subdivisions where appropriate.

1) ROW Parking Report 2015 and Future Plans

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

- (1) Parking Should be fully supported and maintained with existing parking and facilities. Number 1 priority sites are those of the greatest importance and priority for public access: they can support the most people, have facilities already in place, need little if any improvement, and should be fully maintained. (The report also points out that they already make up 15% of Jamestown's shoreline.)
- (2) If all number 1 sites are fully functioning and there is further need to provide public shoreline access, these sites could be improved to provide (more) parking and access. Funds for construction, possibly CRMC or DEM approvals and maintenance would need to be committed to improve these sites. Number 2 priority sites could also support larger numbers of people with parking but do not currently have the necessary facilities. They should have a high priority for maintenance, but development of

additional parking or facilities should be considered only if the primary sites do not adequately fill the community need and budget allows.

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

42 43  
44 3. Check list of Public Access Sites List  
45 The following checklist has only brief descriptions of sites that provide, or that  
46 might in future provide, public access to the shore. There are fuller descriptions of most

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1 of these properties and sites, along with discussion of the issues relevant to them, in the  
2 1992 planning department study and the 1999 parking committee report. (Indeed, much  
3 of the following list is based on and paraphrases material in one or both of those two  
4 reports.) The checklist takes up in order: a) federal and state-owned properties; b) town-  
5 owned properties developed for public use; c) properties of whatever ownership that have  
6 CRMC designation as ROWs; d) sites that may be considered potential ROWs for  
7 possible future CRMC designation; and e) coastal conservation areas that permit at least  
8 some public access. In the list below the parking committee's priority numbers are given  
1 in parentheses just after the name of the site.

2) Public Access Sites List:

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

92

117

Federal and State-owned Parks

12

13

Beavertail State Park (1): a state and federally-owned park on Beavertail Point

14 managed by the DEM Division of Parks. This park was transferred from the Federal government during 2023 and a committee was established to evaluate public access improvement opportunities.

The park consists of 183 acres and has over

15 1.25 miles of accessible coastline (rocky cliffs interspersed with, on its west side,

16 occasional small beaches). There are spectacular ocean views to the south, east, and

17 west. The Beavertail lighthouse, with a small museum, is at the end of the point. The

18 park has parking lots for over 120 vehicles, portable toilets, ocean overlooks, and a

number of walking trails. Fully accessible as a public ROW. There is a section of Beavertail owned by the town that is leased back DEM.

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19 20

21 Fort Wetherill State Park (1): a state-owned park in the Dumplings area, managed

22 by the DEM Division of Parks. The park consists of 58 acres and has almost a mile of

23 coastline (high granite cliffs with one pebbly beach). There are spectacular views east to

24 the East Passage and south to Rhode Island Sound. The park has a picnic area, walking

25 trails, World War II gun emplacements that may be visited, and a boat ramp on the beach

26 much used by scuba divers. The area is fully accessible as a

public ROW. 27

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28 Fort Wetherill State Park Extension (3): a state and town-owned site of 10.5

29 acres, of which the state owns 7 acres and the town 3.5. The park consists of rocky cliffs,

30 adjacent to Fort Wetherill State Park, extending south and west of the Fort Wetherill boat

31 basin (Fort Cove). The DEM has recently renovated three old military buildings on the

32 site to serve as the Fort Wetherill marine laboratory, housing the marine fisheries section

33 of the DEM Division of Fish and Wildlife. (There are more details in the Fort Wetherill

34 boat basin section of II-E-3, above.)

35

36 Dutch Island, Gould Island: Accessible only by water, these two islands, of 75  
37 and 41 acres respectively, deserve mention with respect to public access even though they  
38 lie outside the scope of the parking committee's report. While the two islands are within  
39 Jamestown's jurisdiction, they are at present each owned jointly by the state and partially by the  
40 federal government. The state has designated its portion of each island to be part of the  
41 state's bay island park system may be  
developed in the future.

4142 42

43 Town-Owned Properties Developed for Public Access

44

45 Conanicut Battery/DAR Memorial (unrated [under development]): a park of 22  
46 acres on the west side of Beavertail surrounding the site of a Revolutionary War battery

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1 (on the National Register of Historic Places) and several early-20th century military  
2 installations. The park has about 100 feet of waterfront, but virtually no access to it  
3 because of high and steep cliffs. When the parking committee report was written the park  
4 was undergoing renovation to preserve the ruins of the fort, to provide nature walks and  
5 appropriate signage, and to open the excellent views of the West Passage. The  
6 renovation was completed and the park formally dedicated, in June 2002, as the  
7 Conanicut Battery on Prospect Hill. The Parks and Rec department is supported by the Jamestown Historical  
society which has a volunteer group to help with maintenance and improvement projects for public benefit.

8  
79 8

9 East Ferry (1): a .75 acre complex at the foot of Narragansett Avenue consisting  
10 of a marina, two town piers, a town square, a memorial square, a beach extending about  
11 one-quarter mile to the north, and a short, non-adjacent, shoreline nearby to the south.  
12 (See the fuller descriptions in the East Ferry sections of II-E-3, above.) The site has  
13 parking--which is likely to be crowded in the summer months--and is fully accessible.  
The Town recreational center is located across the street from the waterfront. Parks and  
Rec schedules concerts, fireworks and holiday season activities.

13 14

15 Fort Getty Park (1): a 41-acre site, largely surrounded by water, at the northwest  
16 corner of Beavertail, with a trailer park, camping area, restrooms, and other recreational  
17 facilities. The Jamestown recreation department maintains Fort Getty, and the town is  
18 improving its recreational potential on the basis the town of a Comprehensive Plan master plan  
developed in 2015+994. (For  
19 more details see the Fort Getty section of II-E-3, above.) The park has an admission fee

20 for automobiles. There is ample parking and waterfront access. During 2023, the Public Works department installed  
a new park entry area with modern gate house and entry way.....21

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

26 27

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

33  
34 Mackerel Cove Beach (1): a wide and sandy public beach at the head of  
35 Mackerel Cove, with lifeguards, restroom, shower, and trash pick-up in the summer  
36 months. Parking is available, for a \$15 daily fee (or a \$15 annual sticker for residents),  
37 for over 50 cars. Fully accessible to the water.

38  
39 Maple Avenue (2): a rough, potholed town road, with some still unresolved  
40 ROW legal aspects, that terminates in a muddy, grassy area abutting an Audubon Society  
41 restricted wildlife refuge and CRMC-designated conservation waters. The area is fairly well used with

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42 Kayak, Dinghy and Paddleboard racks available through the Harbor Department website, not  
43 much used at present, although there are a number of dinghies. A dinghy rack under  
44 town control was provided in 2002 in order to help protect the adjacent conservation  
45 areas.

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1 Potter's Cove/Taylor's Point (1): a 25 acre site just east of the Pell (Newport)  
2 Bridge toll plaza, consisting of a long sandy and pebbly beach extending south toward  
3 Taylor Point, which has rocky cliffs and informal trails. Parking is available in both parts  
4 of the site. There are paths to the cliffs. A new set of wooden steps leads to the beach.  
5 The site is accessible to the water and has installed composting rest rooms and educational posts during  
6 2022.  
7 West Ferry (1): the old town ferry wharf at the western end of Narragansett  
8 Avenue—more fully described in the West Ferry section of II-E-3, above. There is  
9 usually adequate parking and the site is fully accessible to the water. The Harbor Commission  
10 maintains a rest room along the southern boundary.

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#### 11 CRMC-designated ROWs

12  
13 The Town maintains a list of Shoreline Access and Right of Way Inventory as  
14 presented to the Town Council May 20, 2013. The Conservation Commission plans to update the ROW  
inventory during 2024.

15  
16 The following paper streets may have the potential to undergo a CRMC designation  
17 process for ROWs: Fairview Street, Middle Street, Easterly Street, Maple Avenue,  
18 Arnold Street, and Hull Cove Street. These paper streets are not CRMC designated  
19 ROWs and are not in the aforementioned inventory.

#### 21 Coastal Conservation Areas with Some Public Access

22  
23 Some of the coastal conservation areas (*identified in II-C-4, above*) provide  
24 limited access for pedestrians: the Marsh Meadows and the Conanicut Island Sanctuary  
25 sites at Great Creek; the state and town-owned portions of the Hodgkiss Farm; the Fox  
26 Hill Audubon Site; the Sheffield Cove Audubon Site; and the Racquet Road Audubon  
27 Thicket Site.

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#### 29 G. EMERGENCIES: STORM PREPAREDNESS

30  
31 Inevitably emergencies will occur on and in the waters surrounding Jamestown,  
32 from minor weather events, ones to major storms including ones such as hurricanes. Other  
environmental emergencies including and oil spills, vessel collisions and individual mishaps.  
Inevitably the

33 Harbor Director and Harbormaster will play a role in  
responding to these events. 34 Chief of Police/Captain re-write

35 The town's procedures for responding to emergencies are based on its  
36 "Emergency Operations Plan 2012, developed under the authority of the Rhode Island  
37 Civil Defense Preparedness Act of 1973, and updated in 1994. The 2012 plan  
38 established a "Jamestown Emergency Management Agency" to develop plans, and to be  
39 responsible, for any kind of emergency the town might have to confront. Response to  
40 specific emergencies as they arise is the responsibility of the "Council of Emergency",  
41 which reports to the town council and town administrator (who together constitute the

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42 "Council of Defense"). In this command structure the harbormaster reports to all three  
43 organizations and is a member of the "Council of Emergency" along with the chief of  
44 police, the fire chief, the town engineer, etc. The harbor commission has no role to play.  
45

35 The town's procedures for responding to emergencies are based on its Emergency Operations  
Plan 2012, developed under the authority of the Rhode Island Civil Defense Preparedness Act of  
1973, and updated in 1994. This edition of the HMP updates some of the leadership structure  
and processes. The Jamestown plan establishes a Jamestown Emergency Management Agency  
to develop proactive plans, and to be responsible, for any kind of emergency the town might have  
to confront. Response to specific emergencies as they arise is the responsibility of the Council  
of Emergency, which reports to the EMA Director, the Chief of Police, the Town Council, and  
the Town Administrator (who together constitute the Council of Defense). In this command  
structure, the Harbor Master reports to all three organizations and is a member of the Council of  
Emergency along with the Chief of Police, the Fire Chief, the Town Engineer, etc. The Harbor  
Commission has no role to play in the emergency management system.

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1 Hurricanes and other severe storms are almost certain to do more damage than  
2 any other emergency in the harbor commission's area of concern. Over the years  
3 hurricanes have caused extensive damage to Conanicut Island and to the boats in its  
4 waters: high winds, flood waters, and storm surges have taken lives and destroyed both  
5 boats and waterfront facilities. The town's current response to hurricanes may be found  
6 in its 18-page document "Hurricane Defense" (approved by the town council in 2012,  
7 which spells out precisely the steps to be taken by the appropriate town authorities in the  
8 progressing stages from hurricane watch, to hurricane warning, to any post-hurricane  
9 crises that may arise.

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36 Hurricanes and other severe storms are almost certain to do more damage than any other  
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current response to hurricanes may be found in its 18-page document Hurricane Defense  
(approved by the town council in 2012, which spells out precisely the steps to be taken by the  
appropriate town authorities in the progressing stages from hurricane watch, to hurricane  
warning, to any post-hurricane crises that may arise. The Harbor Master's assigned  
responsibilities are almost exclusively dedicated to the safety of boaters, of boats, and in  
conjunction with others of waterfront property. The Harbor Director and Harbor Masters detailed  
storm preparation and after-action checklists are in the Appendix to this HMP.

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37  
41 The harbor master's assigned responsibilities are almost exclusively  
42 dedicated to the safety of boaters, of boats, and--in conjunction with others--of waterfront  
43 property. The Harbor Director and Harbor Masters storm preparation checklists are in the appendix to  
this management plan.

12  
13 The best possible defense against hurricanes is preparedness. Improperly located  
14 or maintained moorings, poorly secured boats, and an uninformed and unprepared public  
15 can result in serious risk to life and property. Preparation for hurricanes has been an  
16 ongoing concern of the harbor commission. In 2000 the Commission produced a two-  
17 page flier, "HURRICANE READY? Tips for Preparing for a Hurricane Strike", which it  
18 sent to each mooring permit holder and distributed further through marinas, yacht clubs,  
19 and other appropriate locations.

20  
21 H. REFERENCES: move to the end of the document please

22  
23 Jamestown, Town of  
24 Conservation Commission, Planning Department, and Recreation Department,  
25 Recreation, Conservation, & Open Space Plan, September 1994 (under revision)  
26  
27  
28 Emergency Management Agency  
29 Emergency Operations Plan, January 2012  
30 Hurricane Defense, Jamestown, Rhode Island, August, 1992  
Fort Getty Reuse Committee  
Fort Getty Park Master Plan, December 1994.

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- 3426 Harbor Management Commission
- 3227 Comprehensive Harbor Management Plan, 1995 2018
- 3328 Harbor Management Ordinance, 1990 2018
- 34 "Team A" informal reports on future Harbor Management Commission responsibilities, etc., dated August 31, October 6 and 11, 2000
- 35 Wright, H.M., position paper on Harbor Management Commission responsibilities, etc., dated December 10, 2000
- 36
- 37
- 3829 Harbor Commission, DEM Water Certification Map, December 6, 2014
- 3930 Harbor Commission, DEM Water Certification Map, February 27, 2015
- 40 Parking Committee
- 4131 The Planning Commission Parking Committee's Report on Public Shoreline Access and Rights-of-Way in Jamestown, April 2015-----1999
- 42
- 4332 Planning Commission
- 4433 Jamestown Comprehensive Community Plan, 2002 2015
- 45 Shoreline Access and Improvement Plan, prepared by Rebecca J Carlisle,

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July 1992 Rhode Island, State of: Coastal Resources Management Council  
Coastal Resources Management Program (Red Book), 1996 and ongoing  
Guidelines for the Development of Municipal Harbor Management Plans, June 1998--YES

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Public Works Department

Harbor Commission's Asset Inventory List (Approved by the Commission on 02.12.2014 and the Town Council on 04.07.2014)  
Shoreline Access and Right of Way Inventory, May 20, 2013

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Rhode Island, State of: Department of Environmental Management  
Water Quality Regulations, August 1997 and ongoing  
Shellfish Closure Areas, May, 2000-May, 2001, Narragansett Bay, May

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1  
2 III. ISSUES AND IMPLEMENTATION  
3

4 JAMESTOWN HARBOR CHALLENGES:

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

9 Jamestown Current Challenges and Improvement Plans:

- 10 Challenge A: Coastal and Harbor Water Quality
- 11 Challenge B: Public Access
- 12 Challenge C: Town Owned Water Front Structures
- 13 Challenge D: Commercial/Recreational Fishing
- 14 Challenge E: Moorings
- 15 Challenge F: Outhauls
- 16 Challenge G: Harbor Boundaries

17  
18 A-E MOORINGS: Re-Order according to above list, content revised as below, CRMC  
19 input in work, discussions with other town Harbor Masters included:

20  
21 One of the most serious and urgent issues presently confronting the town with  
22 respect to harbor management lies in the number and placement of its current moorings,  
23 both private and commercial: the placement of moorings in the waters around  
24 Jamestown may be in violation of DEM or CRMC regulations, or both. Since it is  
25 important that the town be in compliance with all CRMC and DEM regulations, the  
26 issues these moorings raise probably represent the most immediate problems for the  
27 harbor commission to address.

28  
29 Another issue is that there are a number of moorings that are not used as required  
30 by the ordinance, and there are also a number of "ghost moorings", that is, floating  
31 mooring balls that are not being used and constitute obstructions. Both preclude issue of  
32 new mooring permits.

33  
34 Issue: East Harbor:

35  
36 The 1988/90 harbor management ordinance (and repeated in the 1995  
37 comprehensive harbor management plan) stated that the eastern boundary of East Harbor  
38 "shall be a line extending 1000 feet seaward of the shoreline." Even as the ordinance was  
39 being written, however, there may have been moorings east of that line. Whatever the  
40 exact situation at that time, the harbor commission received approval for the East Harbor  
41 mooring field from the town council, the CRMC, and the DEM. Since recognition of this  
42 nonconformity a significant percentage of the moorings outside the harbor boundary have  
43 been eliminated. As of 2007 DEM and CRMC have advised the harbor commission that  
44 the remaining private moorings outside the 1000 foot line may continue to be permitted

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HMP Section 3 with April redlines V24

1 but are to be reduced by attrition. However, it is to be noted that a number of the  
2 moorings outside the 1000-foot line are commercial moorings permitted by the Army  
3 Corps of Engineers and not subject to town or state jurisdiction.

4  
5 ~~Goal:~~ To continue the process of reducing the number of non-conforming  
6 moorings, to eliminate moorings that are not being used as intended, and to eliminate  
7 ghost moorings.

8  
9 ~~Policy:~~ To provide as many mooring spaces for resident and non-resident boaters  
10 as is appropriately feasible while, at the same time, conforming to the requirements of the  
11 CRMC and the DEM and wherever possible eliminating non-conforming moorings by  
12 attrition, eliminate unused moorings by enforcement of the ordinance, and remove ghost  
13 moorings and other unauthorized anchored objects.

14  
15 ~~Implementation:~~

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16  
17 ~~Action:~~ Continue the program, begun in 2001, of reducing, through attrition, the  
18 private, non-Army Corps of Engineers-permitted moorings outside the 1000-foot line  
19 until such time as the town and the DEM and CRMC reach a mutually satisfactory  
20 solution. Employ resilient tackle where possible to allow closer spacing of moorings.  
21 Enforce the ordinance to eliminate unused moorings and remove ghost moorings and  
22 other unauthorized anchored objects.

23  
24 ~~Reference:~~ See sections II-D on water quality and II-B and II-E-5 on  
25 administrative divisions and moorings, above.

26  
27 ~~Responsibility:~~ *Initiator:* Harbor commission; *Resources:* Harbormaster

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28  
29 ~~Timing:~~ The rate of attrition being unpredictable, timing is uncertain; but the  
30 commission will report regularly to both the DEM and the CRMC and will work with the  
31 two agencies to develop other plans should they find progress unsatisfactory in the  
32 future. In any case, the program will be thoroughly reviewed at the end of five years. In  
33 recent years numerous unused and ghost moorings have been eliminated through the  
34 efforts of the harbormaster.

35  
36 ~~Costs:~~ There should be no appreciable costs at this stage.

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37  
38 Issue: Coastal Waters/Mooring Areas

39  
40 ~~Despite Rhode Island's recent "no discharge" policy the U.S. Food and Drug~~  
41 ~~Administration still in part determines water purity (and therefore whether or not~~  
42 ~~shellfish can be shipped out of state) by counting the number of boats with marine~~  
43 ~~sanitation devices that are moored in a given area. The maximum number of boats with~~  
44 ~~marine sanitation devices permitted in a given area without risk of water quality~~  
45 ~~degradation is nine. In addition, the CRMC considers: a) that "any designated area~~  
46 ~~managed by a commercial enterprise, a club, city, or town where five or more~~

HMP Section 3 with April redlines V24

1 recreational craft are kept at moorings" constitutes a "recreational mooring area," and, b)  
2 that "any dock, pier, wharf, float, floating business, or combination of such facilities that  
3 accommodate five or more recreational boats" constitutes a "marina" (see Redbook,  
4 300.4). The DEM also uses a five recreational boat limit.

5  
6 ——— In 2001 the DEM suggested to the harbor commission that several stretches of  
7 Jamestown's coastal waters—particularly Cranston Cove and Head's Beach—might be in  
8 jeopardy of triggering either DEM or CRMC action in this respect. This situation exists  
9 even though the exact size of the area in which moorings are counted is not specifically  
10 quantified (or quantifiable) and therefore has to be a matter of judgment on the part of the  
11 DEM, the CRMC, and, by extension, the town.

12  
13 ——— In late 2006 CRMC officials performed an on-the-water survey and identified  
14 three areas that in their view constituted non-conforming mooring areas, known as Park  
15 Dock, Head's Beach and Cranston Cove.

16  
17 ——— Goal: To ensure that the various stretches of Jamestown's coastal waters are  
18 properly administered.

19  
20 ——— Policy: To optimize the efficient use of coastal waters while, at the same time,  
21 conforming to the requirements of the CRMC and the DEM

22 ——— Recommendations:

23  
24 ——— a) That the areas identified by CRMC as non-conforming mooring areas be  
25 established as conforming mooring areas under the Ordinance.

26  
27 ——— b) That the harbor commission clearly identify, for discussion—both by the local  
28 residents and by town residents generally—the alternative future choices for those areas,  
29 and draft regulations setting forth the organizational structure whereby additional  
30 mooring areas may be established as needed.

31  
32 ——— c) That no new moorings be permitted in any mooring area without provision of  
33 adequate shoreside facilities, namely parking, restrooms, and trash disposal.

34  
35 ——— d) That the commission work with both the CRMC and the DEM to achieve a  
36 satisfactory resolution for all parties.

37  
38 Implementation:

39  
40 ——— Action: Resolve any issues between the Town and the CRMC and DEM  
41 respecting the possibility of excessive numbers of moorings in Jamestown's coastal  
42 waters, and formally recognize the three mooring areas identified by CRMC as such.  
43 Revise the Ordinance accordingly. Remove moorings from the Park Dock and Cranston  
44 Cove areas by attrition, removal of unpermitted moorings, and relocation of moorings as  
45 feasible, so that these areas can revert to coastal water status.

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1 *Reference:* See sections II-D on water quality and II-B and II-E-5 on  
2 administrative divisions and moorings, above.

3  
4 *Responsibility: Initiator:* Harbor commission; *Resources:* Harbormaster;  
5 residents of relevant areas.

6  
7 *Timing:* Begin immediately to find a satisfactory resolution within six months of  
8 when CRMC approves this plan.

9 *Costs:* There should be no appreciable costs at this stage.

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11  
12 **Issue: All Waters**

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13  
14 The town council upon the recommendation of the harbor commission may  
15 establish a shared mooring program in town waters.

16 **Challenge E. Moorings:**

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

26 Additional mooring issues include the number of moorings that are not fully used during  
27 the season for at least 20 days, as required by the Harbor Ordinance. Despite having a  
28 long wait list extending to 20 years in the East Harbor area and more than 16 years in the  
29 West Ferry/Dutch Harbor areas, moorings lie vacant and unused during the season. The  
30 town must also remove ghost moorings, that is, floating mooring halls that are not  
31 permitted properly or are abandoned by prior permit holders. Some of these ghost  
32 moorings may represent a hazard to navigation and often break free from their bottom  
33 anchorages.

34 Prior editions of the Harbor Management Plan identified the existence of moorings  
35 outside the 1000 feet from shore CRMC restriction for Harbor waters and outside the  
36 500-foot line restriction for coastal zones. These moorings have been greatly reduced by  
37 attrition over prior years but a comprehensive survey is needed by the Harbor Masters in  
38 order to confirm current numbers and conditions.

39 **1) Challenge E Moorings: Current Process and Process**

1 **Improvement:**

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

12 The Harbor Masters will verify distance from shore for all mooring fields during the 2024  
13 season and report results to the Harbor Commission. Removing moorings outside the  
14 1000-foot limit by attrition and relocation will continue until all area are compliant with  
15 CRMC regulations. Using Mooring Service providers to evaluate the distance from shore  
16 for some moorings during the spring commissioning and fall decommissioning process is  
17 also an opportunity underway by the Harbor Masters.

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

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

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

31  
32  
33 **B. WATER QUALITY:** Reorder as is in above list, discussions with URI watershed  
34 watch, Jamestown Public works, DEM included

35  
36 Water quality as it relates to moorings in Jamestown waters (see "Issue A:  
37 Moorings", just above) is the harbor commission's most immediate and urgent water

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1 quality issue. In addition, the town must always be on guard to protect and enhance its  
2 water quality in general.

3  
4 Issue: Toxic and Pathogenic Substances

5  
6 Although Rhode Island has declared its waters to be a sewage "no discharge"  
7 zone, there is continual need to eliminate the discharge of toxic and pathogenic  
8 substances. While the town's present harbor management ordinance has a list of  
9 prohibited substances, it must bring the ordinance up to date with respect to the recent  
10 state "no discharge" regulation and with respect to limiting activities that might lead to  
11 accidental discharges.

12  
13 Goal: To maintain and improve Narragansett Bay's water quality by prohibiting  
14 activities that would degrade it and by eliminating activities that threaten or impair  
15 existing water quality in accordance with DEM water quality regulations.

16  
17 Policy: To comply with present and future water quality standards for vessels on  
18 moorings as well as in all other respects. To encourage marinas and shipyards to adopt,  
19 where they have not already done so, operation and maintenance measures to protect the  
20 coastal waters. To continue to monitor and protect, as necessary, areas where significant  
21 shallow water habitat is identified.

22  
23 Recommendation: That the Harbormaster ensure that those individuals issuing  
24 moorings, permits, etc. are familiar with the state standards, regulations, and guidelines  
25 and that they adhere to those standards.

26  
27  
28 Implementation:

29  
30 Action: Amend the harbor management ordinance regularly and as necessary to  
31 bring it into accordance with state regulations and to prohibit in-water servicing activities  
32 such as antifreeze discharges, painting, and paint scraping.

33  
34 Reference: See section II-D, above, and the 1988/90 harbor management  
35 ordinance, Section 7 ("Regulated Activities").

36  
37 Responsibility: Initiator: Harbor commission; Resources: Town council.

38  
39 Timing: These changes should be undertaken as soon as the new ordinance is  
40 approved.

41  
42 Costs: There should be no costs involved.

43 **Challenge A: Coastal and Harbor Water Quality**

44 Water quality management in the Narragansett Bay is led by the Department of  
45 Environmental Management and actively supported by Jamestown leaders. Although

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- 1 Rhode Island has declared its waters to be a sewage no discharge zone, there is continual
- 2 need to eliminate the discharge of toxic and pathogenic substances through aggressive
- 3 monitoring programs.
- 4

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

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

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

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



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

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

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

11 Jamestown has installed 3 pump-out stations in the East Ferry area and two pump-out  
12 stations on the West Ferry dock which are all free to the public. These stations operate  
13 24/7 from May to October and are inspected/maintained by a contracting company. The  
14 oversight of those stations is under the Harbor Division which conducts bi-monthly  
15 equipment inspections. During 2024, significant equipment upgrades were completed for  
16 all stations.

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

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

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

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

4 Jamestown waters in some areas, have contamination levels higher than what DEM  
5 allows for shellfish harvesting. Those areas have shellfish that are not fit for human  
6 consumption. These are the waters on the east shore of Jamestown, in the vicinity of East  
7 Ferry and Taylor Point. All waters of Sheffield Cove in Jamestown south of a line from  
8 the Rhode Island Department of Environmental Management range marker located at the  
9 western extension of Maple Avenue to the Rhode Island Department of Environmental  
10 Management range marker located at the northernmost point of land on the opposite  
11 western shore at the entrance to the cove. Detailed information about current shellfish  
12 water quality and closure notices is available on the DEM website, Water Quality page.

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14  
15 C. PUBLIC ACCESS; Reorder as above list, input from PWorks, DEM included, Input  
16 from CRMC Pending

17  
18 1. Land Access

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19  
20 — In its 1998 Guidelines for the Development of Municipal Harbor Management  
21 Plans (p. 24), the CRMC requires that "Harbor Management Plans shall include public  
22 access provisions that: a) Inventory and catalogue the condition of all existing CRMC  
23 designated rights-of-way in the community, and identify potential rights-of-way for

24  
25 designation by the CRMC; b) Establish goals, policies, and recommended actions  
26 designed to preserve, protect, and enhance the existing public rights-of-way to the tidal  
27 waters of the town; c) Design a maintenance program to be implemented by the  
28 community to improve and maintain all municipally owned rights-of-way; and d)  
29 Develop a prioritized list of CRMC-designated rights-of-way that are municipally owned  
30 which could be improved by either public or private entities and identify appropriate site  
31 improvements required."

32  
33 — The town parking committee (in its 1999 report) and the town planning  
34 commission (in its 2002 revised comprehensive community plan) have already  
35 undertaken studies concerned with the identification, prioritization, and maintenance of  
36 existing and potential public access sites and rights-of-way. The comprehensive  
37 community plan (p.246) has assigned the harbor commission to be a resource in the  
38 implementation of two matters pertaining to public access: to implement the  
39 recommendations outlined in the parking committee report and to seek outside funding  
40 for enhancement of selected rights-of-way. It seems most efficient for the harbor  
41 commission, rather than try to develop a separate program, to work with the planning  
42 commission to implement the planning commission's recommendations.

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43  
44 Issue: Enhancement of Public Access

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Goal: To provide, maintain, and enhance public access to the shoreline.

Policy: To support the policies and actions of the current comprehensive community plan.

Recommendation: That the harbor commission work with the relevant town authorities and the local marinas to implement the comprehensive community plan.

Implementation:

Action: Establish a subcommittee to work with the planning commission in the matter of public access.

Reference: See sections I-D-1 on the planning commission and H-F on recreation areas and public access, above.

Responsibility: Initiator: Recreation department; planning department;

Resources: Parking committee, planning commission, harbor commission, conservation commission, public works department.

Timing: There should be planning commission liaison reports provided to the harbor commission at six-month intervals on the status of this issue.

**Challenge B: Public Access**

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

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

The town parking report (in its 2019 report) and the town planning commission (in its 2002 revised comprehensive community plan) have already undertaken studies concerned with the identification, prioritization, and maintenance of existing and potential public access sites and rights-of-way. The comprehensive community plan has assigned the harbor commission to be a resource in the implementation of two matters pertaining to

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1 public access: to implement the recommendations outlined in the parking committee  
2 report and to seek outside funding for enhancement of selected rights-of-way. It is most  
3 efficient for the harbor commission, to work with the planning commission and  
4 conservation commission to implement the planning commission's recommendations.

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

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

18 Section II E above provides an extensive discussion about Jamestown's Rights of Way  
19 and other public access locations. The Jamestown Conservation Commission (JCC)  
20 established a plan during 2023 to update the 2013 Shoreline Access and Rights of Way  
21 Plan. The Harbor Commission, Public Works Department and Planning Commission are  
22 all partners in maintaining and improving public access to island waterfront areas and  
23 facilities. The Parks and Recreation Department currently maintains five ROWs, High  
24 Street, Hull Street, Heads Beach, Park Dock, and Halls Cove. The remaining ROWs are  
25 either managed by abutting neighbors, Public Works, or volunteer groups such as the  
26 Friends of the ROW. The JCC plans to evaluate the opportunity to create a ROW  
27 adoption program in 2024. This program would offer improved maintenance and other  
28 benefits.

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

34  
35  
36  
37 **2. Water Access. (See also: D. TOWN-OWNED WATERFRONT STRUCTURES);**  
38 **Combined with other sections, Public works, HC 5 year plan**

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1  
2 On many occasions the sentiment has been voiced that Jamestown lacks adequate  
3 public facilities for both local and visiting boaters. In general, there is inadequate so-  
4 called "touch and go" dock space where boaters can tie up for a short time (residence  
5 time is limited to 30 minutes) to load and unload crew, supplies, gear, trash, and so forth.  
6 For example, there are many documented incidents of conflicts between boaters  
7 attempting to use the touch and go dock at the east end of the Wood Pile Pier (WPP) and  
8 persons fishing. There is also very limited free dinghy dock space for transients, and no  
9 free dock for boaters desiring to tie up for a few hours (as above, time on the touch-and-  
10 go docks is limited to thirty minutes)

11  
12 Issue: Enhancement of Public Access, Resolve Boater/Fisherman Conflicts

13  
14 Goal/Policy To provide better touch and go dockage, reduce or eliminate  
15 conflicts between the boating and fishing communities, and provide better access to the  
16 shore for visiting boaters or mooring holders.

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17  
18 Recommendation: That the harbor commission work with the relevant town  
19 authorities and the local marinas to improve public dock facilities.

20  
21 Implementation:

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22  
23 Action: In early 2008, the Town Council directed the JHC to set aside a portion  
24 of the WPP for fishing and provide an additional short stay touch and go dock to the  
25 north side of the WPP. If implemented these could be expected to alleviate the conflicts  
26 noted and provide better touch and go dockage. A new touch and go dock was added to  
27 the WPP over the in winter of 2009-2010.

28  
29 If a new floating dock is constructed, possibly a free transient dinghy dock space  
30 could be incorporated into in a space not suitable for full size boats.

31  
32 No proposals are currently on the table for providing town owned dockage for  
33 visiting boaters, and it is difficult to see how this could be accommodated without very  
34 significant construction; perhaps this need can be best left to the commercial operators, as  
35 at present.

36  
37 Timing: As above, these matters are currently on the JHC's active docket.

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38  
39 Costs: Each of the above options will involve some cost, at this point  
40 undetermined, although the JHC has obtained a detailed design and estimate for a new  
41 touch and go dock to be added to the WPP, and has sent it out for bids. Whether this and  
42 other improvements can be funded through the JHC budget or will require Town  
43 contribution is likewise not yet apparent.

1 D. TOWN-OWNED WATERFRONT STRUCTURES; Combined with above into one  
2 section  
3

4 Jamestown has a number of waterfront structures (and adjacent properties) that  
5 support water-based activities. With varying degrees of urgency, the harbor commission  
6 needs to consider the possible future uses of these structures and properties for the years  
7 ahead as they pertain to its own particular goals.

8  
9 ——— As the commission considers the best possible long-term use for these structures  
10 and adjacent properties—the beach, launch ramp, concrete pier, wood pile pier with two  
11 attached touch and go docks, and public bulkheads at East Ferry; the barn area and  
12 waterfront at the Fort Wetherill boat basin; the pier, launch ramp, and outhauls at Fort  
13 Getty; the wharf at West Ferry, etc.—a number of questions come to mind: Should the  
14 town continue the current uses of these structures or find other ones? Should it choose  
15 the uses that maximize boater support, public access, or town revenue? Should it sell any  
16 of the structures to private interests? Where leases are coming due should the town  
17 renew the current leases on roughly the same terms; should it limit or eliminate certain  
18 uses; should it seek the highest market offer; should it operate the facilities itself?

19  
20 ——— Many of the issues the harbor commission needs to discuss with respect to future  
21 uses result from differing groups having desirable and reasonable goals and interests that  
22 compete with each other: the convenient location of the East Ferry boat ramp for boaters  
23 competes with a free flow of vehicular traffic in the area; the use of, and income from,  
24 East Ferry beach permits competes with free pedestrian movement on the beach; on the  
25 congested wood pile pier at East Ferry a variable mix of commercial and recreational  
26 fishers, recreational boaters, and tourists compete for room on small spaces above the  
27 water; and so on. Some of the issues have priority for discussion over others: properties  
28 with upcoming lease renewals to consider; structures in a bad state of repair; properties—  
29 such as Fort Getty and the Fort Wetherill boat basin—already the subject of evaluation by  
30 other departments of the town.

31  
32 ——— It is self-apparent as well that the existing waterfront structures are in various  
33 degrees of disrepair, and that further action is needed to resolve conflicts between user  
34 groups. The Wood Pile Pier underwent significant repair and improvements as the result  
35 of storm damage in 2013. Repairs have been made to the steel pier, and the utility  
36 installation there has been finished off properly. East Ferry boat ramps should be  
37 repaired and/or upgraded. The Ft. Getty Boat ramp was replaced in 2009. The dock at Ft.  
38 Getty needs some repair. The outhauls at Ft. Getty and West Ferry were completely  
39 reconstructed in 2013.

40  
41 ——— The principal user group conflict at East Ferry is between recreational (and, in the  
42 spring, subsistence) fishermen and boaters who both desire to use the outer floating touch  
43 and go dock. A floating dock is not a suitable place for fishing; nonetheless, if fishing is  
44 to be permitted on the wood pile pier at all, the seaward end will always be the preferred  
45 spot. To address this issue, the HHC has constructed a new touch and go dock for the  
46 WPP; fishing is not allowed on this dock, so fishermen are now restricted to the pre-

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1 existing touch-and-go dock. To an extent, this has displaced commercial fishing dock  
2 space, at present (2010) commercial fishing is in decline and the space seems to be  
3 available. Nonetheless, it is to be hoped that commercial fishing will recover, and then  
4 the space will be again required. Given that the Town's policy is to encourage  
5 commercial fishing, we should not hasten to permanently eliminate the town-constructed  
6 portion of the wood pile pier as a commercial fishing dock.

7  
8 ——— Finally, the old ferry dock at East Ferry is an eyesore and hazardous, with rusty  
9 rebar protruding through gaping holes in the sagging, concrete deck. This should be  
10 repaired or removed entirely. Properly repaired, the space might serve as a sort of scenic  
11 lookout, perhaps with picnic tables and the like. Proposals for improvements here are  
12 being investigated as of late 2011.

13  
14 ——— The commission cannot resolve these issues on the town's behalf. It must work  
15 with the planning commission, the recreation department, other appropriate town  
16 departments, and tenants before making recommendations to the town council. But as  
17 the town body most immediately involved in the management of waterfront structures, it  
18 should initiate discussion of the issues pertaining to them.

19  
20 ——— Issue: The Long-term Future of the Town's Waterfront Structures (and Adjacent  
21 Properties) As described in the Harbor Commission's Asset Inventory List (as approved  
22 by the Commission on 02.12.2014 and the Town Council on 04.07.2014).

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23  
24 ——— Goal: To make timely recommendations to the Town Council on this subject over  
25 the next five years. More specifically, resolve the conflicts between user groups,  
26 especially at the wood pile pier. Further, survey the condition of the town-owned  
27 structures and make repairs and upgrades as needed.

28  
29 ——— Policy: To find the best possible long-term use for the town's waterfront  
30 structures and associated properties and make repairs and improvements so as to achieve  
31 those uses.

32  
33 ——— Recommendation: That the commission immediately determine the order in  
34 which it believes the various structures should be discussed and that it then work with the  
35 planning commission, the recreation department, other appropriate town agencies, and  
36 tenants to make recommendations to the town council on the future of these structures.

37  
38 ——— Implementation:

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39  
40 ——— Action: Determine the future of town-owned waterfront facilities.

Formatted: None

41  
42 ——— Reference: See H-E-3 on town-owned waterfront structures, above.

43  
44 ——— Responsibility: Initiator: Harbor commission; Resources: Planning  
45 commission, planning department, recreation department, tenants of leased properties.

46

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1 ~~Timing: As of 2010, the JHC has had a survey of the WPP carried out, has~~  
2 ~~constructed an additional touch-and-go dock to be added to the WPP, has obtained an~~  
3 ~~estimate of. The curbs and rails on the north side of the East Ferry area and the repairs to~~  
4 ~~the steel pier are complete.~~

5  
6 ~~Costs: Significant costs will be incurred in obtaining properly engineered,~~  
7 ~~reliably budgeted proposals to address the foregoing issues (although the harbor~~  
8 ~~commission has already had some of the planning and engineering work done), and quite~~  
9 ~~substantial cost would be involved in carrying some of these out.~~

10 **Challenge C: Town Owned Water Front Structures**

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

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

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

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

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



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

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

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

18 The Harbor Commission cannot resolve all of these issues alone. Close coordination is  
19 needed among the planning commission, the recreation department, public works,  
20 finance, town residents, and the Town Council before sustainable improvements can be  
21 implemented.

22  
23  
24 E. COMMERCIAL FISHING Re-order as above list,

25 DEM discussions included

26  
27 Jamestown's commercial fisheries help to maintain the island's quality of life.  
28 They have historical, social, and economic significance. Like the island's farms and  
29 areas of natural open space they reflect the past and contribute to the traditional rural and  
30 maritime atmosphere that islander's prize so much. They add richness and variety to what  
31 might otherwise be an increasingly monotonous community. And with other  
32 commercial fisheries they provide, through the marketplace, the means by which most  
33 residents exercise their right to benefit from the "free and common fisheries" guaranteed  
34 by the state constitution.

35  
36 ——— To be successful, commercial fisheries need reasonable support and opportunity.  
37 Rhode Island (and other states) supports commercial fisheries in a variety of ways.  
38 Jamestown supports them through reduced dockage fees (just as, for similar reasons, it  
39 subsidizes open space and farms through lower taxes). Yet to succeed, commercial  
40 fisheries must also have adequate waterfront working space; access to vessels, docks, and

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1 shore; and well-maintained fish habitats—all within the context of waters and a waterfront  
2 serving many different purposes.

3  
4 Issue: The Appropriate Support for Commercial Fishing

5  
6 Commercial fishermen at present have no guarantee of adequate waterfront  
7 working space in Jamestown. They have occasional difficulty, especially during  
8 congested times, finding places to park and both from the water and the shore  
9 approaching docks to load and unload cargo. Like recreational fishermen, they are  
10 particularly concerned that non-point sources of pollution and activities in sensitive areas  
11 may threaten the food web and water quality and thus the viability of marine resources.  
12 Their distinctive character is that they are businessmen providing food for the general  
13 public and that they are dealing with a perishable product.

14  
15 Goal: To ensure that, with appropriate regard for the needs of others interested in the  
16 water and the waterfront, commercial fishermen are adequately supported in their  
17 activities.

18  
19 Policy: To make a commitment to provide priority space for fishing vessels at all  
20 appropriate town-owned waterfront facilities and to support the leasing of dock space at  
21 other facilities at equitable rates. To work with the state to preserve and, where possible,  
22 to upgrade the water quality and marine habitat of the near-shore waters.

23  
24 Recommendations:

25  
26 a) That the town gives first priority to the town-constructed portion of the wood  
27 pile pier at East Ferry to any commercial fishermen requesting dock space.

28  
29 b) That the town attempt to provide ample dock and outhaul space for commercial  
30 fishermen at other town-owned locations on the island and to provide  
31 and ensure access to docks from shoreside and from the water to facilitate commercial  
32 fishing operations.

33  
34 c) That the town consider commercial fishing business needs along with other  
35 businesses when considering parking designation and road access, and that it considers  
36 parking options for commercial fishermen at other access points when it formulates plans  
37 for those sites.

38  
39 d) That the town work with the state to balance the interests of commercial fishing  
40 with the size of mooring fields and other boating activities in relation to maintaining  
41 open waters accessible for marine resources.

42  
43 Implementation:

44  
45 Action: Work with the planning department, the recreation department, the  
46 parking committee, and the DEM to achieve this goal.

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1  
2 ~~Reference:~~ See section II-C on natural resources, especially subsections 1-2  
3 above; Section II-D on uses and activities, especially subsections 3-6, above; and Section  
4 III-D on town-owned waterfront structures, above. Also see the 2002 comprehensive  
5 community plan, p. 268.

6  
7 ~~Responsibility:~~ Initiator: Harbor commission; Resources: Planning  
8 commission, town council, tenants of town-owned waterfront properties.

9  
10 ~~Timing:~~ This will be an ongoing project tied to the town consideration of what to  
11 do with its waterfront structures and adjacent properties.

12  
13 ~~Costs:~~ There should be no costs attached to this project until the  
14 town has decided the future of its waterfront facilities. Challenge D  
15 Commercial/Recreational Fishing;

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

22 To be successful, commercial fisheries need reasonable support and opportunity. Rhode  
23 Island (and other states) supports commercial fisheries in a variety of ways. Jamestown  
24 supports fisheries through reduced dockage fees (just as, for similar reasons, it subsidizes  
25 open space and farms through lower taxes). Yet to succeed, commercial fisheries must  
26 also have adequate waterfront working space, access to vessels, docks, and the shoreline.  
27 Fisheries also need well-maintained fish habitats and clean water.

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

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

38 The town leases the northern side of the Wood Pile Pier at East Ferry and encourages  
39 TPG Conanicut to offer that location to commercial fishermen. The town has two

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1 outhauls at Fort Getty which are currently permitted to two local lobster and crab  
2 fisherman. The town allows both of these fishermen to store equipment and traps along  
3 the shoreline adjacent to the outhauls in order to improve accessibility for off and  
4 unloading needs.

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

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16  
17  
18 **F. EMERGENCIES: STORM PREPAREDNESS;** Reorder as  
19 above list, reference appendix update for same

20  
21 Storm preparedness is vital for everyone on or near the waterfront. While the  
22 town's responsible organization, the emergency management agency, has developed, and  
23 is continuing to develop, detailed emergency procedures for storms (as well as for other  
24 potential disasters) there is still work for the harbor commission to do.

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25  
26 Issue: To contribute in the most effective way possible to the town's emergency  
27 procedures for storm preparedness.

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28  
29 Policy: To assist the emergency management agency in improving emergency  
30 procedures so as to provide the greatest safety possible for people and property on the  
31 island and on adjacent waters.

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32  
33 Recommendation: That the harbor commission assist the emergency  
34 management agency in whatever way the agency may find useful to improve and  
35 publicize hazard mitigation plans for storms and for other emergencies that fall within the  
36 commission's area of concern.

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37  
38 Implementation:

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39  
40 Action: Work with the harbor master to find ways the commission may be useful  
41 to the emergency management agency.

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1 ~~Reference: See Section H-G on storm preparedness, above, and the CRMC 1998~~  
2 ~~Guidelines, pp. 31-38, 71-82. Also see the Jamestown Emergency Operations Plan~~  
3 ~~(2012)~~

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4  
5 ~~Responsibility: Initiator: Emergency management agency; Resources: Harbor~~  
6 ~~commission, other relevant town authorities, etc.~~

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7  
8 ~~Timing: Require an annual report from the harbor master on this issue.~~

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9  
10 ~~Costs: There should be no costs involved~~

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11  
12 Challenge H Emergency Management/Storm Preparations

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

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

22 1) Challenge H Current Process and Future Process  
23 Improvement

24 The Jamestown Harbor Management Plan has Appendix covering storm preparedness  
25 procedures, contact points and checklists. Several storm events during 2021, 2022 and  
26 2023 indicated a need for additional procedures. After the large number of vessels that  
27 broke free of mooring during the October 2021 storm, The Harbor Director, Harbor  
28 Master and Harbor Commission requested additional procedures be established to reduce  
29 these challenges in the future.

30 The Harbor Executive Director initiated a Mooring Independent Audit program during  
31 the late summer and fall months of 2023. A random number of moorings that were due  
32 for inspection in 2023 were audited by a contracted vessel Captain and diver. All marina  
33 areas with commercial moorings and major mooring areas with private moorings had a  
34 set number of evaluations conducted to determine whether the inspections were done  
35 properly and whether the existing equipment was in acceptable condition as required by  
36 the Town Ordinance and professional standards. During the fall months of 2023, the  
37 Harbor Executive Director, Chief of Police and Fire Chief held several working groups

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1 with the goal of updating and ensuring currency of all existing information and  
2 procedures. A revised Appendix should be available in the early spring months of 2024.

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6 G. OUTHAULS: Reorder as above list

8 Concern about outhauls has increased over the past several years not only in  
9 Jamestown but also in other waterfront communities throughout Narragansett Bay—  
10 particularly in the bay's southern sections. The issues involved include various  
11 competing rights or desirable goals, such as free passage along the shore below mean  
12 high water, free passage on the water, riparian owners making optimum use of their  
13 shorefront property, abutting riparian owners making optimum use of the adjacent  
14 waters, the comparative ecological impact of outhauls vis-a-vis piers, and so on. There  
15 are policy issues, such as whether outhauls attached to piers should be treated differently  
16 from those attached to the shore, and so on. And there are the usual harbor management  
17 issues of jurisdiction, administration, expenses, and fees.

19 ——— In May, 2000, as a way of beginning to address the issues, the harbor commission  
20 approved a motion to notify owners of outhauls that in future they must file a yearly  
21 application for each outhaul they own. It also announced that a fee would be charged for  
22 outhauls in 2001. (The Commission referred only to outhauls attached to in-water  
23 moorings, assuming that dock-to-piling and dock-to-shore outhauls fall under the  
24 jurisdiction of the CRMC.) There was little response to the Commission's notice, and it  
25 was not possible to follow up on the matter in 2000.

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27 ——— At about the same time, the CRMC began independently to address some of the  
28 complicated legal and policy issues involved. As a consequence of CRMC's  
29 involvement, in 2001 the role of the Commission with respect to outhauls was largely  
30 one of assisting — the CRMC: of participating in CRMC discussions when invited and  
31 of providing whatever information the CRMC or the town might find useful.

33 ——— As of 2007, the CRMC had proposed regulations pertaining to outhauls, such that  
34 municipalities may permit up to two (2) outhauls to the contiguous waterfront property  
35 owner. The accompanying revised ordinance allows the harbor commission to regulate  
36 outhauls on riparian property, set a fee to be charged, and so forth, and will set a policy  
37 whereby permit holders for the outhauls on town property at Fort Getty and West Ferry  
38 will lose their permits if the outhaul is not used, as in the case of moorings.

40 ——— Goal: To resolve, in conjunction with the appropriate town agencies, the various  
41 issues pertaining to outhauls in Jamestown waters.

43 ——— Policy: To develop a fair and equitable method of managing outhauls in  
44 Jamestown waters that is consistent with our fundamental goals: minimizing user  
45 conflicts, maximizing the efficient use of the water, protecting the coastal environment.

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1 and maintaining and enhancing public access to the shore; and remaining consistent with  
2 the goals, policies, and regulations of the CRMC.

3  
4 Recommendations:

5  
6 a) That the Commission make a census of all existing outhauls that includes, for  
7 each outhaul, the exact location of the outhaul, specifications of the mooring tackle  
8 attached to the outhaul, the length of the outhaul line, the kind of boat kept on the outhaul  
9 (primary? dinghy? motorboat? sailboat?), to what extent the outhaul impedes the right of  
10 passage along the shore, and any other information that seems pertinent to developing  
11 suitable policy. As of 2014, no private outhauls exist.

12  
13 b) That the Commission work with the relevant town agencies to develop a  
14 policy appropriate to Jamestown's particular circumstances.

15  
16 Implementation:

17 Action: See "Recommendations", above.

18 Reference: See section II-E-5 on moorings, above.

19  
20 Responsibility: Initiator: Harbor commission; Resources: recreation department,  
21 planning commission, CRMC.

22 Timing: Policy should be developed, so that, if necessary, appropriate  
23 consultation with the CRMC may be undertaken, and so that public hearings and any  
24 amendments to the harbor management ordinance may be completed before the deadlines  
25 for the budget and for application forms are due in early 200[4]9.

26  
27 Costs: There should be only minor administrative costs in developing this  
28 policy.

29  
30  
31  
32 Challenge F-Outhauls

33 Concern about outhauls has increased over the past several years not only in Jamestown  
34 but in other waterfront communities throughout Narragansett Bay, particularly in the  
35 bay's southern sections. The issues involved include various competing rights or  
36 desirable goals such as free passage along the shore below mean high water, free passage  
37 on the water, riparian owners making optimum use of their shorefront property, abutting  
38 riparian owners making optimum use of the adjacent waters, the comparative ecological  
39 impact. There are policy issues, such as whether outhauls attached to piers should be  
40 treated differently from those attached to the shore. Community concerns regarding  
41 Town-owned outhauls have been provided to the Harbor Management Commission.  
42 Outhauls are often left unoccupied or occupied with small vessels not worthy of an  
43 outhaul.

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

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

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

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13  
14  
15 H. HARBOR BOUNDARIES; Reorder as above list, corrections to harbor boundaries

16 In an effort to resolve issues related to the town's harbor boundaries, the harbor  
17 commission should direct its attention to developing, for presentation to the DEM and  
18 CRMC, a plan to correct the anomalies in harbor boundaries that now exist. Some of the  
19 problems with the current harbor boundaries that have been raised by various members of  
20 the commission are as follows:

21  
22 — ~~East Harbor: Mooring zone:~~ The waiting list time for moorings in the East  
23 Harbor mooring zone is now well over ten years, and yet there are areas in that zone that,  
24 realistically, cannot be utilized for moorings, where boats are exposed both to strong  
25 winds and to strong tides, and where access is extremely difficult for individuals who do  
26 not belong to a nearby yacht club or a commercial mooring launch service. There has  
27 been, also, a reduction in the size of the mooring zone (and an increase in the size of the  
28 transient zone) through the recent movement of government marker G"11" to the north.  
29 An additional complication is that the U.S. Army Corps of Engineers granted commercial  
30 mooring permits for areas outside the harbor's 1000' line that pre-date the 1988/90  
31 ordinance. Finally, the town currently has no 50-foot setback from the shore for its  
32 mooring areas in either harbor and it allows swimming in those areas (except from town-  
33 owned property) an arrangement that has worked well in the past but that the CRMC may  
34 require to be changed if it cannot be grandfathered. It would be greatly advantageous,  
35 even if no increase in size is possible, to be able to reconfigure the mooring zone in a way  
36 that could make its use more efficient. — ~~Transient zones:~~ Perhaps most obviously in  
37 need of harbor boundary change are the zones for transient boaters trying to find a public  
38 mooring or a place to anchor. The two transient zones in the 1990 ordinance are 1) ~~north~~  
39 of the Newport (Pell) Bridge, in open water, and over 500 feet from the nearest shoreline  
40 — which is itself largely in private hands and more than a mile from town; or 2) ~~south~~ of a  
41 line extending from Bull Point to government marker G"11", in what is effectively the  
42 main channel, exposed to the weather, in water that is up to 100 feet deep, and with the  
43 nearest landing place more than two miles from town. Surely it should be possible to



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1 find some location nearer the East Ferry for transient boaters. ("G"11" is now also placed  
2 well beyond the 1000' harbor boundary.) **Conservation zone:** The only town  
3 conservation zone in East Harbor is north of the Newport (Pell) Bridge within 500 feet of  
4 the shore, an area near the town's marine sewer outfall off Taylor Point that the CRMC  
5 designates Type 1 waters.

6  
7 West Harbor: **Mooring Zone:** Given the number of boats that use West Harbor,  
8 and given the harbor's safety and attractiveness, it would be desirable to expand the  
9 mooring zone somewhat if that is possible. The absence of a 50-foot setback (described  
10 under the East Harbor mooring zone) must also be addressed. **Transient zone:** The  
11 transient zone, which is considerably larger than the mooring zone and which directly  
12 interferes with free passage of vessels on the east side of Dutch Island, needs to be  
13 appropriately reduced in size, while kept still convenient for visiting boaters.

14 **Conservation zones:** The south conservation zone simply replicates a CRMC Type 1  
15 Conservation Area. The north conservation zone, which is larger than the transient and  
16 mooring zones combined and which has an unmarked turning point 1000 feet off the  
17 coast, is in CRMC Type 2, Type 4 waters and is classified as SA waters under DEM  
18 regulations, and except for a small area around the mouth of the Great Creek, may be  
19 reviewed for conservation purposes.

20  
21 The JHC has also considered reconfiguration of the West Ferry waters to enlarge  
22 the mooring zone, by reducing the area of the transient zone, which is not extensively  
23 used at present. However, as of 2011 the harbormaster advises that there is still space for  
24 additional moorings in the existing mooring zone, so this initiative has been deferred.  
25 Shoreside access is apparently more of a problem, in that there is insufficient parking  
26 space in the West Ferry area to accommodate more boaters. Possibly more shoreside  
27 access could be provided at Ft. Getty, but this would require dinghy docks and other  
28 infrastructure, which has not yet been addressed in detail.

29  
30 South (Mackerel Cove) Harbor: **Conservation zone:** The town designates all of  
31 this area as a conservation zone. It is in any case largely taken up by the swimming area  
32 for the public beach that stretches across its north end. It is part of a CRMC Type 1  
33 Conservation Area.

34  
35 Goal: To reconfigure the town's harbor boundaries so that they more effectively  
36 serve the purposes for which they were intended.

37  
38 Policy: To work consistent with town, DEM, and CRMC guidelines to provide  
39 more mooring spaces for residents and non-residents; to provide more convenient public  
40 moorings and anchorages for visiting boaters; to provide more productive approaches to  
41 conservation; and to reduce total harbor areas where that is possible.

42  
43 Recommendations: The town shall review its existing harbor lines and propose  
44 amendments as deemed necessary and with consideration to CRMC and DEM  
45 regulations.

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HMP Section 3 with April redlines V24

1 Implementation:

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2  
3 Action: Establish an ad hoc subcommittee to study the issue and report to the full  
4 Commission. Establish an appropriate liaison with both the CRMC and the DEM.

5  
6 Reference: See sections H-B, on current harbor boundaries, and H-D, on CRMC  
7 and DEM water classifications, above; the CRMC's Coastal Resources Management  
8 Program ("Red Book"), 1996 and ongoing; and the DEM's Water Quality Regulations,  
9 August 1997 and ongoing.

10  
11 Responsibility: Initiator: Harbor commission; Resources: planning commission,  
12 conservation commission, CRMC, DEM.

13  
14 Timing: The most urgent task for the Commission is to resolve issues relating to  
15 East Harbor moorings. It should undertake the harbor boundary issue either after or in  
16 conjunction with that issue.

17  
18 Costs: There should be only minor administrative costs in resolving this issue.  
19

20 Challenge G Harbor Boundaries

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

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

32  
33 East Transient/Anchorage zones: Perhaps most obviously in need of a harbor boundary  
34 change are the zones for transient boaters trying to find a public mooring or a place to  
35 anchor close to the downtown area. The two transient zones currently established on the  
36 eastern side of Jamestown are 1) **north** of the Newport (Pell) Bridge, near Potters Cove,  
37 from 500-1000 from shore and 2) **south** of a line extending from Bull Point to  
38 government marker G11, in what is effectively the main channel in water that is up to 100  
39 feet deep. The usefulness of the southern zone is often questioned because it is exposed to  
40 Long Island Sound winds, waves, and tidal surges. Neither of these two zones is

HMP Section 3 with April redlines V24

1 conveniently located closed to town and some town leaders have suggested establishing  
2 an alternative transient location closer to East Ferry.

3  
4 East Conservation zone: The town has two conservation zones in East Harbor. One is  
5 north of the Newport (Pell) Bridge in the Potters Cove area, within 500 feet of the shore.  
6 This area is near the town's marine sewer outfall off Taylor Point where CRMC  
7 designates Type 1 waters. The second conservation area is in the northern end of Mackerel  
8 Cove where the town beach is located. As of 2024, both conservation areas appear to be  
9 adequate in their current condition and location.

10  
11 West Harbor: The waiting list for Dutch Harbor is now well over 16 years, and there are  
12 areas in that zone that some argue are not fully used according to the Harbor Management  
13 plan. Some of those areas are exposed to strong winds, currents, and tides with the same  
14 conditions as East Harbor. Access to moorings can be challenging for individuals who  
15 do not have launch service provided by the only marina there. Given the number of  
16 boats that use West Harbor, and given the harbor's safety and attractiveness, it would be  
17 desirable to expand the mooring zone somewhat to include open space in the northern  
18 section. The absence of a 50-foot setback should also be considered.

19  
20 West Transient/Anchorage zone: The transient zone east of Dutch Island and opposite to  
21 the mooring zone, is considerably larger than the mooring zone and interferes somewhat  
22 with free passage of vessels on the east side of Dutch Island. Though not part of the  
23 designated Narragansett Bay channel, that area does experience significant vessel traffic  
24 during the summer season. The transient zone could be reduced in size east to west,  
25 extended slightly northward in order to be kept safe/convenient for visiting boaters.

26  
27 Conservation zones: There are two conservation areas in the Dutch Harbor/West Ferry  
28 area. The south conservation zone, along the coastline adjacent to Fort Getty Park and  
29 extending eastward toward Dutch Harbor, simply replicates a CRMC Type 1  
30 Conservation Area. DEM classifies these waters as SA(b). This includes the Sheffield  
31 Cove and Fox Hill Pond. Anchoring and shell fishing are prohibited in this conservation  
32 area. DEM has signs posted and the Town maintains marker buoys that show the  
33 boundaries. The Northern conservation zone is also known as Zeek's Creek. This area is  
34 larger than the transient and mooring zones combined and extends northerly along the  
35 coastline. This area is in CRMC Type 2 and Type 4 waters with multiple aquafarms  
36 operating. DEM classifies this area as SA waters.

37 **1) Challenge G Harbor Boundaries: Current Process and**

1 **Future Process Improvement**

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

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

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21

TOWN OF JAMESTOWN  
COMPREHENSIVE HARBOR MANAGEMENT PLAN  
REDLINE APPENDIX  
CHANGES, STEVEN BOIS, HM/HD

- Appendix changes:
- Add aquafarm map
- Add shellfish map
- Add google earth maps, fixed lat/long mistakes
- Fix town waters map, legend
- Fix all coordinates that are wrong
- Add lat/lon to charts, remove GIS
- Update lat/lon list, break into MA, Conser, Anchor lists
- Add large scale map showing all mooring areas one page
- Group mooring areas clockwise starting East side North
- Fix list to A, B, C, fix index to align



# Town of Jamestown Comprehensive Harbor Management Plan

## Appendix A-1

### *Waters Under the Jurisdiction of the Town of Jamestown*



Town Engineer: Legend is wrong. Fix Dutch Harbor anchorage. Remove Heads, Cranston Cove, Park Dock, other charts, these are no longer "non conforming. What is GHJK at Wetherill?

# THE TOWN OF JAMESTOWN, RI

## HARBOR COMMISSION

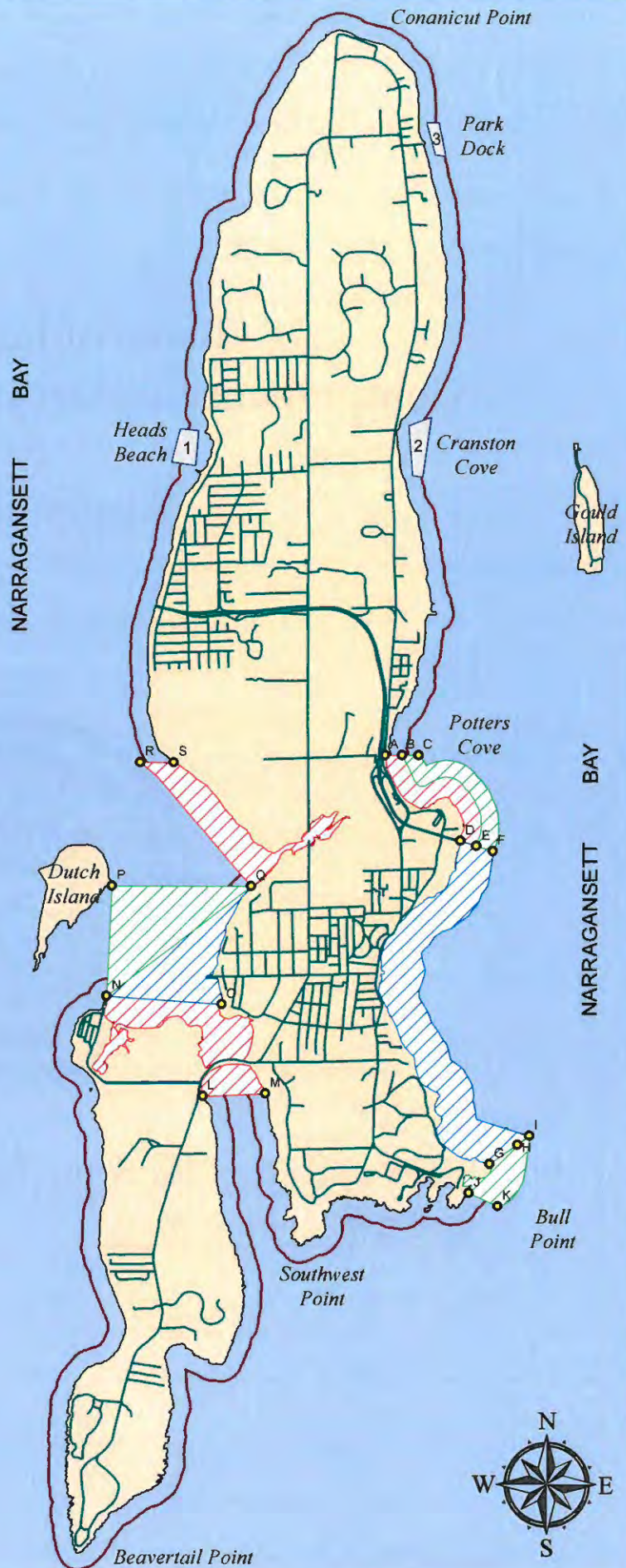
### APPENDIX A-I: Waters Under the Jurisdiction of The Town of Jamestown

#### Legend

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

0 1 2 Miles

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



Town of Jamestown  
Comprehensive Harbor Management Plan

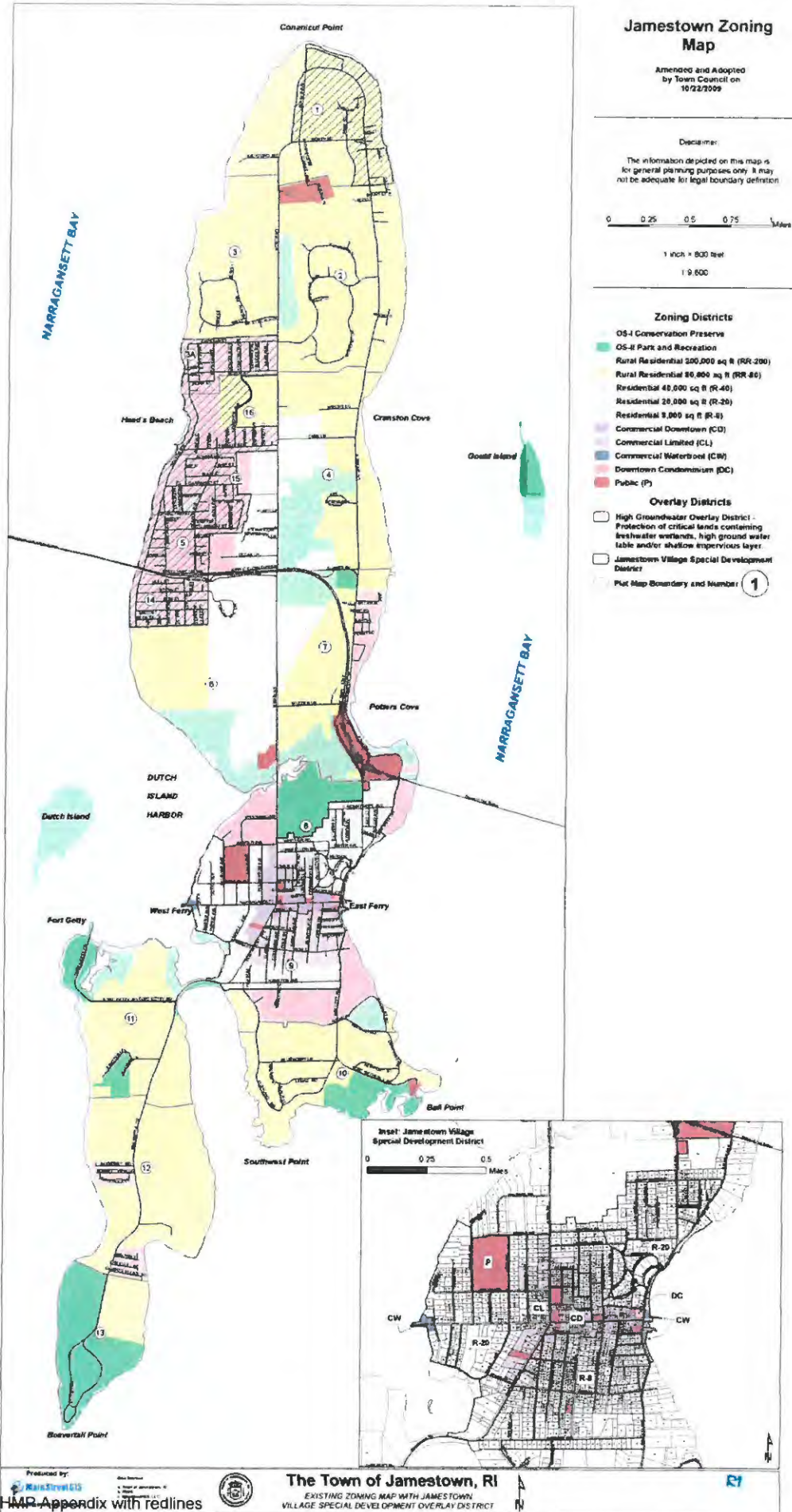
Appendix A-2

*Jamestown Zoning Map*



*Need updates, Lisa Bryer/Jean Lambert*  
*Get new zoning map*





# Town of Jamestown Comprehensive Harbor Management Plan

## Appendix A-3

### *Jamestown FEMA Map*











*Get new FEMA charts from Mike, Jean*

**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.

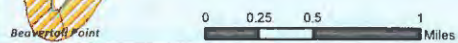
Source:  
**RIGIS**  
 The Town of Jamestown  
 FEMA FIRM Hazard  
 Data for 2010

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.



Justin Jobin  
 Jamestown GIS Dept.

May 2014  
 240405 C-1-MP Appendix with redlines



Town of Jamestown  
Comprehensive Harbor Management Plan

Appendix A-4

*Jamestown Rights-of-Way Map*



*Updates coming 2024, put onotes on legend saying that -  
this 2013 not valid*

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

**TOWN OF  
JAMESTOWN  
RHODE ISLAND**

**Map Legend**

**Features**

- ~ Highways
- Roads

**Boundaries**

- ◻ Jamestown
- ◻ RI Municipal
- ◻ Other States

**Rights-of-Way**

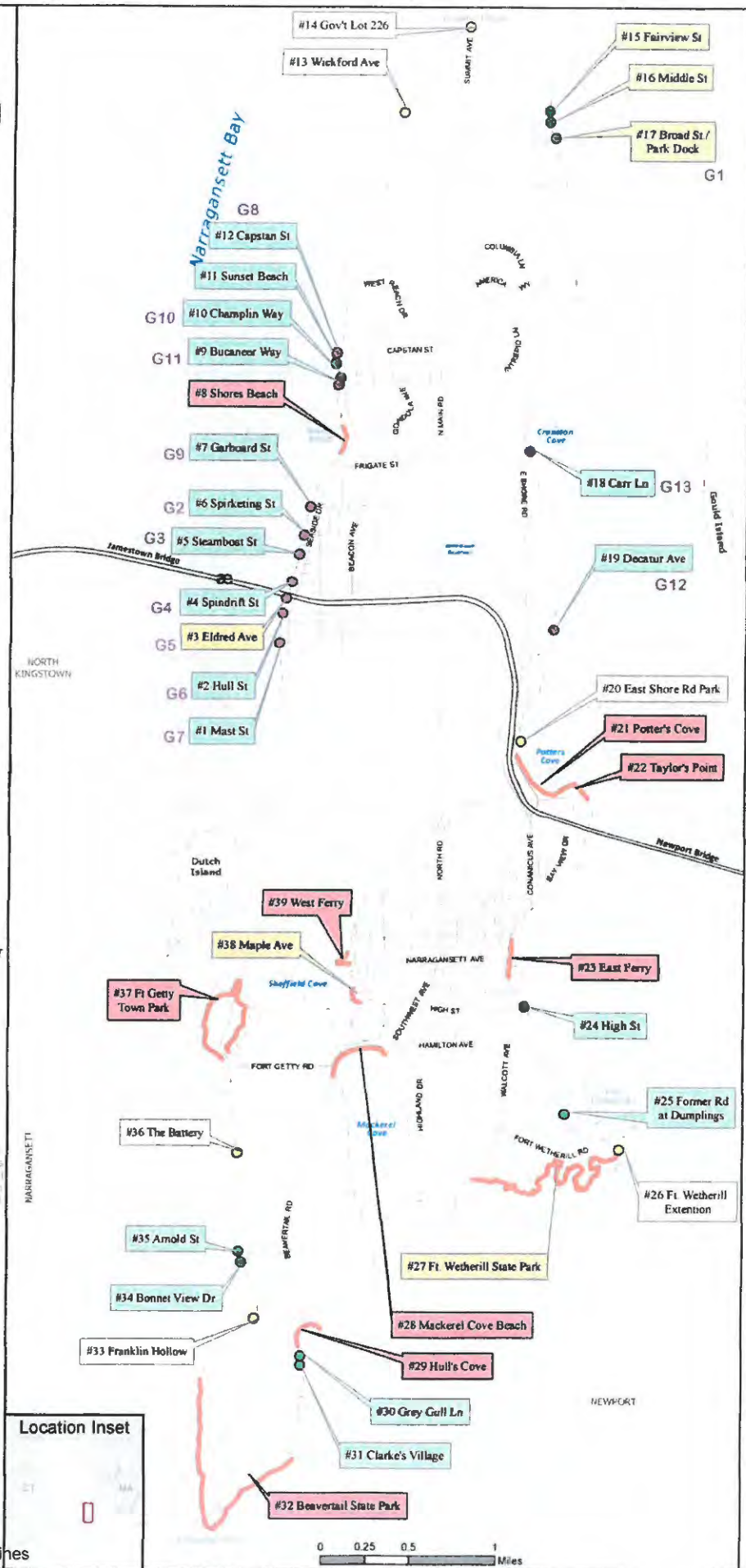
- No 1 Priority Sites
- No 2 Priority Sites
- No 3 Priority Sites
- No recommendation until further review
- CRMC ROW Designation

This map is the product of a Professional Land Survey. It was created by Jamestown GIS Dept 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.



Justin Jobin, Erin McKinley  
Marianne DiFin  
Jamestown GIS Dept  
March 2013

240405 CHMP Appendix with redlines



# Town of Jamestown Comprehensive Harbor Management Plan

## Appendix A-5

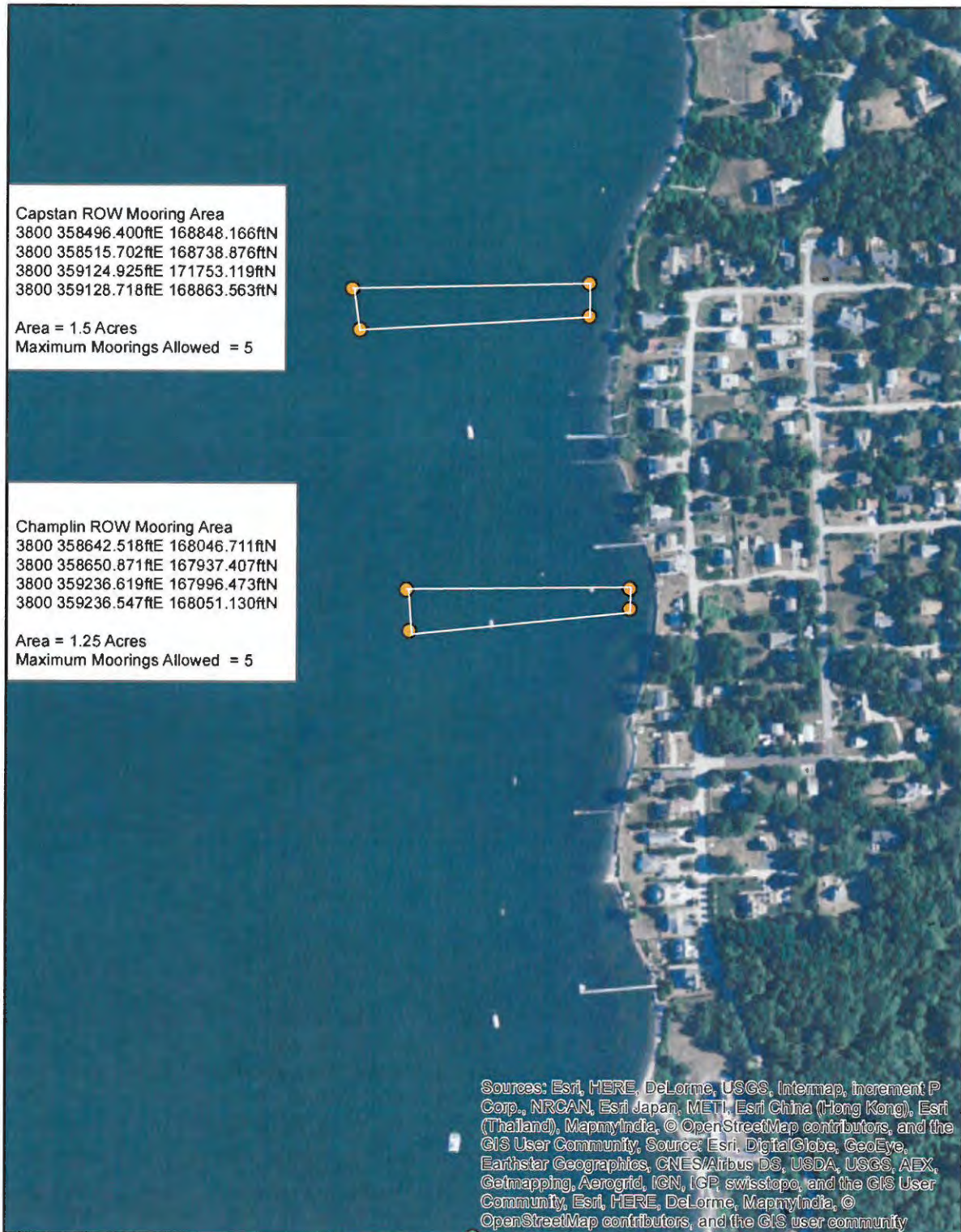
### *Maps*



*Replace GIS with Latitude Longitude*  
*Who has GIS system on their boat or at home?*

# Town of Jamestown Harbor Department

## Appendix A-5.1 Capstan ROW Mooring Area Champlin ROW Mooring Area



# Town of Jamestown Harbor Department

## Appendix A-5.2

### Garboard Street ROW Mooring Area

### Spirketing Street ROW Mooring Area

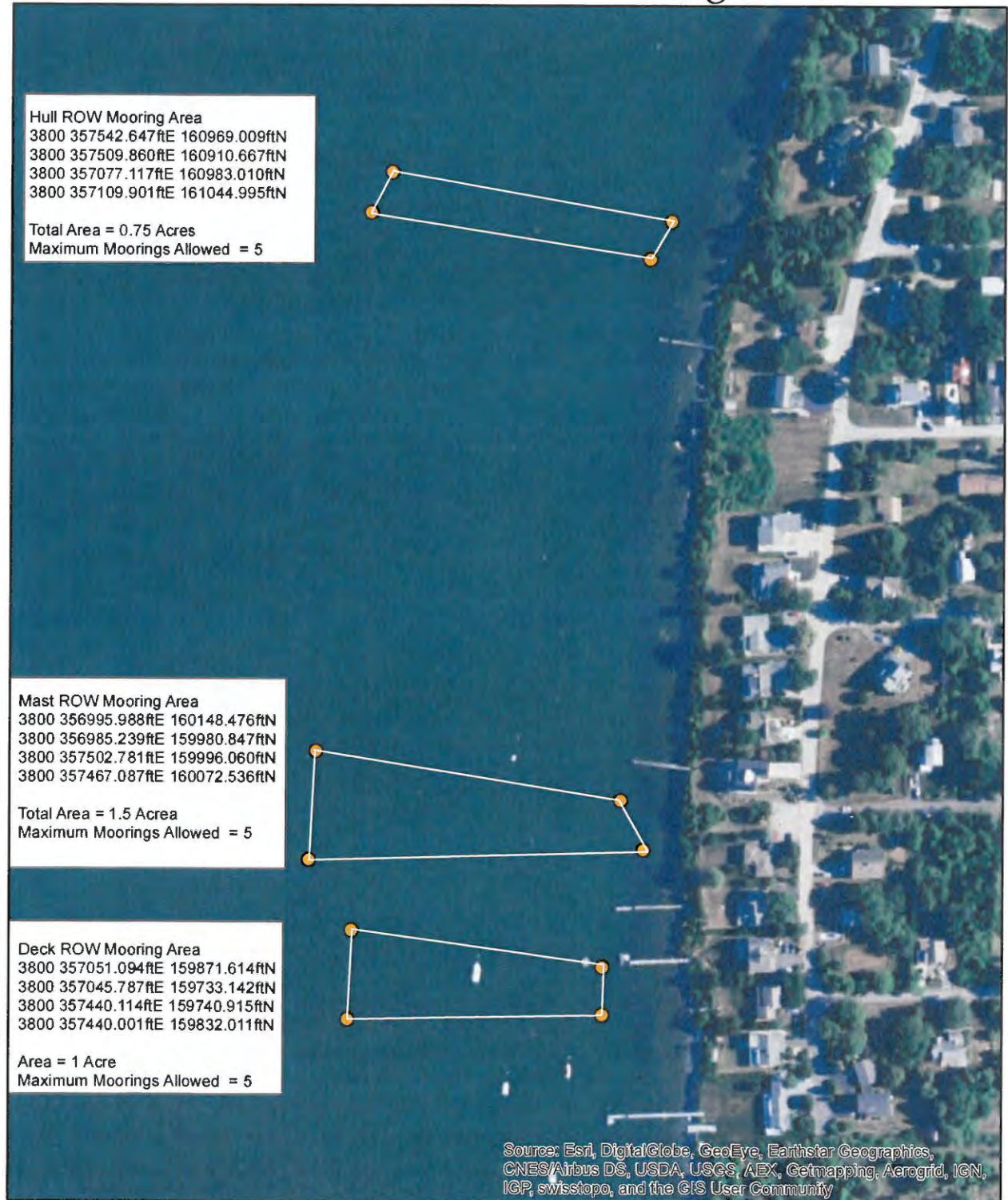




# Town of Jamestown Harbor Department

## Appendix A-5.3

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



# Town of Jamestown Harbor Department

## Appendix A-5.4 Lot 108 Mooring Area



# Town of Jamestown Harbor Department

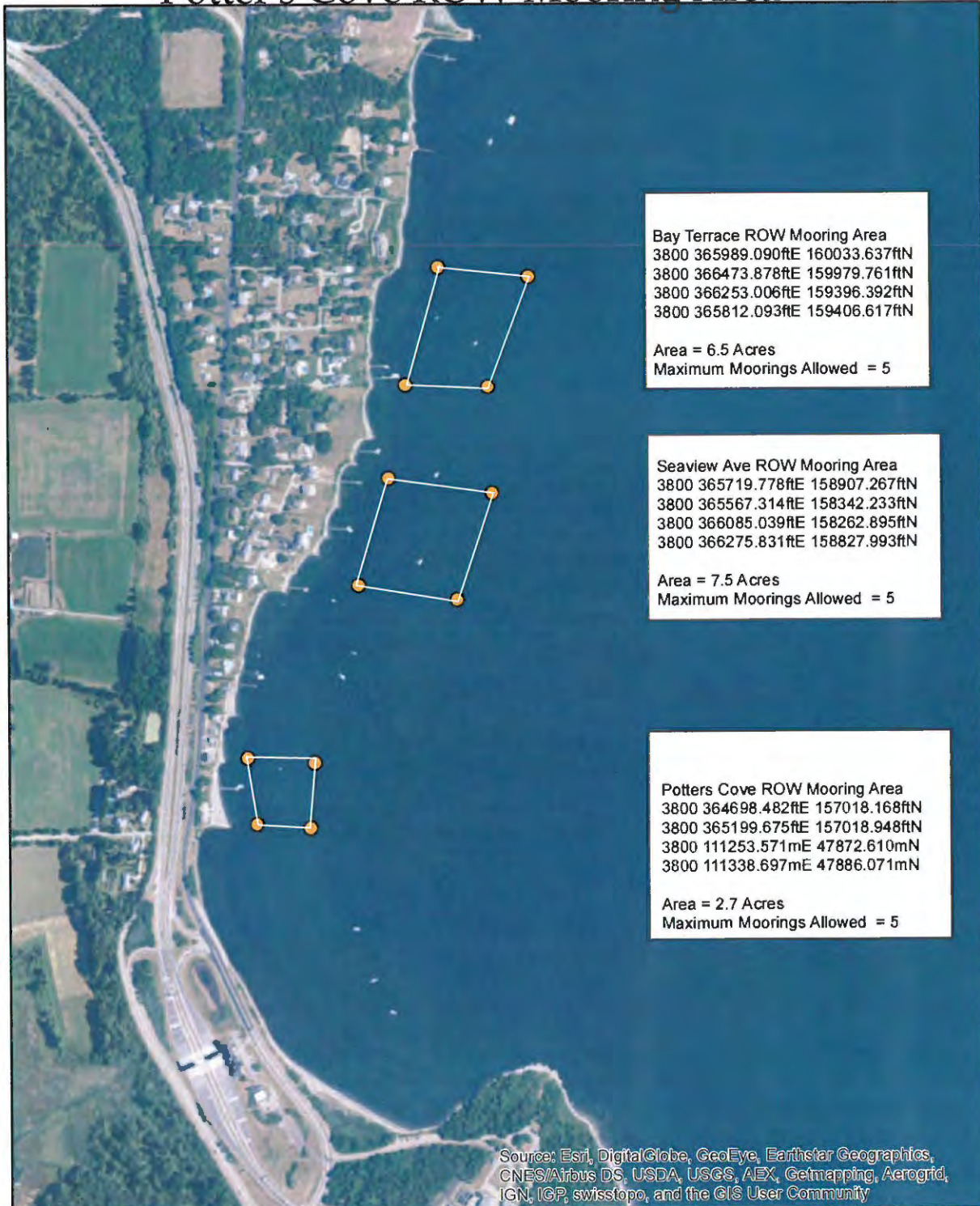
## Appendix A-5.5 Bridge View ROW Mooring Area



# Town of Jamestown Harbor Department

Get Potters out of anchorage area, south coordinates wrong  
Appendix A-5.6

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



# Town of Jamestown Harbor Department

## Appendix A-5.7 Head's Beach Mooring Area



# Town of Jamestown Harbor Department

Fix coordinates, add lat/lon to all.

## Appendix A-5.8 Cranston Cove Mooring Area



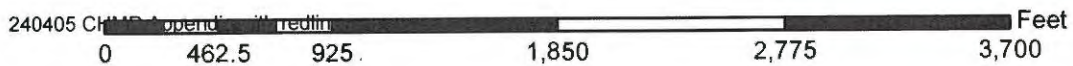
# Town of Jamestown Harbor Department

## Appendix A-5.9 Park Dock Mooring Area



# Town of Jamestown Harbor Department

## Appendix A-5.10 West Ferry Mooring Area





# Town of Jamestown Harbor Department

## Appendix A-5.11 East Ferry Mooring Area



# Town of Jamestown Harbor Department

## Appendix A-5.13 Zeek's Creek Conservation Zone



# Town of Jamestown Harbor Department

## Appendix A-5.12 Sheffield Cove Conservation Zone Mackerel Cove Conservation Zone



# Town of Jamestown Harbor Department

## Appendix A-5.14

### Potter's Cove Conservation and Transient Anchorage Zone

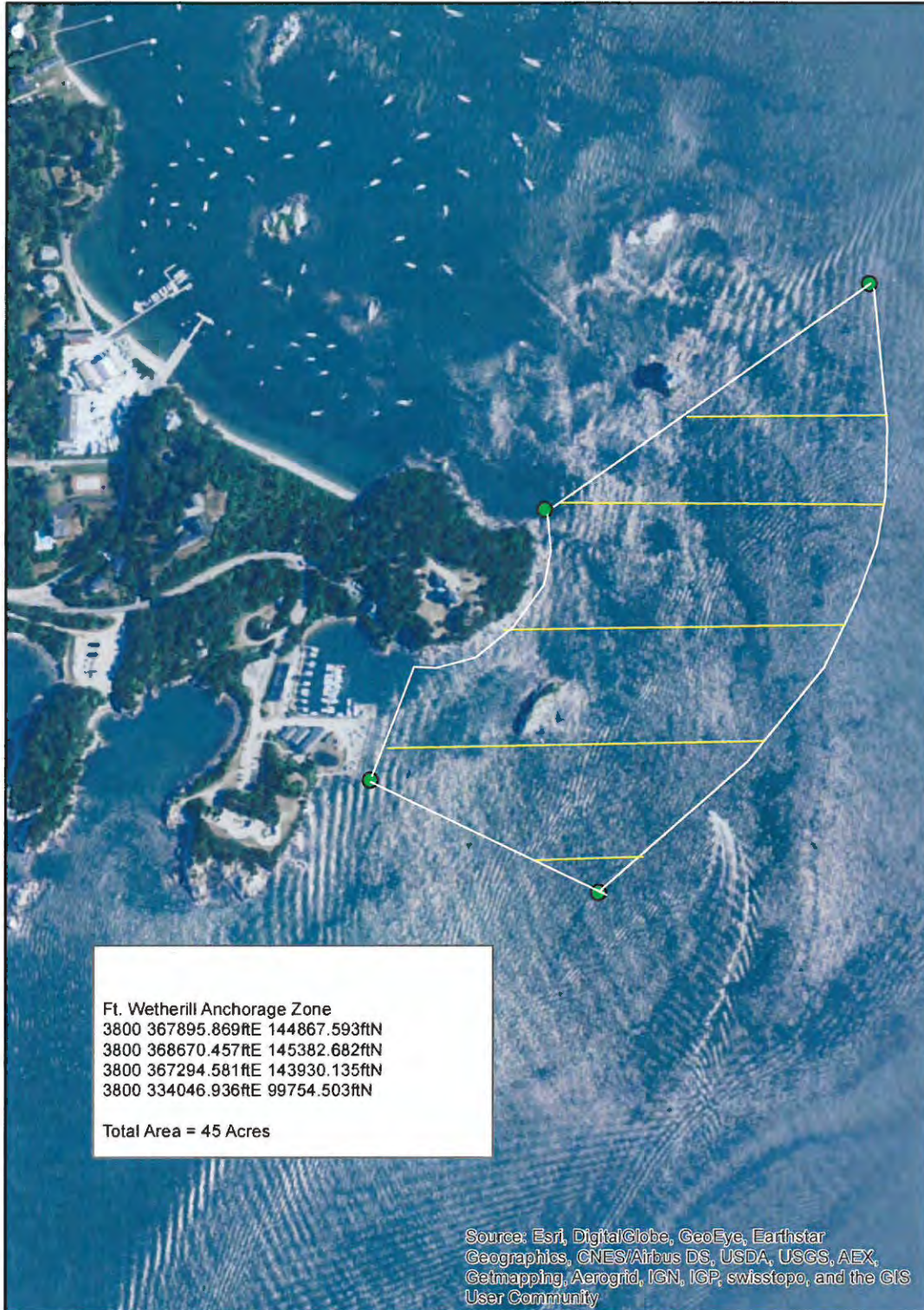


# Town of Jamestown Harbor Department

*Terrible Anchorage area, get HC to discuss change.*

## Appendix A-5.15

### Ft. Wetherill Anchorage Zone



# Town of Jamestown Harbor Department

Move out fairway, fix coord, fix writeup section 2, CRMC direc  
Appendix A-5.16

## West Ferry Anchorage Zone



# Town of Jamestown Harbor Department

## Appendix A-5.17 East and West Harbor Waters



# Town of Jamestown Harbor Department

Fix coord, wrong south west corner

## Appendix A-5.18

### Fly Jib Court ROW Mooring Area





# Town of Jamestown Comprehensive Harbor Management Plan

## Appendix A-6

### *Coordinates*



*Replace all with corrected coordinates, break info MA, Anchor,  
Conserv, Harbor area sections.*  
*Replace bad GIS.*

**Section 78-34; Appendix A: Specific Areas Within Jurisdiction; State Plane Coordinates**

\*This Appendix is cross-referenced in the Comprehensive Harbor Management Plan Appendix A

<b>*Appendix A-5.1: Capstan ROW Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 358496.400ftE 168848.166ftN	-71.38890	41.54668
3800 358515.702ftE 168738.876ftN	-71.38883	41.54638
3800 359124.925ftE 171753.119ftN	-71.38659	41.54648
3800 359128.718ftE 168863.563ftN	-71.38654	41.54672

<b>*Appendix A-5.1: Champlin ROW Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 358642.518ftE 168046.711ftN	-71.38837	41.54448
3800 358650.871ftE 167937.407ftN	-71.38884	41.54418
3800 359236.619ftE 167996.473ftN	-71.38620	41.54434
3800 359236.547ftE 168051.130ftN	-71.38620	41.54449

<b>*Appendix A-5.2: Garboard ROW Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 357913.343ftE 164500.336ftN	-71.39105	41.53475
3800 358359.871ftE 164304.137ftN	-71.38942	41.53154
3800 358346.527ftE 164034.477ftN	-71.38947	41.53397
3800 357825.913ftE 164354.473ftN	-71.39137	41.53435

<b>*Appendix A-5.2: Spirketing ROW Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 358202.232ftE 163392.980ftN	-71.39000	41.53171
3800 358114.694ftE 163330.924ftN	-71.39032	41.53154
3800 357802.435ftE 163428.913ftN	-71.39146	41.53181
3800 357851.614ftE 163512.782ftN	-71.39128	41.53204

<b>*Appendix A-5.3: Hull ROW Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 357542.647ftE 160969.009ftN	-71.39242	41.52506
3800 357509.860ftE 160910.667ftN	-71.39254	41.52490
3800 357077.117ftE 160983.010ftN	-71.39412	41.52510
3800 357109.901ftE 161044.995ftN	-71.39400	41.52527

<b>*Appendix A-5.3: Mast ROW Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 356995.988ftE 160148.476ftN	-71.39442	41.52281
3800 356985.239ftE 159980.847ftN	-71.39446	41.52235
3800 357502.781ftE 159996.060ftN	-71.39257	41.52239
3800 357467.087ftE 160072.536ftN	-71.39270	41.52260

<b>*Appendix A-5.3: Deck ROW Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 357051.094ftE 159871.614ftN	-71.39422	41.52205
3800 357045.787ftE 159733.142ftN	-71.39424	41.52167
3800 357440.114ftE 159740.915ftN	-71.39280	41.52169
3800 357440.001ftE 159832.011ftN	-71.39280	41.52194

<b>*Appendix A-5.4: Lot 108 ROW Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 361099.513ftE 145389.146ftN	-71.37951	41.48229
3800 361116.371ftE 145090.378ftN	-71.37945	41.48147
3800 361412.301ftE 145094.436ftN	-71.37837	41.48148
3800 361411.901ftE 145378.651ftN	-71.37837	41.48226

<b>*Appendix A-5.5: Bridge View ROW Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 366295.263ftE 168837.618ftN	-71.36041	41.54662
3800 366186.219ftE 168556.867ftN	-71.36081	41.54585
3800 366457.331ftE 168491.717ftN	-71.35982	41.54567
3800 366533.565ftE 168746.909ftN	-71.35954	41.54637

<b>*Appendix A-5.6: Bay Terrace ROW Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 365989.090ftE 160033.637ftN	-71.36158	41.52246
3800 366473.878ftE 159979.761ftN	-71.35981	41.52231
3800 366253.006ftE 159396.392ftN	-71.36062	41.52071
3800 365812.093ftE 159406.617ftN	-71.36223	41.52074

<b>*Appendix A-5.6: Seaview Ave ROW Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 365719.778ftE 158907.267ftN	-71.36257	41.51937
3800 365567.314ftE 158342.233ftN	-71.36313	41.51782
3800 366085.039ftE 158262.895ftN	-71.36124	41.51760
3800 366275.831ftE 158827.993ftN	-71.36054	41.51915

<b>*Appendix A-5.6: Potters Cove ROW Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 364952.557ftE 157423.026ftN	-71.36538	41.51530
3800 365319.585ftE 157398.094ftN	-71.36404	41.51523
3800 365297.015ftE 156075.354ftN	-71.36413	41.51160
3800 365028.521ftE 156129.590ftN	-71.36511	41.51175

<b>*Appendix A-5.7: Head's Beach Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 359053.122ftE 165970.263ftN	-71.38688	41.53878
3800 358240.283ftE 165761.514ftN	-71.38985	41.53821
3800 358504.560ftE 166760.261ftN	-71.38888	41.54095
3800 359038.461ftE 166713.585ftN	-71.38693	41.54082

<b>*Appendix A-5.8: Cranston Cove Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 365449.396ftE 165378.270ftN	-71.36352	41.53713
3800 365761.563ftE 165342.326ftN	-71.36238	41.53703
3800 366018.790ftE 167128.215ftN	-71.36143	41.54197
3800 365337.549ftE 166861.133ftN	-71.36392	41.54126

**Section 78-34; Appendix A: Specific Areas Within Jurisdiction; State Plane Coordinates**

\*This Appendix is cross-referenced in the Comprehensive Harbor Management Plan Appendix A

<b>*Appendix A-5.9: Park Dock Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 366074.645ftE 174958.916ftN	-71.36118	41.56342
3800 366389.423ftE 174922.986ftN	-71.36003	41.56332
3800 365826.824ftE 175909.564ftN	-71.36208	41.56603
3800 366177.106ftE 175910.126ftN	-71.36080	41.56603

<b>*Appendix A-5.10: West Ferry Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 356592.040ftE 149938.038ftN	-71.39594	41.49479
3800 359825.261ftE 149555.907ftN	-71.38414	41.49373
3800 360691.600ftE 153087.928ftN	-71.38096	41.50342

<b>*Appendix A-5.11: East Ferry Mooring Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 367044.614ftE 154292.697ftN	-71.35776	41.50670
3800 366936.882ftE 154397.882ftN	-71.35468	41.50603
3800 367895.869ftE 144867.593ftN	-71.35471	41.48083
3800 368670.457ftE 145382.682ftN	-71.35188	41.48224

<b>*Appendix A-5.12: Sheffield Cove Conservation Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 356403.644ftE 144821.926ftN	-71.39665	41.48075
3800 359825.261ftE 149555.907ftN	-71.38414	41.49373

<b>*Appendix A-5.12: Mackerel Cove Conservation Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 359253.554ftE 146807.725ftN	-71.38624	41.48619
3800 356047.728ftE 146883.889ftN	-71.37935	41.48641

<b>*Appendix A-5.13: Zeek's Creek Conservation Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 109082.433mE 47785.143mN	-71.39120	41.51355
3800 109236.036mE 47783.117mN	-71.38936	41.51353
3800 110061.422mE 46740.225mN	-71.37949	41.50413
3800 109815.118mE 46745.439mN	-71.38244	41.50418
3800 109960.227mE 46864.476mN	-71.38066	41.50525

<b>*Appendix A-5.14: Potter's Cove Conservation Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 364698.482ftE 157018.168ftN	-71.36631	41.51419
3800 365199.675ftE 157018.948ftN	-71.36448	41.51419
3800 111253.571mE 47872.610mN	-71.36519	41.51413
3800 111338.697mE 47886.071mN	-71.35642	41.50673

<b>*Appendix A-5.14: Potter's Cove Transient Anchorage Zone</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 365199.675ftE 157018.948ftN	-71.36448	41.51419
3800 367882.826ftE 154261.296ftN	-71.35470	41.50661
3800 367414.201ftE 154406.265ftN	-71.35641	41.50701
3800 365700.863ftE 157023.384ftN	-71.36265	41.51420

<b>*Appendix A-5.15: Ft. Wetherill Transient Anchorage Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 367895.869ftE 144867.593ftN	-71.35471	41.48083
3800 368670.457ftE 145382.682ftN	-71.35188	41.48224
3800 367294.581ftE 143930.135ftN	-71.35691	41.47826
3800 334046.936ftE 99754.503ftN	-71.35404	41.47718

<b>*Appendix A-5.16: West Ferry Transient Anchorage Zone</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 356586.552ftE 149945.319ftN	-71.39596	41.49481
3800 356645.744ftE 153111.854ftN	-71.39573	41.50350
3800 360691.600ftE 153087.928ftN	-71.38096	41.50342

<b>*Appendix A-5.17: West Ferry Harbor Waters</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 360570.985ftE 153153.351ftN	-71.3814	41.5036
3800 359671.808ftE 149581.208ftN	-71.3847	41.49380
3800 356493.499ftE 149868.688ftN	-71.3963	41.4946

<b>*Appendix A-5.17: East Ferry Harbor Waters</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 364698.482ftE 157018.168ftN	-71.36631	41.51419
3800 365700.863ftE 157023.384ftN	-71.36265	41.51420
3800 367835.683ftE 144809.191ftN	-71.35493	41.48067
3800 368670.457ftE 145382.682ftN	-71.35188	41.48224

<b>*Appendix A-18: Fly Jib ROW Mooring Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 364698.482ftE 157018.168ftN	-71.36631	41.51419
3800 365199.675ftE 157018.948ftN	-71.36448	41.51419
3800 111253.571mE 47872.610mN	-71.36519	41.51413
3800 111338.697mE 47886.071mN	-71.35642	41.50673

<b>*Appendix A-19: Mackerel Cove Swim Area</b>		
RI State Plane Coordinates	Longitude	Latitude
3800 359716.122ftE 147169.074ftN	41.48718	-71.38455
3800 359853.093ftE 147187.476ftN	41.48723	-71.38405
3800 360017.462ftE 147205.916ftN	41.48738	-71.38283
3800 360187.286ftE 147242.583ftN	41.48738	-71.38283
3800 360398.258ftE 147242.870ftN	41.48738	-71.38206

Addendix changes:

Add aquafarm

Add large scale map showing all mooring areas

Group mooring areas clockwise starting East side North

Add shellfish map and reference to DEM

**Town of Jamestown  
Comprehensive Harbor Management Plan**

**Appendix B, renumber**

***Storm Preparedness***



## STORM PREPAREDNESS AND HAZARD MITIGATION

### *TOWN OF JAMESTOWN*

*December 10, 2012*

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

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

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

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

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

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

*Can the municipality tow a disabled vessel?*

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

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

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

*Any person...who gratuitously and in good faith renders assistance at the scene of a vessel collision, accident, or other casualty without objection of any person assisted, shall not be held liable for any civil damages as a result of the rendering of assistance for any act or omission in providing or arranging salvage, tonnage, medical treatment, or other assistance where the*

*assisting person acts as an ordinary, reasonable, prudent man would have acted under the same or similar circumstances.*

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

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

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

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



*What is the municipality's mooring liability?*

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

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

**HAZARD MITIGATION PLAN**

## SUMMARY FOR THE TOWN OF JAMESTOWN AND SURROUNDING WATERS

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

### 100. Authority:

The primary authority for carrying out the responsibilities detailed in this plan I vested with the [Harbor Executive Director and Harbormaster](#), who will work in cooperation with the Harbor Commission. However, to successfully complete the activities outlined in this plan, the Harbormaster is required to work with other Town departments, including the planning board, police and fire departments, town planners, building code official, public works department, and the emergency management director.

### 200. Goals of the Harbor Hazard Mitigation Plan

To prevent the loss of life and property by:

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

### 300. Risk Assessment

#### 310. General Characteristics

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

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

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

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

**320-High Hazard Areas**

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

**330-Risk Assessment Table**

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

#### 400. Strategies for Preparedness, Response, and Recovery

##### 410. Town of Jamestown

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

##### 410.1 Preparedness

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

#### LEVEL 3 - 72 HOURS

1. If hurricane, being tracking and monitoring hourly weather reports;
2. Contact any services under contract for after event to assess their readiness;
3. Manage harbor traffic as it increases during marina/boater preparation activities;
4. Ensure fuel tanks are full and reserve batteries are charged;
5. Inventory and update first aid equipment and other onboard emergency tools;
6. Contact local marinas and boat moving companies for statuses and relay to mariners;
7. Maintain radio watch and attendance at daily status meeting normally held at Police Station; Emergency Operations Center (EOC)
8. Alert local port community, ~~encouraging~~ boat owners to seek safe refuge, remove boats from water, or take action to minimize damaging effects;
9. Alert local marinas, marine interests, holders of mooring permits, and occupants of special anchorage areas to impending emergency;
10. Document waterfront using photographs, drone video or camera-or video;
11. Start tracking time and resource allocations for possible state and federal reimbursement;
12. Post notice to have all vessels removed from Town docks.
- ~~12-13.~~ Encourage vessels within anchorages to move further inland. Jamestown anchorage areas may take direct wind impact.

#### LEVEL 2 - 48 HOURS

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

#### LEVEL 1 - 24 HOURS

1. Final patrol of the harbor;
  - a. Inventory number of vessels and precautions taken by harbor and shoreline users;
  - b. Clear public piers of vessels and equipment.

2. Log information on transient boats;
3. Fuel Harbormaster vessels;
4. Haul and store Harbormaster vessels with assistance of public works department;
5. Complete shoreline survey and final harbor check from shore;
6. Alert harbor community to any unsafe conditions in the harbor;
7. Continue to perform pertinent Level 2 activities;
8. All vessels must be removed from Town docks at this time. Transient moorings will not be allowed to be used during any storm event.

#### **410.2 Response**

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

#### **410.3 Recovery**

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

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

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

Priority 3 - Reopen the harbor for recovery activity.

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

#### **IMMEDIATE - 24 HOURS**

1. Assess readiness of the Harbormaster's office, reestablish radio communications, and correct deficiencies;
2. Relaunch Harbor Master vessels
- 2.3. Complete rapid appraisal of damage to town facilities, assisting Public Works;
4. Conduct waterway survey via water craft or drone, vehicle
- 3.5. Provide damage assessment information to Town officials;
6. Contact boat owners with vessels washed up on shore

- 4.7. Initiate pre-established contract services companies (towing, salvage) if required;
- 5.8. Institute security watches as necessary;
- 6.9. Alert maritime community to unsafe conditions in the harbor;
- 10. Track time and resource allocation of Harbormaster's office for possible state and federal reimbursement.
- 7. [Contact marinas for damage assessment to facilities and client vessels](#)

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#### MID-TERM - 1 TO 14 DAYS

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

#### LONG-TERM - 14 TO 90 DAYS

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

#### [420. Harbor and Shoreline Users](#)

#### 421. Marina Facilities

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

Facility plans will include:

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

#### 422. Boaters

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

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

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

Boaters should also consider:



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

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

#### **423. Waterfront Business (excluding marinas)**

All waterfront businesses are expected to take the necessary precautions to protect their property.

#### **424. Shorefront Homeowners**

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

#### **425. Special Hazards**

1. Town Docks – All vessels shall be cleared of the town commercial dock 72 hours prior to expected storm event.
2. Transients – Vessels not usually moored in the harbor, but seeking safe refuge, will be allowed to moor in the specified anchorage areas. Transient yachts will not be allowed to tie to a mooring if not authorized by both the mooring owner and the Harbormaster. Transient vessels should be encouraged to move further inland if storm conditions indicate direct wind impact to those areas. Transient vessels seeking shelter will provide the Harbormaster with:
  - Name of owner and Captain, if different;
  - Home port;
  - Registration/ documentation numbers;
  - Length, draft, and type (sail/power);
  - Number of persons aboard;
  - Address and phone where owner can be contacted.

3. Passenger Vessels and Ferries – As deemed necessary by the Harbormaster, local passenger vessels and ferries will submit individual plans to the Harbormaster. These plans will include information about planned preparedness, response, and recovery actions.

#### **500. Inventory of Longer-Term Mitigation Projects**

1. Maintaining the existing seawalls. Although it does not provide complete protection, there is a measure of safety gained by having the seawall properly maintained;
2. Methods to increase scope within the harbor without losing surface area maximization should be explored. Actions may include a targeted approach to removing vessels from moorings and increasing the scope with storm pennants for those that remain. In the existing mooring configuration, increasing mooring scope is difficult. Therefore, the town should explore alternative methods for gridding the mooring field that will allow space maximization and increased scope;
3. Implement an annual education and training program conducted by the Harbormaster for the public. This program should focus on storm preparedness for the boater. Other workshops should be conducted with the help of the building inspector and planning board to discuss shoreline construction standards and storm-proofing homes and businesses;
4. The Harbormaster should compile a list of educational material that can be shared with harbor and shorefront users;
5. Maintain an accurate list of principal marine interests including marinas, waterfront businesses, neighboring Harbormasters, U.S. Coast Guard, towing and salvage companies, environmental response teams, key vessel operators (charter boats and ferries), fishing cooperatives, etc.;
6. Starting at the beginning of each hurricane season on June 1, the Harbormaster shall:
  - Review local harbor hazard mitigation plan and update as necessary;
  - Distribute and post revised plan;
  - Inspect all storage sheds, outbuilding and portable office trailers for proper tie-down;
  - Inspect all emergency power sources and lighting systems to ensure they are operational;
  - Prepare and distribute a storm checklist for boaters.

7. Conduct a disaster mitigation workshop for business and industry in cooperation with the Rhode Island Emergency Management Agency. Propose activities that can be implemented to mitigate damage. Suggested actions for local coastal business may include:
  - Place more essential equipment and functions on higher levels of the structure, above the anticipated flood level;
  - Construct berms around the facility;
  - Install or have access to dewatering pumps;
  - Provide emergency generators and potable water storage;
  - Install blowout plugs in floor slabs whose elevation is below anticipated flood elevation;
  - Install master shutoff valve controls for sewer, gas, and water above anticipated flood elevation;
  - Reinforce walls to carry hydrostatic and hydrodynamic loads;
  - Install flood-proof electrical systems and utility cores in areas subject to flooding;
  - Install safety glass in windows.
8. Assess the feasibility of developing a volunteer corps who can assist the Harbormaster secure vessels during the phase or maintain security patrols after an event.

**600- Coordination**

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

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

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

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

[Key RI Leadership Organizations](#)

[RI Emergency Management Agency](#)

[Department of Environmental Management Police](#)

[State Police](#)

[Coast Guard](#)

[Jamestown Police Chief](#)

[Jamestown Town Administrator](#)

**THE SAFFIR-SIMPSON HURRICANE SCALE**

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

of the continental shelf in the landfall region. Note that all winds are using the U.S. 1-minute average.

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

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

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

**Category Four Hurricane:** Winds 131-155 mph (114-135 kt or 210-249 kmh). Storm surge generally 13-18 feet above normal. More extensive curtainwall failures with some complete roof structure failures on small residences. Shrubs, trees and all signs are blown down. Complete destruction of mobile homes. Extensive damage to doors and windows. Low-lying escape routes may be cut off by rising water 3-5 hours before the

arrival of the center of the hurricane. Major damage to lower floors of structures near the shore. Terrain lower than 10 feet above sea level may be flooded requiring massive evacuation of residential areas as far inland as 6 miles (10 km). **Hurricane Luis** of 1995 was a Category Four Hurricane while moving over the Leeward Islands. **Hurricanes Felix and Opal** of 1995 also reached Category Four status at peak intensity.

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